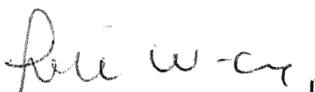


Date of issue: Tuesday, 18 August 2020

MEETING	PLANNING COMMITTEE (EXTRAORDINARY) (Councillors Dar (Chair), M Holledge (Vice-Chair), Davis, Gahir, Mann, Minhas, Plenty, Sabah and Smith)
DATE AND TIME:	WEDNESDAY, 26TH AUGUST, 2020 AT 6.30 PM
VENUE:	VIRTUAL MEETING
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE 07514 939 642

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



JOSIE WRAGG
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
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APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

All Members who believe they have a Disclosable Pecuniary or other Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 4 paragraph 4.6 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed.



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	-
3.	Human Rights Act Statement - To Note	3 - 4	-
MISCELLANEOUS REPORTS			
4.	Local Plan Spatial Strategy Key Components	5 - 56	All
5.	Burnham Beeches SAC Strategic Access Management and Monitoring Strategy SPD	57 - 70	All
PLANNING APPLICATIONS			
6.	P/00072/096 - AkzoNobel Decorative Paints, Wexham Road, Slough, SL2 5DB <i>Officer's Recommendation: Delegate to the Planning Manager for Approval</i>	71 - 210	Central
7.	Members' Attendance Record	211 - 212	-
8.	Date of Next Meeting - 9th September 2020	-	-

Press and Public

This meeting will be held remotely in accordance with the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. Part I of this meeting will be live streamed as required by the regulations. The press and public can access the meeting from the following link (by selecting the meeting you wish to view):

<http://www.slough.gov.uk/moderngov/mgCalendarMonthView.aspx?GL=1&bcr=1>

Please note that the meeting may be recorded. By participating in the meeting by audio and/or video you are giving consent to being recorded and acknowledge that the recording will be in the public domain.

The press and public will not be able to view any matters considered during Part II of the agenda.



PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased’. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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The Human Rights Act 1998 was brought into force in this country on 2nd October 2000, and it will now, subject to certain expectations, be directly unlawful for a public authority to act in a way which is incompatible with a Convention Right. In particular Article 8 (Respect for Private and Family Life) and Article 1 of Protocol 1 (Peaceful Enjoyment of Property) apply to planning decisions. When a planning decision is to be made, however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest, and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act 1998 will not be referred to in the Officers Report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

Please note the Ordnance Survey Maps for each of the planning applications are not to scale and measurements should not be taken from them. They are provided to show the location of the application sites.

CLU / CLUD	Certificate of Lawful Use / Development
GOSE	Government Office for the South East
HPSP	Head of Planning and Strategic Policy
HPPP	Head of Planning Policy & Projects
S106	Section 106 Planning Legal Agreement
SPZ	Simplified Planning Zone
TPO	Tree Preservation Order
LPA	Local Planning Authority

USE CLASSES – Principal uses	
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
C2	Residential Institutions
C2(a)	Secure Residential Institutions
C3	Dwellinghouse
C4	Houses in Multiple Occupation
D1	Non Residential Institutions
D2	Assembly & Leisure

OFFICER ABBREVIATIONS	
LM	Laurence Moore
DC	David Cooper
PS	Paul Stimpson
NR	Neetal Rajput
HA	Howard Albertini
JG	James Guthrie
SB	Sharon Belcher
IK	Ismat Kausar
CM	Christian Morrone
CL	Caroline Longman
NB	Neil Button
MS	Michael Scott

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE** 26th August 2020
CONTACT OFFICER: Paul Stimpson, Planning Policy Lead Officer
(For all Enquiries) (01753) 875820
WARD(S): All

PART I
FOR DECISION

LOCAL PLAN SPATIAL STRATEGY KEY COMPONENTS

1 Purpose of Report

1.1 The purpose of the report is to set out the content of three of the five “key components” of the Preferred Spatial Strategy which will be the subject of public consultation in November.

2 Recommendation

2.1 The Committee is requested to resolve that:

- a) The content of the three “key components” set out in this report be agreed as the basis for the preferred Spatial Strategy for the Slough Local Plan.
- b) A report setting out the proposed content of the “Centre of Slough” and “cross border expansion of Slough” components of the preferred Spatial Strategy be brought to this Committee for consideration
- c) A report setting out principles for future policies to implement the Spatial Strategy be brought to this Committee for consideration.

3 The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Wellbeing Strategy Priorities

Part of the Spatial Strategy is to enhance neighbourhoods which will help to implement Priority 3

- *Strong, healthy and attractive neighbourhoods.*

3b Slough Joint Wellbeing Strategy Priorities

Ensuring that needs are met within the local area will make a positive contribution to the following SJWS priorities:

- *Economy and Skills*
- *Regeneration and Environment*
- *Housing*

3c Five Year Plan Outcomes

The proposed Spatial Strategy for the Local Plan will contribute to the following Five Year Plan outcomes:

- **Outcome 3: Slough will be an attractive place where people choose to live, work and stay.** The Preferred Spatial Strategy will seek to protect and enhance the local environment.
- **Outcomes 4: Our residents will live in good quality homes.** The Preferred Spatial Strategy will seek to ensure that we have a balanced housing market that can meet the range of housing needs in Slough.
- **Outcome 5: Slough will attract, retain and grow businesses and investments to provide opportunities for our residents.** The Preferred Spatial Strategy will promote areas for employment growth in Slough.

4 Other Implications

(a) Financial

There are no financial implications.

(b) Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee approves the recommendation.	Failure to agree the proposed content of the Preferred Spatial Strategy will affect the Council's ability to bring forward the Local Plan and plan for development in the most sustainable way.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications as a result of this report.

5 Supporting Information

Introduction

- 5.1 It is proposed to carry public consultation on the Preferred Strategy for the Local Plan for Slough in November and December in order to meet Government's deadline of having an adopted Plan by the end of 2023.

- 5.2 The Spatial Strategy is an important part of the Local Plan which will set out what the pattern, scale and quality of development will be in Slough.
- 5.3 At the previous meeting of his Committee on 29th July it was agreed that the overall guiding principle for the Spatial Strategy is that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 5.4 Taking this into account it was agreed that the Spatial Strategy should consist of the following key elements:
- ***Delivering*** major comprehensive redevelopment within the “Centre of Slough”;
 - ***Selecting*** other key locations for appropriate *sustainable* development;
 - ***Enhancing*** *our distinct suburbs, vibrant neighbourhood centres and environmental assets*;
 - ***Protecting*** the “Strategic Gap” between Slough and Greater London;
 - ***Promoting*** the cross border expansion of Slough to meet unmet housing needs.
- 5.5 The purpose of this report is to set out in detail what three of these key elements (now called “components”) should consist of. These are the ones dealing with “selecting key locations for development”, “enhancing the suburbs” and “protecting the Strategic Gap”.
- 5.6 A report on the “centre of Slough” component will be made to the next meeting of this Committee on 9th September. There will also be a separate report on the “Centre of Slough Regeneration Framework” which will provide Members with the opportunity to understand the relationship between the two documents.
- 5.7 The report on the “cross border expansion of Slough” component of the Spatial Strategy will also be reported to the 9th September which should give us more time to consider the Government’s recent proposals for changing the way that housing needs are calculated.
- 5.8 The Spatial Strategy is just the first part of the Local Plan. It will not contain any policies. A full set of Development Management policies will be included in the final version of the Local Plan. Outline proposals will be set out for the type of policies that may be needed in order to implement the proposals and mitigate any adverse impacts. These will be reported to the next meeting.
- 5.9 Following consideration of the Spatial Strategy at the meeting of this Committee on 9th September and Scrutiny and Overview on 10th September, approval will be sought for the publication of the document at Cabinet on 12th October. There will then be a six week public consultation from 2nd November to 11th December.

Key Components of the Spatial Strategy

- 5.10 For the purposes of the Spatial Strategy, the Borough has been divided up into four broad geographical areas. These are the “Centre of Slough”, the “suburban” areas, Colnbrook and Poyle and the rest of the town.
- 5.11 The proposed detailed content of three of the five Key Components are set out in the Appendices
- 5.12 Before considering the individual Components of the Strategy, it is important to explain how they fit together.
- 5.13 One of the main tasks of the Spatial Strategy is to decide what the best use of scarce land in the Borough should be, in doing so the following factors have to be taken into account:
- Based upon the current standard methodology for calculating objectively assessed housing needs, there is a need for 15,460 houses over the remaining 16 years of the plan period at an average of 966 a year. (This may change as a result of the Government’s latest proposals to change the standard methodology.)
 - There is also a significant need for affordable housing and for a range of house types including family housing.
 - We are unable to set a target for the number of jobs that are required to support the Slough economy but will continue to aim to provide an additional 15,000 jobs in order to meet the needs of the growing resident workforce. This should not be regarded as a maximum figure.
 - There is a general demand for land for warehousing in the Slough area.
 - There will be a significant reduction in the amount of retail floorspace in Slough town centre in recognition that it will no longer be a sub-regional shopping centre.
 - Slough will become an increasingly important transport hub
 - There continues to be a shortage of public open space in the Borough.
- 5.14 There are three important themes for the Spatial Strategy which can be derived from the Local Plan Vision and analysis of the big issues that are facing Slough.
- 5.15 The first of these is making Slough a place where people want to “work rest, play and stay”. One of the most important elements of this is making sure that people who have prospered in Slough have the opportunity to “stay” in the Borough.
- 5.16 The second is making sure that we have “inclusive growth” in Slough. This

means making sure that more of the wealth that is generated in Slough stays in Slough. This can be achieved by residents taking more of the well paid jobs in the town and providing more facilities in the Borough for people to use and enjoy.

- 5.17 The third is making Slough a place where residents can meet all of their needs and be able to “live locally” in their own community if they want to. This will help to develop local communities and reduce the need for people to travel.
- 5.18 In order to achieve this we have developed some guiding principles to help determine what the Spatial Strategy should be and what strategic policies will be needed to deliver it in the most sustainable way.
- 5.19 We should plan to meet our needs, as far as is practical, within the plan area, as close as possible to where they arise.
- 5.20 Development should be located in the most accessible locations possible in order to reduce the need to travel and encourage more sustainable modes of travel. This will also reduce our carbon foot print and help to reduce the impact upon the environment and air quality.
- 5.21 One of the other core principles is to make the most effective use of land by using that which has been previously developed.
- 5.22 We can only have sustainable development if, in addition to meeting our economic and social objectives, we are able to protect and enhance the natural and built environment including addressing climate change and health issues.
- 5.23 How all of these factors have influenced each of the five Key Components of the Spatial Strategy is explained below.

Delivering major comprehensive redevelopment within the “Centre of Slough”:

- 5.24 The overall guiding principle for the Spatial Strategy is that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 5.25 One of the other core principles is to make the most effective use of land by using that which has been previously developed. The centre of Slough contains a lot of these brownfield sites which should be capable of being regenerated without a significant environmental impact. The centre of Slough is also the area with the most demand for new development and so should be the area most likely to be able to deliver this.
- 5.26 As a result concentrating development in the Centre of Slough is at the heart of the Spatial Strategy. The “square mile” as it is sometimes referred to will provide the bulk of housing that will be built in the Borough. The proposed

expansion of the Central Business District with new office development provides the main opportunity for employment growth in Slough.

5.27 The centre's role as a transport hub will make it the focus for the Council's forthcoming Transport Strategy. Although it is currently failing as a shopping centre it has the potential to provide a smaller but more attractive retail offer. There is a lack of leisure and cultural facilities in Slough and so there is an opportunity to create a range of these throughout the centre.

5.28 As explained above a report on the "Centre of Slough" component of the Spatial Strategy will be reported to the next meeting of this Committee. It is important that the detailed proposals for the rest of the Borough are seen in the context of the fact that the central area is proposed to provide the bulk of the housing, employment and new facilities that are needed in Slough.

Selecting other key locations for appropriate sustainable development;

5.29 There is potential for development to take place outside of the centre. The "Enhancing the Suburbs" component of the Spatial Strategy proposes to retain the existing stock of family houses in the suburbs and protect all existing open space. There is also a need to retain existing business areas which support the economy.

5.30 Within the context of an overall shortage of land in Slough, the Spatial Strategy has identified some "Selected Key Locations" that are suitable for large scale regeneration or development. It has also identified a number of other "Key Locations" which have an important role in the Borough but are unlikely to be able to provide many opportunities for largescale development.

5.31 The largest and most important part of the Borough, outside of the centre, is Slough Trading Estate. As a result it is identified as a Selected Key Location where continual renewal will take place to meet changing needs. This is likely to be implemented through the preparation of a new Simplified Planning Zone for the Estate.

5.32 The Poyle Trading Estate is the second largest employment area in the Borough which also needs to be identified as a Selected Key Location. Proposals have been set out for this could be regenerated primarily for airport related development.

5.33 The regeneration of Chalvey has been underway for some time. It has been decided to continue to identify this as a Selected Key Location for regeneration in order to ensure that the remaining major sites are fully integrated with the neighbourhood.

5.34 There is an opportunity to redevelop the former Trade Sales area on the Bath

Road for residential use. Some nearby properties on the Bath Rd could also be redeveloped. This has been identified as a Selected Key Location known as the Cippenham Central Strip.

- 5.35 Elsewhere we have previously considered expanding the centre of Langley around the railway station. The opportunity for doing this appears to have gone because key sites, such as Langley Business Centre, are no longer available for large scale residential or commercial use. As a result this is no longer identified as a Selected Key Location. Suggestions have been put forward for this Key Location should circumstances change.
- 5.36 Langley and Farnham Road are both District Shopping Centres which have an important role to play. They have therefore been identified as Ley Locations but it is not envisaged that there will be any major new development in these areas. There will be no new major out of centre retail development.
- 5.37 It is not proposed that that be any further loss of the defined Existing Business Areas within the Borough. Apart from Slough Trading Estate and Poyle Trading Estate, none of them have been identified as Selected Key Locations for major development.
- 5.38 Due to the shortage of land for housing in Slough and the lack of opportunities to provide family and affordable housing it is proposed to consider releasing some green field/Green Belt land for residential development. Ten possible sites have been identified but they will have to go through a separate consultation process which also takes account of the results of the Wider Area Growth Study. As a result none of these have been identified as Selected Key Locations for development at this stage.
- 5.39 As a result it can be seen that there are selective opportunities for major development outside the Centre of Slough but these are not likely to produce much of a net increase in commercial floorspace or a significant number of new residential units.

Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;

- 5.40 Enhancing the areas where most people live is an important part of the Spatial Strategy. The Protecting the Suburbs report, which was approved by Planning Committee on 24th June, showed why it was not practical, viable, sustainable or desirable to allow any of the family housing to be lost. There is, however, scope for redevelopment on non garden land such as garage courts and other brownfield sites. It is also important that we protect and enhance the open spaces, parks and other assets of community value within the residential areas in order to support healthy and active lifestyles.

- 5.41 At the same time we want to our neighbourhood centres to be vibrant and have an improved range of facilities within them so that people are able to “live locally” if they want to, without the need to travel. This will enable residents to live positive, healthy, active and independent lives. This will be partly implemented through the Council’s hubs strategy.
- 5.42 As a result both protecting and promoting the neighbourhoods and the suburban residential areas within them is an important part of the Spatial Strategy.

Protecting the “Strategic Gap” between Slough and Greater London;

- 5.43 In the “emerging” Spatial Strategy the proposals for the Colnbrook and Poyle area was to “accommodate the proposed third runway at Heathrow and mitigate the impacts”
- 5.44 For the purposes of the Local Plan it is now assumed that proposals for the third runway will not come forward in the short to medium term which means that if they do, they can be dealt with by a review of the plan.
- 5.45 In the absence of any policy support or any demonstrable need for airport related development it is considered that the most appropriate approach is to revert back to restraining development in order to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London. This will also effectively safeguard land from being developed which could be needed for the expansion of the airport in the future.
- 5.46 Proposals for the improvement of the area have been included within this component of the Spatial Strategy. Although the Poyle Trading Estate sits within the Strategic Gap, it has been identified as a Selected Key Location where regeneration can take place in order to take advantage of its location next to Heathrow and provide new airport related facilities.

Promoting the cross border expansion of Slough to meet unmet housing needs

- 5.47 The main conclusion from the results of the Issues and Options consultation was that there were no reasonable options, or combinations of options, which would enable all of Slough’s housing and employment needs to be met within the Borough. This is one of the reasons that the Council has been promoting the proposed Northern Expansion of Slough.
- 5.48 It should be noted that the proposed “garden Suburb” has also been promoted as the best way of meeting unmet needs in southern Buckinghamshire as well as Slough. It would also be able to provide much needed family housing and

create a more balanced housing market in the area.

5.49 Although a Northern Expansion of Slough remains the Council's preferred option, it is just one of many that are currently being assessed in the joint Wider Area Growth Study. We are not seeking to anticipate the results of Part 2 of the study which will not be available until the end of the year. As a result the Spatial Strategy is just promoting the "cross border" expansion of Slough.

5.50 Details of this component of the Spatial Strategy will be reported to the meeting of this Committee on 9th September.

6 Conclusions

6.1 The Spatial Strategy is an important part of the Slough Local Plan which will set out what the pattern, scale and quality of development will be in Slough. It is proposed that the bulk of new development will be concentrated in the Centre of Slough. This report sets out proposals for how the rest of the Borough could be planned in the future.

7 Background Papers

7.1 Review of the Local Plan for Slough – Issues and Options Consultation Document 2017

8 Appendices

Appendix A – Spatial Strategy Key Component – "Selecting other key locations for appropriate sustainable development".

Appendix B – Spatial Strategy Key Component – "Enhancing our distinct suburbs, vibrant neighbourhood centre and environmental assets

Appendix C – Spatial Strategy Key Component – "Protecting the "Strategic Gap" between Slough and Greater London".

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LOCAL PLAN FOR SLOUGH – SPATIAL STRATEGY

Selecting other Key Locations for appropriate sustainable development

1 Introduction

- 1.1 The Council is preparing a new Local Plan for Slough. An important part of this is the Spatial Strategy which will set out what the pattern, scale and quality of development will be in the Borough. .
- 1.2 It is proposed that the Spatial Strategy should have the following five key components:
- ***Delivering*** major comprehensive redevelopment within the “Centre of Slough”;
 - ***Selecting*** other key locations for appropriate sustainable development;
 - ***Enhancing*** our distinct suburbs, vibrant neighbourhood centres and environmental assets;
 - ***Protecting*** the “Strategic Gap” between Slough and Greater London;
 - ***Promoting*** the cross border expansion of Slough to meet unmet housing needs.
- 1.3 This report identifies the Selected Key Locations that are suitable for major development or regeneration along with other Key Areas that are important for the Spatial Strategy.
- 1.4 In doing so it is important to understand how this fits in with the Spatial Strategy as a whole. The bulk of new housing and most of the other major development is proposed to take place in the Centre of Slough. This follows the overall guiding principle for the Spatial Strategy that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 1.5 Elsewhere the suburban areas, which contain most of the family housing stock will be maintained and enhanced. There will be no loss of parks or public open space. It is not proposed that there should be any development in the Colnbrook and Poyle area which is to be protected as part of the Strategic Gap between Slough and Greater London.
- 1.6 In line with the principle of meeting needs as close to where they arise, it is proposed that any housing needs that cannot be reasonably accommodated in the Borough should be provided on the edge of Slough. It has also been

decided that in order to maintain the economy and a range of jobs in the Borough there should be no further loss of the Existing Business Areas to other uses. Despite this, it is acknowledged that the demand for more warehousing land in Slough cannot be met.

- 1.7 It is against this background of an overall shortage of land in Slough, that the “selected key locations for sustainable development” component of the Spatial Strategy has been prepared.

2 Context

Geography of Slough

- 2.1 Slough has a very small geographical area of just 32.5 km². With a population in mid 2019 of 149,539 (ONS, 2019) and large employment areas it is a densely built up area which is more comparable with outer London than the surrounding Boroughs.
- 2.2 There are around 56,000 houses in Slough (HFR, 2019) mostly in suburban areas built in the last century. Slough has a very young population and many multi generational households. This, along with a lack of affordability has led to some over crowding. In Slough the average person has just 27.2sqm (292.4sqft) of floor space compared to the urban average floor space of 36.5sqm (393.4sqft) per resident in England and Wales (Centre for cities, 2018)
- 2.3 In addition to the town centre there are two District centres at Farnham Road and Langley. These are augmented by a network of neighbourhood centres. There are 4 superstores and three retail parks which are concentrated in the west and centre of the Borough.
- 2.4 Outside of the centre there are two railway stations at Burnham and Langley but only the later one is a potential focal point.
- 2.5 The M4 motorway runs along the southern boundary of Slough acting as an east west bypass. It also creates a barrier to the land to the south. The A4 is the main spine road through the town but is so congested at times that it does not cater for through traffic. The main north south route through Slough is the A355 which goes towards Windsor in the south and Beaconsfield/M40 in the north. The A412 leads towards Uxbridge.
- 2.6 One of Slough’s biggest advantages is its proximity to Heathrow airport. This not only provides a lot of employment on site but is a big boost to the local economy. The airport also creates some environmental problems and can add to congestion, particularly in the eastern part of the Borough.

- 2.7 The critical factor in determining how much development can be accommodated outside of the centre of Slough is the availability of land with major redevelopment or intensification opportunities. Apart from land to the south of the M4 motorway and east of Market Lane in Langley, the only substantial area of undeveloped greenfield land is in the Colnbrook and Poyle area. Proposals for this area are included in the “Protecting the Strategic Gap” component of the Spatial Strategy.
- 2.8 Major redevelopment opportunities are also constrained by high existing uses values and the problem of sites being in multiple ownership. There is also the need to ensure that only good quality sustainable development takes place which provides all of the necessary associated infrastructure. As a result owners may not have much incentive to put their land forward for redevelopment. It is often not viable to redevelop existing property particularly on small plots. Whilst large sites can sometimes accommodate a greater scale of development if they are developed comprehensively, assembling such sites is difficult. Overall, outside the Centre of Slough, deliverability on previously developed land to gain a large amount of development for the town is very uncertain and cannot always be relied upon in a Local Plan to establish future development capacity.

Climate Change

- 2.9 Slough has declared a 'Climate Change' Motion which recognises that there is a growing urgency for national, and international and local action to combat climate change, and commits to developing a Local Climate Change Strategy and Action Plan that will address the causes and consequences of climate change in Slough.'
- 2.10 The NPPF states that plans should take a proactive approach to mitigating and adapting to climate change. This can mostly be achieved through application of national policy and introducing policies in the later stage of Local plan preparation. These can include specifying the precise location, form and design of development in a way which encourages the reuse of existing resources, supports renewable and low carbon energy and promotes development that is adaptable, resilient and minimises greenhouse gas emissions.
- 2.11 The preparation of the Spatial Strategy has taken account of climate change issues by promoting re use of previously developed land, avoiding development in locations vulnerable to the effects of climate change, protecting areas of open space and green infrastructure and most significantly locating development which minimises the need to travel and supports the use of sustainable modes of travel.
- 2.12 In a regional context, locating development as close to where needs arise

within an existing town with good transport links is a sustainable option.

Flooding

- 2.13 There are large areas of Slough identified as at risk from flooding.
- 2.14 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from the areas at highest risk. It states that all plans should apply a sequential, risk-based approach to the location of development with the aim of steering it to areas with the lowest risk of flooding.
- 2.15 The overall approach in the Spatial Strategy of concentrating development in the Centre of Slough is entirely in line with policy because this is an area with the lowest risk of flooding. One of the reasons for applying restraint to any development in Colnbrook and Poyle is because it contains large areas that have a high risk of flooding.
- 2.16 The proposed strategy of protecting the suburbs from redevelopment means that there will be no intensification of those existing residential areas that are at risk of flooding. Some of the parks and open spaces in Slough are at risk of flooding from the water courses that run through them. Retaining these as green spaces will help to prevent flooding elsewhere.
- 2.17 In selecting key locations for development account has been taken of flood risks. It is recognised that there are potential problems in parts of Chalvey and Cippenham where regeneration is needed. As a result this issue will have to be addressed through careful planning, further research of precise flood risk and, if necessary, the use of innovative solutions for mitigating any building in flood zones.
- 2.18 Some of the sites being considered for release from the Green Belt contain areas that are at risk from flooding. This will be taken into account in the site selection process. One of the reasons that the area south of the M4 has been ruled out as having any potential for development is because it is in a high risk flood zone.

Air Quality

- 2.19 Areas of Slough suffer from some poor air quality. The principal source of poor air quality within Slough relates to road traffic emissions but additional sources include local construction activities, diesel trains operating on the Great Western Mainline, the town centre bus station, local industrial processes, larger combustion processes, airport emissions, back-up diesel generators associated with datacentre use, as well as transboundary pollutants also contribute to the

background pollution levels, and will continue to do so.

- 2.20 The NPPF states that planning policies should sustain and contribute towards compliance with relevant limit values or national objectives, taking into account the presence of Air Quality Management Areas (AQMAs) and Clean Air Zones (CAZs), and the cumulative impacts from individual sites in local area. The NPPF also states that opportunities to improve air quality should be identified at the plan-making stage, such as through traffic and travel management, and green infrastructure provision and enhancement.
- 2.21 There are currently 5 AQMAs declared in Slough due to breaches of the annual mean concentration for NO₂ (40µg/m³). These are clustered along the A4 in the centre of Slough and around the M4/A4 in the Brands Hill area. Due to exceedances recorded in Langley, it is likely that this area will be designated as an AQMA in the future. The dispersion modelling and source apportionment which has been commissioned this year will help to determine this.
- 2.22 The Low Emission Strategy was adopted in 2018 to address exceedances of NO₂ within the borough, which outlines mitigation measures across the borough, including the feasibility of introducing Clear Air Zones (CAZs). Work is currently focusing upon the three areas in Slough which suffer from high NO₂ concentrations which are Brands Hill, Tuns Lane and the Town Centre. This will help to determine whether it is feasible to implement a Clean Air Zone in the Borough.
- 2.23 The overall approach within the Spatial strategy is one of concentrating development in the most accessible location in the centre of Slough in order to reduce the need to travel by the most polluting modes of transport. The ability to absorb a huge amount of development within the “square mile” without exceeding the relevant limit values will have to be tested and if necessary suitable mitigation will have to be put in place. Details of these are set out in the section on the Centre of Slough.
- 2.24 Elsewhere the introduction of restraint policies in the Colnbrook and Poyle area should not make the problems with air quality any worse. Similarly the retention of the existing housing stock in the suburbs and protection of existing open space and green areas should help with air quality.
- 2.25 In selecting Key Locations for development elsewhere in the Borough, account has been taken of air quality and it is not considered that they are likely, either individually or cumulatively, to prevent compliance with the relevant limit values. This will have to be tested at the planning application stage.

Sustainability Appraisal

- 2.26 A Sustainability Appraisal (SA) of the Preferred Spatial Strategy has been

carried out to assess the extent to which the Spatial Strategy will help to achieve a set of environmental, economic and social objectives. Updates to planning policy guidance, new strategies and frameworks have led to a review of the Local Plan “Objectives” and “Vision”. These are minor changes. These revised objectives have been tested against the sustainability appraisal objectives.

- 2.27 The main conclusion that can be drawn from the testing of the Preferred Spatial Strategy through the Sustainability Appraisal that has taken place so far is that the five components of the strategy are the most sustainable for seeking to meet the housing and employment needs in Slough.
- 2.28 The key sites which will implement the Preferred Spatial Strategy have not been assessed individually. This is more appropriately done at a later stage when more information is available.

Environmental Constraints

- 2.29 Slough does not have any national significant environmental sites therefore we do not need to take account of this in the Spatial Strategy. Outside of the Borough we carried out a screening assessment which ruled out the impact of development in Slough on these important environmental areas.
- 2.30 A Habitat Regulations Assessment Screening (HRA) was undertaken by Lepus Consulting. This assessed all Natura 2000 sites within a 15 mile radius of Slough. This concluded that development of the scale proposed in the Issues and Options consultation would not have an impact upon 14 of these important environmental areas.
- 2.31 The only likely significant effect on a qualifying features which could not be ruled out was that upon Burnham Beeches Special Area of Conservation (SAC) preparing the Spatial Strategy we have taken account of the need to protect the Burnham Beeches SAC.
- 2.32 The overall approach has been to concentrate development in the Centre of Slough. It is recognised that this falls just within the 5.6 kilometre zone of influence radius that has been drawn around Burnham Beeches .The Burnham Beeches SAC Mitigation Strategy for the Chiltern and South Bucks Local Plan states it requires a financial contributions from all net new residential development within a defined zone of influence (500m – 5.6km). These are to fund a Strategic Access Management and Monitoring Strategy (SAMMS) at Burnham Beeches SAC and mitigation measures. This SPD is currently out for consultation.
- 2.33 It is not considered that this development will generate a significant number of visitors to the Beeches. This is because there are opportunities for informal

recreation much closer to the centre of Slough which are easier to get to. The vast majority of new housing in the town centre will be flats with no gardens. As a result there is unlikely to be a large number of dogs. These flats will also have limited car ownership which means that dog owners would have limited ability to travel to the Beeches.

- 2.34 Part of the strategy for the centre of Slough is to improve local access to green spaces such as local parks or the Jubilee River which can be accessed on foot or by bike. It is therefore considered that the best contribution that can be made to protecting the Burnham Beeches SAC is by improving local facilities in and around the centre of Slough which will make it even less likely that residents will visit the Beeches.
- 2.35 The completion of the new park on the edge of Slough west of Stoke Road will have a large dog walking area. This will act as a sustainable alternative natural greenspace (SANG) and help to reduce the number of existing Slough residents who visit the Beeches for dog walking or enjoying the natural environment.
- 2.36 The only significant new residential development proposed in the west of the Borough is at Cippenham. Bearing in mind most of this development will be flats with low car ownership and less likelihood of dog ownership, the impact on the Beeches is expected to be small. Any identified effect can be mitigated by local measures, and can involve Natural England if needed.

3 Policy Background

- 3.1 The Local Plan Issues and Options consultation (2017) identified a number of areas for possible major development in the Borough. These included:
- Option B – expand the centre of Langley,
 - Option C - Akzo Nobel site,
 - Option D1 - Canal Basin
 - Option D2 – Cippenham Central Strip
 - Option D3 – Chalvey Regeneration
 - Option H – Release of Green Belt land for housing.
- 3.2 The main conclusion from the Issues and Options consultation was that there was no realistic option or combination of options which could meet all of Slough's housing and employment needs within the Borough.
- 3.3 As a result all of these options were brought forward and would have formed the “selected key locations” element of the “emerging” Preferred Spatial Strategy that was agreed in November 2017. There have been a number of changes in circumstances since then which need to be taken into account.

- 3.4 There is now less likelihood of major residential development taking place at Langley but it remains important to set out what should happen if sites should come forward.
- 3.5 Akzo Nobel and the Canal Basin (now called Stoke Warf) are now included within the Centre of Slough. As a result the proposals that are coming forward on these sites are now dealt with as part of this component of the Spatial Strategy.
- 3.6 Some of the identified developments at Chalvey are underway, others are more longer term and some new opportunities have been identified. As a result it remains important that these are coordinated.
- 3.7 The “Wider Area Growth Study” is a government funded study which is intended to address issues arising from growth that is anticipated across the area. The work has been jointly commissioned by the Royal Borough of Windsor and Maidenhead, the former Chiltern and South Bucks District Councils and Slough Borough Council.
- 3.8 Part 1 of the study, which was to define a broad ‘study area’, in which new housing development could provide reasonable substitutes for homes in the core places was published in June 2019.
- 3.9 Part 2 of the study is now being carried out by Stantec. This will look at housing needs, supply, capacity and constraints in the study area in order to identify specific locations where housing development could be deliverable and sustainable. The report is due to be completed by the end of the year and will then have to be agreed by all of the Councils.
- 3.10 As a result it has not been possible to progress work on whether the 10 Green Belt sites identified in the Issues and Options Consultation Document should be released for housing. This will have to be the subject of a separate consultation.
- 3.11 Proposals for a lot of development on the Slough Trading Estate are governed by the Simplified Planning Zone (SPZ). This is due for renewal in 2024 and so is necessary for the Spatial Strategy to set out how this important part of the Borough could be redeveloped.

4 Selecting Key Locations for sustainable development

- 4.1 Taking everything into account, the Spatial Strategy seeks to identify some “Selected Key Locations” that are suitable for large scale regeneration or development.
- 4.2 It has also seeks to identified a number of other “Key Locations” which have an

important role in the Borough but are unlikely to be able to provide many opportunities for largescale development.

- 4.3 It should be noted that proposals for the Poyle Trading Estate, which has been identified as a Selected Key Location, are set out in the Protecting the Strategic gap component of the Spatial Strategy.

Slough Trading Estate

- 4.4 Slough is unusual because the largest employment area is not in the town centre but the Slough Trading Estate. This means that it forms an important part of the Spatial Strategy.
- 4.5 The Trading Estate used to be famous for being one of the largest in Europe in single ownership. The offices along the Bath Road have now been acquired by AEW and the Bath Rd retail park sold off, but the rest is still owned by SEGRO.
- 4.6 Its latest claim to fame is that it has the largest concentration of data centres in Europe. This is an indication as to how it has changed from its industrial past, but it is still home to some manufacturers, such as Mars, plus a variety of other commercial premises including some warehousing.
- 4.7 The Trading Estate underpins Slough's role as an economic powerhouse. It is estimated that each data centre contributes £622m to the national economy. They do not, however, create many jobs and their huge energy consumption will make it very hard for Slough to meet its carbon emissions reduction targets.
- 4.8 At the same time a lot of the wealth created on the Trading Estate does not stay in Slough. This is because many of the well paid jobs are taken by people from outside of the Borough who do not spend much money in Slough.
- 4.9 There is currently a Simplified Planning Zone (SPZ) for the Trading Estate. This allows certain types of development to take place without the need for planning permission provided they meet all of the specified conditions. Although this applies to the whole of the Estate it is not particularly relevant for the Bath Road frontage because it does not cover proposed office development.
- 4.10 The SPZ will run out in 2024 and so it is anticipated that a new one will be produced for the area of the Estate that is owned by SEGRO. This will be the main way in which proposals for this Selected Key Location will be brought forward.
- 4.11 It is important that the Trading Estate retains a balance of employment generating uses. This will involve providing for a range of types and sizes of businesses which support the local economy.

- 4.12 One of the problems with the redevelopment of large parts of the Trading Estate to create new data centres is that there tends to be a loss of employment. Data centres also use a huge amount of energy. It will be important to ensure that data centres minimise waste heat or make productive use of the heat such as feeding it into a local heat network. Where this is not practical appropriate mitigation will be sought for the impact upon climate change.
- 4.13 As part of the Council's Inclusive Growth Strategy, it will be important that support is given to training in order to ensure that the local workforce has access to the new types of jobs that are being created.
- 4.14 The Trading Estate is currently the subject of a parking cap which is enforced through the SPZ. It will be important that this is retained in order to encourage more modal shift away from the private car and reduce congestion and air quality problems. Continued support for public transport will be required including both the MRT which runs along the Bath Road and the Hoppa bus which serves the centre of the Estate.
- 4.15 The Buckingham Centre has been enhanced in recent years as a local shopping area and has a new hotel. It is now recognised that there is a need for more amenities to serve employees on the Estate. This includes food and beverage outlets which can cater for early evening as well as day time trade.
- 4.16 Bath Road Central, which contains all of the offices along the northern side of the A4, is also very important to the town both visually and economically. Although the Spatial Strategy proposes that major new offices should be located in the town centre, it is envisaged that some refurbishment or redevelopment will take place upon a similar scale to what is there at present. In addition to maintaining the existing avenue of trees along the Bath Road further improvements to the landscaping and amenity of the frontage could be provided. The proposed hotel on the corner of Leigh Road would also add to the facilities on the Estate.

Cippenham Bath Road – 'New Cippenham Central Strip'

- 4.17 This site lies either side of the A4 Bath Road a short distance east of Elmshott Lane/Station Road Junction. It currently comprises various large businesses buildings (e.g. Halfords, Sports Direct) and vacant former business sites including the former Trade Sales car sales operation. Part of the site has been cleared on the northern side and for two of the sites on the south side there has been recent interest in redevelopment. Part of the site is restricted by being in a flood zone.
- 4.18 The site is not far from Burnham station (650m walking distance), is on a major

bus route and has retail and community facilities nearby such as Elmshott Lane shopping parade, library combined with community hub, church halls, Cippenham recreation ground, doctors surgery etc. The location means it's a reasonably sustainable site in terms of local travel and travel to some nearby towns and London.

- 4.19 The area was identified in the Site Allocations Plan (2010) as a "Selected Key Location for Comprehensive Regeneration" where major residential or mixed use development could take place. The site was Option D2 in the 2017 Issues and Options exercise.
- 4.20 The proposal would involve the loss of employment land but much of this is quite low key or consists of retail type jobs which could be accommodated elsewhere. And there is scope to re-provide some employment uses at ground floor level. The existing petrol station on the site could remain or relocate within the site bearing in mind it is an important facility for the west part of the town. A review of the petrol station could include potential electric vehicle charging points.
- 4.21 Further assessment work is underway regarding constraints, opportunities, ownerships, viability and capacity. In particular some of the existing buildings have been re-occupied recently such that redevelopment of the entire site may not happen or it may happen over a long period of time when redevelopment of recently refitted buildings becomes viable. As a consequence a strategy is needed that allows for redevelopment of some plots without hindering adjacent future redevelopment.
- 4.22 The aim of the proposal is to regenerate this area of Cippenham, provide new housing and provide space for some employment uses. This would be achieved through redevelopment of either all of most of the existing buildings/vacant sites to provide primarily new residential accommodation. This, combined with public realm improvements would improve the environment for this part of the A4 corridor. Some mixed use or incorporation of appropriate small scale commercial or community uses is possible.
- 4.23 Comprehensively planned or comprehensively coordinated redevelopment is required to achieve the regeneration aim, to optimise the capacity of the site for new homes and for highway/transportation improvement in particular safe access and traffic flow. Whilst a comprehensive redevelopment would provide most benefit, certainty and optimisation of development capacity it is recognised multiple ownership of the site might prevent this. So as a minimum coordinated redevelopment is needed. This might constrain development options on some sites such that adjacent sites can be reasonably redeveloped in the future. A Council strategy or brief for the site will guide this coordination.
- 4.24 Optimising capacity is intended to assist with development viability to provide

an incentive for land owners to redevelop bearing in mind some plots have existing commercial uses and to ensure the quality of development is sufficient to provide a step change to the image of the area. As part of that optimisation a balance needs to be struck between scale of development and impact on nearby existing homes and the effect on the character of Cippenham as indicated below.

- 4.25 It is expected that most of the homes would be flats but to limit the adverse effect of large scale buildings on living conditions of residents in adjoining existing suburban housing certain parts of rear of the site will need a form of development appropriate to its setting. This could take the form of family houses.
- 4.26 Furthermore it is not proposed for the site to have a cluster of tall buildings. This would not be suitable for the character of Cippenham and such scale of development is only appropriate for the centre of Slough. It is recognised that quite high density development might be needed to achieve the redevelopment aim and this would be part of the character of the A4 frontage of this part of Cippenham in contrast to the typical suburban character and established stable areas away from the A4.
- 4.27 To ensure the new housing provides for both local and town wide needs a mixture of housing accommodation is required in terms of form, size and tenure and to attract a range of households. Employment or community uses should be incorporated in order to help make it a sustainable development and help provide jobs to help compensate for any lost from existing business premises. Such uses at ground floor level of new buildings may be more suitable than residential property being close to the Bath Road with associated poor environment.
- 4.28 High quality public realm is needed for the new development and existing highway areas to improve the appearance of the area for residents and the image of the town the site having a frontage on the A4 an important entry point to the town. Part of that public realm enhancement should include where practical major landscaping including street trees. Contributions to off site public realm improvements may be needed.
- 4.29 There may be the opportunity to include other adjoining sites along the Bath Road within comprehensive redevelopment proposals. Proposals will need to be in accordance with any development brief issued by the Council.
- 4.30 There are a number of constraints to development. Part of the site is liable to flood and so the design and layout of any development would have to take account of this. It may mean no new buildings on part of the site. The layout, scale and design of new development will have to take account of the juxtaposition of adjoining residential properties. Development near the road

frontage would have to take account of noise and air quality issues from traffic along the A4. There are also road widening proposals within the vicinity of this area.

- 4.31 Redevelopment of any plot must not hinder reasonable redevelopment of adjacent plots. Rationalisation of site access points will be needed to minimise the number of accesses onto Bath Road and to improve road safety and traffic flow. This is likely to mean some sites allowing for access to adjacent or nearby plots when redeveloped.
- 4.32 Where redevelopment of one plot takes place next to any other plot where redevelopment is not expected soon and has unneighbourly activity the new development will have to ensure acceptable living conditions can be provided.
- 4.33 The two plots on the north side next to the culverted brook will need to provide land for a pedestrian/cycle link to Cippenham Recreation Ground. Improved cycle/pedestrian links to Burnham Station and Cippenham Recreation Ground will be required to make the site more sustainable.
- 4.34 In summary this site is proposed for redevelopment to provide primarily new residential accommodation and an improved environment for this part of the A4 corridor. Comprehensively planned or comprehensively coordinated redevelopment is required. Some mixed use or incorporation of appropriate small scale commercial or community uses is possible.

Chalvey Regeneration

- 4.35 The regeneration of Chalvey has been going on for a while. Recent developments including the new Grove Academy school and Chalvey Community Hub. This regeneration needs to be continued to address local problems of image of the area and provide new facilities for the neighbourhood.
- 4.36 New residential accommodation can play its part in providing new homes for local people and more choice in the type homes. New development can provide a better appearance in the streetscene than some of the existing property or sites. This combined with public realm and associated enhancements and new public facilities can assist regeneration. Co-ordination with the emerging Chalvey Community Plan will be essential. Support from local public authorities to tackle crime and to assist community support networks can contribute to regeneration. The sites identified below will contribute to regeneration of the area. Most will provide a variety of types of new homes including affordable housing, family housing and for the elderly. The other two sites relate to health care and, potentially, transport.
- 4.37 Small scale development can, collectively, play its part in regeneration if designed and suitable for the neighbourhood. This might include

redevelopment or refurbishment or changes of use. Which sites might be involved will be dependent upon individual site owners and developers etc. so it is not possible to identify them all at this stage. It is hoped that recent and proposed development identified below plus public realm enhancements will encourage existing owners to invest in their properties thus improve the overall image of the area, create a sense of confidence and hopefully encourage existing residents to stay in the area.

4.38 In addition to the identified development sites the Council is progressing with or has identified potential enhancements in the area. These are not necessarily linked to development sites but are mostly physical measures in the public realm that are intended to benefit the neighbourhood as a whole. Some are in preparation now others dependent upon funding or further studies.

- Public Realm enhancements including strategic tree planting, improving the watercourse Salt Hill stream to make it a pleasant feature in the neighbourhood. This can be combined with the Wildfowl and Wetlands Trust's town wide water quality initiative and flood alleviation measures. The appearance of the A4 Bath Road opposite Ice Arena could be improved and direct pedestrian/cycle crossing into Salt Hill Park provided.
- North – south pedestrian /cycle route could be improved which would include making the link to the Jubilee River more attractive in order to encourage active travel and recreation with all of its health benefits.

4.39 There may be opportunities for enhancements or renewal of the Council Housing Estates in the future dependent upon the outcome of further studies by the Council's Housing Section.

4.40 Some constraints will limit the opportunity for new development that has not been identified such as the need to avoid flood zones and air quality management areas which cover part of the neighbourhood. Town wide measures to minimise the effect of new development on air quality will benefit Chalvey in the long term. Traffic congestion is also a local problem within the area as a result it will be necessary to control the amount of car parking associated with new development and require measures that will encourage non car modes of travel. Enhancements to public transport, including possible new bus links may be required.

4.41 It may also be necessary to consider using Compulsory Purchase powers to facilitate comprehensive redevelopment where a development or transport initiative is important for regeneration of the area.

Identified development sites

- I. **Greenwatt Way** – Health hub and extra care home.
- II. **Montem** (former leisure centre and car park site etc.) – 160 or more homes; streamside and woodland enhancements, bus link to improve operation of Chalvey bus service. The Montem Leisure Centre site will become a new residential neighbourhood of flats plus family homes. It will include an enhanced streamside green corridor with a foot and cycle link connecting it to Salt Hill Park to the north and south to Chalvey Centre.
- III. **Tower and Ashbourne House** – redevelopment to provide 77 net additional homes and new public realm plus potential community use on ground floor. .
- IV. **Tuns Lane** (east side) redevelopment for residential development and possibly renewed fire station. This is a medium to long term redevelopment opportunity. Comprehensive or coordinated redevelopment is required to achieve benefits. Substantial benefits are needed to compensate for the loss of some family homes.
- V. **St. Martins Place** - new residential accommodation through change of use from offices; including possible extension or complete redevelopment.
- VI. **Site east of St. Martins Place. (33 Bath Rd (Lego))** new residential accommodation through change of use from offices or comprehensive redevelopment of the area.
- VII. **Chalvey Halt proposal** - New railway station on the Slough to Windsor branch line at the south end of Alexandra Road and east of Primary Road. Much of Chalvey would be within a 10 minute walk of this station. The provision of a Chalvey railway halt in the future would enhance accessibility for the local community and reduce reliance on the car at peak times.

4.42 In summary the Chalvey area is proposed for regeneration through the development of identified large sites for residential and health uses combined with public realm and travel enhancements.

Greenfield/Green Belt releases for housing

4.43 Sites have been released from the Green Belt in previous Local Plans. Given the shortage of housing in Slough, consideration has to be given to whether further Green Belt releases should take place.

- 4.44 The NPPF makes it clear that Green Belt boundaries can only be altered in Local Plans where exceptional circumstances are fully evidenced and justified.
- 4.45 This was considered in the Issues and Options Consultation in 2017 which carried out a broad brush assessment of the Green Belt areas in Slough. This concluded that the largest area of Green Belt, in Colnbrook and Poyle, was not suitable for housing because it is subject to a number of environmental constraints including noise and air quality. The future of this area is considered in the Protecting the Strategic Gap component of the Spatial Strategy.
- 4.46 The only other significant area of Green Belt land is south of the M4 motorway, This was not considered suitable for housing development because it contains the Jubilee river and the sewage works, it has very poor access and most of it is liable to flood. Both of these areas are included in the area of search for new housing identified in Part 1 of the Wider Area Growth Study. They will therefore be reassessed in Part 2 of the Growth Study which is currently taking place and so cannot be completely be ruled out at this stage.
- 4.47 A number of other small pockets of Green Belt land were also examined and then ruled out in the Issues and Options consultation document because they were not considered suitable for residential development for a variety of reasons. No proposals have been brought forward for housing development on any of these sites either as part of the public consultation exercise or subsequently.
- 4.48 The Issues and Options document did, however, identify ten sites that could possibly be released from the Green Belt for housing specifically to meet the need for more family housing in Slough – a qualitative matter relating to rebalancing the local housing market. These sites were:
- St Anthony’s Field Farnham Road
 - Wexham Park Hospital School of Nursing site, Wexham Street
 - Land to rear of Opal Court Wexham Street
 - Land east of Wexham Park Hospital
 - North of Muddy Lane, Stoke Poges Lane
 - Land east of Rochford Gardens
 - Bloom Park, Middlegreen Road
 - Land east of Market Lane
 - Upton Court Farm
 - Land south of Castlevue Road
- 4.49 The National Planning Policy Framework (NPPF) sets out government policy on Green Belts, stating in paragraph 133 that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the

essential characteristics of Green Belts are their openness and their permanence. Paragraph 134 of the NPPF explains that Green Belts serve the following purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4.50 Not all of these purposes are particularly helpful in considering the merits of individual sites in Slough.

4.51 Whilst it is important to assess sites against Green Belt criteria it is also important to assess them against other aspects not covered by Green Belt issues. These include what the harm would be to the intrinsic quality of the site is such as landscape character, ecological value, historic importance and agricultural land quality. It should also involve assessing the accessibility and sustainability of the proposed development and any benefits that it could produce in addition to meeting housing needs.

4.52 Consideration also needs to be given to strategic policies such as the protection of public open space, impact upon SACs, compliance with Regional Park designations and mineral sterilisation policies.

4.53 Finally site assessments have to take account of local designations which in Slough's case would include the Strategic Gap between Slough and Greater London.

4.54 It is recognised that sufficient work has not been carried out yet and that further consultation will have to take place before a proposal can be made to release any sites from the Green Belt in Slough. This will also have to take account of the results of Part 2 of the Wider Area Growth study which is assessing major sites which could adjoin some of the small ones identified in Slough..

4.55 In summary the greenfield/Green Belt ten sites that have been identified as having potential for housing development are only being identified as possible Selected Key Sites at this stage so that they can be the subject of initial public consultation.

Centre of Langley

4.56 It is no longer proposed to promote the centre of Langley as a Selected Key Location for major development. This is because the owners of the Langley Business Centre now proposed to redevelop the site for data centres and there

is not enough scope to accommodate a significant amount of development without this key site.

- 4.57 It was previously proposed to promote major residential development next to the Elizabeth Line railway station in order to meet local needs in a sustainable way which reduced the need to travel.
- 4.58 If circumstances change the site could be developed for primarily high density residential development with ancillary retail, local leisure/community uses and a nursery. Small scale employment uses suitable for a residential area could also be included. Residential use should include some family accommodation including houses. It should include improved pedestrian and cycle access along the frontage and to Harrow Market Centre to the south and to the station to the north and east to Meadfield Road. The scale of the development will need to respect the living conditions and character of the existing suburban residential property adjacent. The retail and leisure use should complement the Langley Village shopping Centre
- 4.59 There were also proposals to develop the Canal Wharf and Canal Industrial Estate north of Langley Station. This is not currently being promoted as a result of the general principle of not allowing any further loss of Existing Business Areas. An exception to this could be made if either the Langley Business Centre is redeveloped for residential purposes or proposals for the Northern Expansion of Slough come forward close to the site. In either case this would have to be comprehensively planned.
- 4.60 The former Langley Oil Terminal east of Langley station was identified for residential development as a Selected Key Location for Comprehensive redevelopment in the Site Allocations DPD (2010). This site is now needed for flood storage as part of the Western Rail link to Heathrow. This can continue to be used for open storage until construction takes place. If any land is not required for the rail link it should be allocated for either residential or commercial use which reflects its very sustainable location near the station.

Other Key Locations

- 4.61 There are other Key Locations which are recognised as having an important role to play in the Borough but it is not envisaged that there will be any major development within them. This includes the Farnham Road and Langley District shopping centres. Proposals for these areas will also be included in the Spatial Strategy.

5 Conclusions

- 5.1 This report has identified some “Selected Key Locations” that are suitable for

large scale regeneration or development which form part of this component of the Spatial Strategy.

- 5.2 The largest and most important part of the Borough, outside of the centre, is Slough Trading Estate .As a result it is identified as a Selected Key Location where continual renewal will take place to meet changing needs. This is likely to be implemented through the preparation of a new Simplified Planning Zone for the Estate.
- 5.3 The Poyle Trading Estate is the second largest employment area in the Borough which also needs to be identified as a Selected Key Location. Proposals for this are set out in the “Protecting the Strategic gap” component of the Spatial Strategy.
- 5.4 The regeneration of Chalvey has been underway for some time. It has been decided to continue to identify this as a Selected Key Location for regeneration in order to ensure that that the remaining major sites are fully integrated with the neighbourhood.
- 5.5 There is an opportunity to redevelop the former Trade Sales area on the Bath Road for residential use. Some nearby properties on the Bath Rd could also be redeveloped. This has been identified as a Selected Key Location known as the Cippenham Central Strip.
- 5.6 Due to the shortage of land for housing in Slough and the lack of opportunities to provide family and affordable housing it is proposed to consider releasing some green field/Green Belt land for residential development. Ten possible sites have been identified but they will have to go through a separate consultation process which also takes account of the results of the Wider Area Growth Study. As a result none of these have been identified as Selected Key Locations for development at this stage.
- 5.7 Elsewhere the opportunity for expanding the centre of Langley around the railway station to have gone because key sites, such as Langley Business Centre, are no longer available for large scale residential or commercial use. As a result this is no longer identified as a Selected Key Location. Suggestions have been put forward for this Key Location should circumstances change.
- 5.8 Langley and Farnham Road are both District Shopping Centres which have an important role to play. They have therefore been identified as Key Locations but it is not envisaged that there will be any major new development in these areas.
- 5.9 As a result it can be seen that there are selective opportunities for major development outside the Centre of Slough but these are not likely to produce much of a net increase in commercial floorspace or a significant number of new residential units.

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LOCAL PLAN FOR SLOUGH – SPATIAL STRATEGY

Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets

1 Introduction

- 1.1 The Council is preparing a new Local Plan for Slough. An important part of this is the Spatial Strategy which will set out what the pattern, scale and quality of development will be in the Borough. .
- 1.2 It is proposed that the Spatial Strategy should have the following five key components:
- ***Delivering major comprehensive redevelopment within the “Centre of Slough”;***
 - ***Selecting other key locations for appropriate sustainable development;***
 - ***Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;***
 - ***Protecting the “Strategic Gap” between Slough and Greater London;***
 - ***Promoting the cross border expansion of Slough to meet unmet housing needs.***
- 1.3 This report sets out proposals for the suburban areas of Slough which contain most of our family housing and green spaces.
- 1.4 In doing so it is important to understand how this fits in with the Spatial Strategy as a whole. The bulk of new housing and most of the other major development is proposed to take place in the “Centre of Slough”. This follows the overall guiding principle for the Spatial Strategy that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 1.5 There will be major development elsewhere in the Borough on “Selected Key Locations” that are suitable for regeneration. This could include releasing some Green Belt sites for housing in order to meet local needs. It is not proposed that there should be any development in the Colnbrook and Poyle area which is to be protected as part of the “Strategic Gap” between Slough and Greater London.
- 1.6 In line with the principle of meeting needs as close to where they arise, it is proposed that any housing needs that cannot be reasonably accommodated in

the Borough should be provided on the edge of Slough.

- 1.7 This report sets out the proposals that will form the “Enhancing our distinctive suburbs, vibrant neighbourhood centres and environmental assets” component of the Spatial Strategy.

2 Context

- 2.1 Most of Slough’s residents live in the suburban areas of Slough which mainly consist of family housing which was built in the last century. These areas have adapted and absorbed a lot of growth and it is proposed to retain the stock of family homes and the green spaces around them. The reasons for adopting this approach and promoting the concept of people being able to “live locally” if they want to, can be seen from the following analysis.

Population

- 2.2 Slough is one of the fast growing places in the UK which is largely as a result of having a young population and high birth rate.¹ The latest estimates published by Government Office of National Statistics (ONS) predict that Slough’s population will increase from 149,000 to around 169,600 in 2036.
- 2.3 Slough does not have very many elderly residents. Only one in ten people are aged 65 and over. This makes it one of the youngest places in the UK. A breakdown of the age groups that 29% of the population is in the 0-17 age group and 26% are in their parents’ age group of 30 to 44 year olds. These are likely to need family housing. There is also a tendency for Slough people to live in multi generational households which means that there is a need for large homes. The figures from ONS 2011 for household size in Slough indicated that 12% of existing households have 5/6 members and 2% have 7 or more members.

Housing Needs

- 2.4 Whilst some of the future needs of Slough’s younger generation can be met in the centre of Slough through the provision of high density flats, there will continue to be a requirement for family housing as demonstrated by the Local Housing Needs Assessment. (GL Hearn, 2019).
- 2.5 In addition to demographic factors, this looked at future growth in real earnings, a households’ ability to save, economic performance and housing affordability

¹ 2008-2018: An uneven geography of population growth in UK cities, 26th February 2020, Centre for Cities, <https://www.centreforcities.org/blog/2008-2018-an-uneven-geography-of-population-growth-in-uk-cities/>

in order to predict the future demand for different sizes of homes. The results are shown in Table 1 below.

Table 1: Modelled Mix of Housing by Size and Tenure²

Slough	1 Bedroom	2 Bedrooms	3 Bedrooms	4+ Bedrooms
Market	5%	19%	57%	20%
Affordable home ownership	33%	32%	26%	10%
Affordable housing (rented)	44%	27%	25%	4%

- 2.6 This shows that there is a very different pattern of need depending upon tenure. For private housing the highest need from Slough residents is for three bedroomed homes with a significant number wanting four or more bedrooms.
- 2.7 It should also be noted that overcrowding is a problem in Slough. The average person only has 27.2m² of floorspace compared to an average of 36.5m² for urban areas in England and Wales (Centre for Cities, 2018). This is one of the reasons why so many of the houses in the suburbs have been extended and outbuildings are used to provide ancillary accommodation for members of the main household. This is the main way in which larger affordable housing has been created.
- 2.8 Whilst there is an overall shortage of land for housing, the demand for smaller affordable units to rent can be met elsewhere in the Borough.

A Balanced Community

- 2.9 Slough is one of the most culturally diverse areas in the UK and has a need for larger accommodation because of this. The 2011 Census indicated that 40% of the population was classified Asian or Asian British and 36% White British. Over 150 languages have been recorded as being spoken in Slough schools. Slough also has the highest proportion of people who profess a faith anywhere in England. It has the highest percentage of Sikh residents in the UK and the highest percentage of Muslim and Hindu residents in the South East outside of London. Slough has a high level of community cohesion with the vast majority

² Local Housing Needs Assessment RBWM, Slough and South Bucks, page 54, 2019, GL Hearn, <http://www.slough.gov.uk/council/strategies-plans-and-policies/the-emerging-local-plan-for-slough-2016-2036.aspx>

of residents agreeing that people from different backgrounds get on well together.

- 2.10 The retention of the suburban areas with their supply of family houses which can continue to be adapted to meet the diverse needs of the local communities, is therefore very important.

Housing Supply in Slough

- 2.11 Despite the evidenced need for 2 bed, 3 bed and 4+bed homes, the vast majority of new homes being built in Slough are one and two bedroom flats. The Annual Monitoring Report (AMR) 2018-2019 recorded that 83% of the new homes built were flats and 17% were houses³. It is estimated that if present trends continue approximately 80% of new homes would be flats⁴.
- 2.12 This demonstrates what an important role the existing stock of housing in the suburban areas has in continuing to supply larger homes that can accommodate families and extended families.

The Environment

- 2.13 Slough is already very urbanised and lacks the green infrastructure that many other Boroughs have. One of the indicators of the state of the environment in is the lack of tree cover in that Slough has fewer trees per hectare than London Boroughs. Slough's trees are mainly located in the suburbs but also in parks and unbuilt areas across the borough⁵, this makes them some of the greener places for residents to live in.
- 2.14 In 2019, the Council commissioned Thames Valley Environmental Records Centre (TVERC) to carry out a study called 'Valuing the Benefits from Trees in Slough'; this estimated that Slough has a tree cover of 16.8%. A further study has been commissioned for TVERC to estimate the ecosystems provided by trees and their value which is due to be completed by end of this year.
- 2.15 The PPG 17 Sport, Recreation and Open Space Study: Assessment of Quantity, Quality and Access (2005) highlighted there is a very limited amount of open space provision in Slough and the public open space that does exist is seen to be valuable to the local community.
- 2.16 The Parks and Open Spaces Management Framework 2012-2017 identified many smaller areas of open amenity land alongside formal parks that have

³ Annual Monitoring Report 2018-2019, page 3,

⁴ Housing Topic Paper 2017, page 34,

⁵ Planning Committee Report on Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036, 01.11.2017, page 18,

<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=111&MId=5744&Ver=4>

been inherited over the years, some being the remnants of long established housing estates and roadside amenity space, which may appear to have little value but many are important to local communities because they are easily accessible and close to people's homes. They can be particularly important to people who do not have access to private transport, or are less mobile as they used the facilities closest to their home, and the majority walked to their local park. Some of these smaller areas of open amenity land provide residents and the local workforce, a place for dog walking, relaxation or meetings. The PPG 17 Study concluded there is a shortage of open space in some parts of the Borough, which will be hard to remedy due to the pressures for development and overall shortage of land. The lack of accessibility to green spaces in Slough can be seen in the work being carried out for the Open Space Report.

- 2.17 Open spaces and parks are vital to helping support Slough's residents health and wellbeing and provide opportunities for recreation. People in Slough live fewer years in good health than those in surrounding towns and have a lower life expectancy at birth than comparative authorities. They are also less active than the national and regional averages (55.8% physically active compared to 69.8% in the south east); and 66.8% of Slough residents are classified as overweight or obese (compared with 60.3% in the south east). Slough is the 10th least active council in England with 37.6% of adults classed as inactive (defined as having less than 30 minutes of moderate intensity activity per week over a 28 day period).
- 2.18 The Draft Slough Playing Pitch Study recommends continued protection all current sports pitch sites from loss due to re-designation or development and utilising the planning system to ensure provision is added and updated in line with population growth.
- 2.19 The Site Allocations DPD (2010) allowed for some loss of open space in order to allow important regeneration schemes to take place. It is not proposed that there should be any further loss given the likely increase demand from population growth and its importance for health and well being which has been highlighted by recent experience of the Covid-19 pandemic.

3 Policy Background

- 3.1 The need to protect the suburban areas of Slough and create sustainable communities where people will want to live as established in the Core Strategy (2008). Core Policy 4 (type of housing) is the key policy that protects the existing housing stock. The policy states that "there will be no net loss of family housing" and that "within the suburban residential areas there will only be limited infilling that will consist of family houses" and that should be at a density related to the character of the surrounding area. Core Policy 4 has been tested at planning appeals where it has been supported by Inspectors, even in the

absence of having a 5 year housing land supply. It has proved to be a robust and effective policy, successfully protecting the suburbs character and appearance. This provides significant justification for the continued application of this policy to deliver this component of the Spatial Strategy in the Local Plan.

- 3.2 The possibility of changing this policy approach was considered in In the Local Plan Review: Issues and Options Consultation document 2017. Option F proposed intensification of the Suburbs, as one option to provide more homes and this could be delivered in a number of ways through comprehensive redevelopment of several plots to create a whole new development at a more intensive density and a design that does not necessarily follow the traditional street pattern.
- 3.3 This did not obtain very much support from the public or consultees. One of the conclusions from the consultation was that there were no reasonable options or combination of options that could meet all of Slough's housing and employment needs within the Borough boundary. Nevertheless, intensifying the suburbs was not brought forward into the "emerging" Preferred Spatial Strategy which was agreed in November 2017. This proposed that one of the key elements should be "protecting the built and natural environment of Slough including the suburbs".
- 3.4 In June 2020 the Council approved a "Protecting the Suburbs Strategy" document which covered the residential parts of the neighbourhoods. This forms the basis of the proposals for the proposals in the Spatial Strategy as explained below.

4 Enhancing the distinctive suburbs, vibrant neighbourhoods centres and environmental assets

Living Locally

- 4.1 One of the themes of the Spatial Strategy is to allow people to be able to 'live locally' if they want to. On the one hand it supports the Council's aspirations to make Slough a place where people want to stay throughout the various stages of their life. 'Living locally' also means enabling people to meet their day to day needs within their individual neighbourhoods by having local facilities, such as health and community services that are easily accessible. It also means having access to local parks and open spaces which provide opportunities for recreation.
- 4.2 'Living locally' will have a range of positive benefits for residents such as improved health and wellbeing. It also helps the environment by reducing the need for private car use and therefore reducing local traffic congestion as

residents will be able to walk and cycle to their local facilities and services. Together this enable will residents in the suburbs to live positive, healthy, active and independent lives and support the Local Plan Vision and objectives.

- 4.3 'Living locally' is supported by the Council's locality model approach and in its ambitions to develop community plans. The locality model focuses on delivering a combination of public services by in one building. It will bring services to the heart of communities tailored to meet the local needs of individuals, families and communities. A hub has recently opened at Britwell and there are plans to open hubs at Cippenham, Chavley and Langley during this year and next. The locality model prioritises wellbeing and enables behaviour change in communities that builds resilience and independence in communities.
- 4.4 Part of this approach will be to develop Community Plans for areas. The Draft Strong, Healthy and Attractive Chalvey community plan is currently being developed. It covers health and wellbeing, housing and regeneration, business skills and jobs, community safety, community cohesion and the environment with a detailed action plan for each theme. The draft community plan supports the spatial strategy's 'living locally' concept by including actions to improve air quality and green spaces and create a great place to live, learn and work.

Protecting the Suburbs

- 4.5 The evidence shows that the residential areas of the suburbs have a really important role to play in making sure that there is a continuing supply of family houses to meet resident's needs. We need to ensure that the existing stock of family houses in suburban areas is retained in order to meet the needs of the community. This will also help to maintain their distinctive character and protect the environment and ecology of the areas.
- 4.6 The "Protecting the Suburbs Strategy" document clearly explains how and why we need to protect the residential areas of the suburbs and how this fits into the wider Spatial Strategy and supports the Council's other strategies and priorities.
- 4.7 This shows that are five key reasons why we should retain and enhance the existing residential areas. Firstly this supports the guiding principles in the Spatial Strategy of locating development in the most accessible locations and regenerate previously developed land. The centre of Slough will therefore be the focus for major growth.
- 4.8 Secondly the vast majority of new residential development coming forward in the Centre of Slough and elsewhere will be flats. Protecting family housing in the suburbs will help to maintain a balanced housing market.

- 4.9 Thirdly the suburban areas of Slough have been able to absorb a lot of organic growth. Large numbers of extensions and outbuildings buildings have been built in gardens in the suburbs of Slough. Household occupation is generally high and the use of garden space to accommodate extensions and outbuildings is already quite intensive. There is scope for the existing residential areas to be able to continue to do this without major redevelopment.
- 4.10 Fourthly, analysis has shown that, because of the tight layout of the areas, there is very limited opportunities for infilling or backland development.
- 4.11 Finally practical issues, such as site assembly and multiple ownership, means it is often not viable to redevelop existing residential areas. As a result intensifying the suburbs will not make a significant contribution towards meeting our significant need for new homes.
- 4.12 As a result the evidence shows that it is not practical or viable to intensify the suburbs and lose valuable family housing. The residential areas of the suburbs will continue to develop organically and will accommodate growth where feasible. This will not involve large scale new development upon what is currently “garden land”.
- 4.13 Protecting the residential areas of the suburbs from major development will not prevent the Council’s programme for estate renewal and delivery of new homes on Council land to support neighbourhood regeneration and increase the supply of affordable homes. Increasing the number of homes through the Council’s housing delivery programme can take place in a number of ways such as redeveloping surplus garage courts through to redeveloping Council owned housing which is not fit for purpose. There may be the capacity to build additional stories onto existing low rise blocks through a process known as “top-hatting”. Some development can also take place within the neighbourhood shopping centre as explained below.

Vibrant Neighbourhood Centres

- 4.14 The suburbs contain a series of neighbourhood centres and parades which form part of the network of shopping facilities in the Borough. They provide access to their immediate population for local services and facilities and generally reduce the need for residents to travel to obtain everyday basic goods and services. They also provide some community and employment opportunities.
- 4.15 Unlike the town centre most of the local shopping areas are thriving and are not reliant upon an increase in population to succeed. The recent Covid-19 pandemic has resulted in more people staying in and using their local area. The neighbourhood centres are able to provide for the specific tastes and

needs of the communities that they serve. Enhancing the neighbourhood centres and local parades supports the Local Plan objectives to provide vibrant network of facilities and reduce the need to travel for short journeys and encourages walking and cycling.

- 4.16 In order to encourage the continued future success of the neighbourhood centres, complementary non-retail uses such as leisure activities may be needed to diversify the range of uses, adding to neighbourhood centres vitality and viability. As a result some appropriate development may be encouraged within selected neighbourhood centres.
- 4.17 An example of this is the Council's proposal to redevelop part of the Trelawney Avenue neighbourhood centre to provide a new health centre and community hub.
- 4.18 Any enhancement taking place in a neighbourhood centre will need to be appropriately located, scaled and designed to serve the needs of local residents. They should be designed to reduce the need to travel and not increase traffic or congestion in the area.

Enhancing Environmental Assets

- 4.19 The term "environment asset" covers all elements of the natural, green, built and historic environment that are of value. Most of these are found within the suburban areas of Slough. The environmental assets, both the built and natural, have an important role in contributing towards the character and creating a sense of place in the suburbs.
- 4.20 Enhancing and protecting these environmental assets is an important part of the Spatial Strategy and this includes maintaining, improving and celebrating those elements that are of local value.

Heritage Assets

- 4.21 Slough does not have many historical or heritage assets. It is therefore important that we make the most of what we have.
- 4.22 The identity of some of the suburbs in Slough is partly derived by the Conservation Areas within them. The historic core of Langley St Mary's is a good example of this.
- 4.23 Elsewhere the character of Upton is enhanced by its association with the Upton and Sussex Place Conservation Areas.
- 4.24 There are a number of Listed Buildings and two Ancient Monuments in the Borough which need to be sustained and enhanced for the enjoyment of

residents. The Local Plan also identifies Locally Listed Buildings which need to be retained, enhanced and, where appropriate, refurbished in accordance with Policy EN17. The opportunity to identify more of these will be explored.

- 4.25 It is also important that we retain buildings with group value which create a particular style, character and image for a locality. This includes the “Residential Areas of Exceptional Character” which are identified in Policy H 11 of the Local Plan for Slough.

Parks and Open Spaces

- 4.26 The suburbs contain a lot more greenery compared to other more urban parts of the borough. The gardens, grass verges, trees, small green spaces, formal parks and open spaces are all vital for the environment and for creating a sense of place and belonging.
- 4.27 One of Slough’s most important environmental assets is its parks and open spaces. In addition to their recreational and amenity value, they provide a landscape context for many of the suburban areas.
- 4.28 Work on the Open Space Study has shown that not all residents have easy access to local green areas. These open spaces provide recreational space and are needed to support health and active lifestyles, image, sense of place and environment to the local communities living in the suburbs.
- 4.29 In addition to being destinations in themselves, parks and open spaces provide attractive routes for walkers and cyclists. The possibility of creating more links to informal recreational areas outside of the Borough, such as the Linear Park identified in Local Plan Policy CG2, will be investigated. Slough is surrounded by attractive countryside and it is easy for residents to get access to countryside recreation corridors such as the Jubilee River to the south, the Colne Valley Way to the east and the canal to the north.
- 4.30 A key principle of the Spatial Strategy is that there should be no loss of parks or public open space. Protecting the green spaces in the suburbs will deliver multiple environmental benefits such as helping address climate change and pollution levels but it will also contribute towards improving the health and well-being of communities living in suburban areas and contributing towards the amenity and attractiveness of neighbourhoods and streets.

5 Conclusion

- 5.1 Enhancing the suburbs, providing vibrant neighbourhood centres and protecting environmental assets for Slough’s local communities means the

suburbs will continue to provide a place for our residents to work, rest, stay and play. The suburbs will continue to provide the main supply of family housing in the borough and will be protected from major redevelopment.

- 5.2 Family housing along with local shopping provision, schools, local facilities, community hubs and open spaces together will meet the needs of residents who live in the suburbs and will contribute towards their sense of place and residents wellbeing.
- 5.3 The positive enhancement of the suburbs and natural areas for local communities will ensure they are a sustainable and liveable place for the future. Any change in the suburbs will enhance their distinct local character and environment. This will retain a sense of place for our current and future communities to live in.
- 5.4 An important part of this approach will be to ensure that the existing neighbourhood parades, local shop and community facilities are utilised or re-provided in a way which optimises their use and community value and there maybe some scope for redevelopment. This vibrant network of facilities will encourage people living in the suburbs to “live locally”.

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LOCAL PLAN FOR SLOUGH – SPATIAL STRATEGY

Protecting the Strategic Gap between Slough and Central London – in the Colnbrook and Poyle area.

1. Introduction

- 1.1 The Council is preparing a new Local Plan for Slough. An important part of this is the Spatial Strategy which will set out what the pattern, scale and quality of development will be in the Borough.
- 1.2 It is proposed that the Spatial Strategy should have the following five key components:
- ***Delivering*** major comprehensive redevelopment within the “Centre of Slough”;
 - ***Selecting*** other key locations for appropriate *sustainable* development;
 - ***Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;***
 - ***Protecting the “Strategic Gap” between Slough and Greater London;***
 - ***Promoting the cross border expansion of Slough to meet unmet housing needs.***
- 1.3 This report sets out proposals for protecting the Strategic Gap in the Colnbrook and Poyle area.
- 1.4 In doing so it is important to understand how this fits in with the Spatial Strategy as a whole. This proposes that the bulk of new housing and most of the other major development is proposed to take place in the Centre of Slough. This follows the overall guiding principle for the Spatial Strategy that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 1.5 Elsewhere the suburban areas across the Borough, which contain most of the family housing stock, will be maintained and enhanced. There will be no loss of parks or public open space.
- 1.6 There will be some major redevelopment in selected key locations in the Borough which could include releasing some Green Belt sites for housing.
- 1.7 The shortage of suitable sites means that not all of Slough’s needs will be able to be met within the Borough. It is proposed that any housing needs that cannot be accommodated in the Borough should be provided on the edge of Slough.

- 1.8 It is against this background that proposals for the Colnbrook and Poyle area have been produced as the “Protecting the Strategic Gap between Slough and Greater London” component of the Spatial Strategy.

2 Context

- 2.1 The Colnbrook with Poyle Ward is the largest area of undeveloped land in the Borough and the only part which borders London and Heathrow. It has a distinct identity and an important role in stopping Slough from coalescing with London and losing some of its identity. It is also a vital part of the Colne Valley Regional Park with the open land providing a narrow link between the Chilterns to the north and river Thames to the south. In addition to the villages of Colnbrook and Poyle it also contains the Poyle Trading Estate which is the second largest employment area in the Borough.
- 2.2 The area suffers from a large number of environmental quality problems due to its proximity to the airport and the motorway network and is acknowledged as being one of the most fragmented and vulnerable parts of the Metropolitan Green Belt.

3 Policy Background

- 3.1 Planning policies in the Colnbrook and Poyle area have been largely dictated by proposals for the expansion of Heathrow Airport. Proposals for a third runway at Heathrow emerged from the recommendations of the Airports Commission and the Government’s draft Airports National Policy Statement (ANPS).
- 3.2 In January 2018 Heathrow Airport Limited (HAL) published its “Airport Expansion Consultation Document”. This set out options for the length of the proposed third runway, location of terminals, realignment of the M25 and diversion of local roads including the A4 and A3044. This demonstrated the extent to which there would be airport related development within the Colnbrook and Poyle area. Although it was general supportive, the Council objected to some aspects of these proposals in it’s response, agreed at the Cabinet meeting in March 2018.
- 3.3 In June 2018 the “*Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England.*” was published. This confirmed Government support for the construction of a north-west runway at Heathrow. The illustrative Masterplan showed where the runway should go and set out the requirements that would have to be met in order to get approval through the Development Consent Order (DCO) process.
- 3.4 The Council supported the proposed expansion of the airport on the grounds

that the economic benefits would outweigh the harm to the environment. As a result one of the key elements of the “emerging” Preferred Spatial Strategy (2018) was one of “*Accommodating the proposed third runway at Heathrow and mitigating the impact*”.

- 3.5 In order to facilitate this, the Council produced an *Emerging Spatial Strategy for Accommodating Growth at Heathrow* in December 2018. This was primarily a “land use” planning document setting out our principles as to how the Colnbrook and Poyle area should be developed if the third runway went ahead. It also contained a spatial master plan to show how this could happen. The document also set out nine planning principles which were required in order to secure the required mitigation.
- 3.6 Heathrow Airport Limited (HAL) held a second consultation in June 2019 on the detail of its Masterplan and how this would integrate into the core area surrounding the airport outside of the DCO boundary. The Council worked with the Heathrow Strategic Planning Group and details of the Council’s response were agreed at a special Cabinet meeting in September 2019. A final detailed consultation was planned for from April- June 2020 with a view to submitting the DCO in December 2020. This did not happen because of a successful challenge in the High Court to the Airports National Policy Statement which underpinned the proposal. The Supreme Court will hear the appeal to reverse the judgment in October 2020, and Heathrow have confirmed it’s expansion proposals are on hold for at least two years. .
- 3.7 The outcome of the appeal has also been superseded as a result of the Covid-19 pandemic which has severely affected Heathrow airport and the airline industry in general and is likely to have a far reaching impact upon the future demand for air travel. The Heathrow Chief Executive reported to the transport select committee in May 2020 that the third runway remains critical for the growth of the country but that it would be 10 to 15years before it was needed. The Civil Aviation Authority concluded Heathrow’s expansion plan was unlikely to be started in the short term. Under the circumstances it is assumed that proposals for the proposed third runway are unlikely to come forward in the next five years. This means that the Local Plan will have to be prepared on the basis that there will not be any expansion of Heathrow. Any proposals that do come forward will have to be dealt with through a review of the Local Plan.
- 3.8 As a result the Council has had to revise its approach to the planning of the Colnbrook and Poyle area in the Spatial Strategy.

4 Protecting the Strategic Gap between Slough and Greater London

- 4.1 It is not consider that the Colnbrook and Poyle area is suitable for residential development for a number of environmental and amenity reasons.

- 4.2 A particular problem is the high noise climate in the area due to proximity to Heathrow airport. The latest available aviation noise contours for Heathrow Airport (2017) published by the UK Government show that all of Poyle and the majority of Colnbrook lie within the contour where averaged external daytime aircraft noise and aircraft ground noise exceeds the Significant Observed Adverse Effect Level (SOAEL) of 63 dB LAeq, 16h. The contours also show that noise levels are also higher than the external night time SOAEL (23:00 – 07:00, 55dB LAeq 8h) across much of this area.
- 4.3 However short bursts of aeroplane engine noise can be loud enough on their own to wake or disturb people's sleep, and so it may be appropriate to consider different ways of measuring noise to capture this and apply lower contours..
- 4.4 The Slough Core Strategy (2008) identified this part of the Borough as having an important role in retaining a "Strategic Gap" between Slough and Greater London and so had a restraint policy which prevented development taking place unless it was "essential to be in that location". Core Policy 2 has been upheld by the Court of Appeal as intended to impose a "stringent test over and above ordinary Green Belt policy" to development than the "very special circumstances" test applied to Green Belt.
- 4.5 As a result the Council has consistently refused commercial development or major infrastructure proposals, such as Strategic Rail Freight Interchanges, within the undeveloped areas, because of the adverse impacts that they would have.
- 4.6 Whilst it is recognised that there is considerable demand for warehousing to serve the needs of Slough and the wider area, it is not considered that this needs to be provided in the Colnbrook and Poyle area. This issue is also being considered in the Wider Area Growth Study which seeking to identify suitable locations for unmet employment needs within the Study area.
- 4.7 As explained above, there is currently no Government planning policy support for the expansion of Heathrow. Previous proposals for development in the area were to accommodate airport related needs and replace uses that would have been lost as a result of the construction of the third runway and associated infrastructure. There is no need to plan for this now and no proven need for additional airport related development in the area.
- 4.8 As a result, taking all of these factors into consideration, it is considered that there is now no justification for allowing development, including airport related development, in the open parts of the Colnbrook and Poyle area. Any proposals will therefore need to show how they comply with the policy test in the Core Strategy that any development in the Strategic Gap or Colne Valley park was "essential to be in that location". At the same time it would have to demonstrate that there were "very special circumstances" to justify building in

the Green Belt. It would also have to show that there would not be any significant adverse environmental or other impacts. Where, exceptionally, development is allowed suitable mitigation of any adverse effects will have to be provided.

- 4.9 This will not prevent suitable development taking place upon brownfield land which is not in the Green Belt.
- 4.10 Importantly, this would not rule out the expansion of Heathrow happening at some stage in the future. Any proposals could be considered through a review of the Local Plan. Applying a restraint policy now could actually help to facilitate this. The lack of any planning status for the proposed third runway means that it is not possible for the Local Plan to safeguard any land that may be needed for the expansion of the airport. Preventing any development in the wider Colnbrook and Poyle area should make it easier to bring forward proposals for the airport in the future if it was supported by Government policy.
- 4.11 The application of this restraint policy will not prevent essential infrastructure coming forward.

Rail Uses

- 4.12 The area to the east of Lakeside Road, which contains the London Concrete and Aggregates Industries facilities, is safeguarded in the Minerals Local Plan as a rail depot. The adjoining Colnbrook Logistics Centre is also rail linked and there is terminal in Poyle which supplies Heathrow with aviation fuel. It is considered that all of these rail facilities should be safeguarded either for the import of aggregates or for airport related operations.
- 4.13 The sites of the two of the proposed shafts and headhouses for the Western Rail Link to Heathrow, next to the Iver South sewage works and east of Gallymead Road also, need to be safeguarded.
- 4.14 The disused rail line to the south is protected by Local Plan Policy T11. This will continue to be applied in order to safeguard it for use as a footpath.

Park and Ride

- 4.15 The council identified a possible location for a park and ride site at Brands Hill in the Emerging Strategy. This will be part of the forthcoming Transport Strategy for Slough. This could be allowed on the basis that it can be demonstrated that it is essential to be in this location and there are the necessary “very special circumstances” to comply with Green Belt policy.

Proposed Improvements to the Area

- 4.16 The Colnbrook and Poyle area suffers from many problem associated with the urban fringe and because of activities related to the airport and the motorway network.
- 4.17 The Council's "The Emerging Spatial Strategy for Accommodating Growth at Heathrow" identified a number of environmental and other improvements which could have ben carried out to help mitigate the impact of the proposed third runway. These included:
1. *Protect Colnbrook and Poyle villages in a "Green Envelope" and enhance the Conservation and built realm"*
 2. *Prevent through traffic but provide good public transport and cycle routes to the airport*
 3. *Ensure that there are good public transport link into Heathrow from Slough*
 4. *Provide mitigation for the Colne Valley Park.*
 5. *Develop tangible measures to improve air quality in the Heathrow area.*
- 4.18 It is considered that these measures should continue to be promoted because they are needed even if the expansion of the airport is not going to take place.

Green Envelope

- 4.19 The concept of having a "Green Envelope" of informal open space around the villages of Colnbrook and Poyle was developed as a way of trying to mitigate the impact of the third runway and proposed new roads upon residents. The proposal was adopted as part of a green infrastructure strategy which integrated waterways and local biodiversity value, and connected with Colnbrook Village Conservation Area. It is considered that it remains a valid proposal even though there are no current proposals for development in the area.
- 4.20 The envelope would provide a buffer and an area for informal recreation for local people. It could contain things like heritage Cox's Orange Pippin orchard,. It could also be a focus for improving and better connecting a network of cycling and walking routes from Colnbrook Village to Stanwell Road, and connect to existing areas such as Arthur Jacobs Nature Reserve. As a result, in addition from being protected from development it would have to be actively managed. This could be funded as part of a mitigation package for any development that took place in the Colne Valley Park.

Colnbrook Conservation Area

- 4.21 The Conservation Area forms the heart of Colnbrook village. A review of the Conservation Area has recently been carried out along with an assessment of its Listed Buildings and other structures of historic interest. A number of proposals such as enhancing particular shop fronts, improvements to public realm and tree planting have come out of this which will have to be investigated in the future. The enhancement of both the historic and wider public realm in Colnbrook should be a priority.
- 4.22 The Conservation Area is affected by through traffic despite traffic calming measures and it is important that all through traffic should continue to be prevented from going through the village and additional enforcement applied.

Improving the Colne Valley Regional Park

- 4.23 The main functions of the part of the Colne Valley Regional Park in Slough are in maintaining the linkage between the other parts of the park and delivering a local recreation resource, and this is especially true in the area of Colnbrook and Poyle. As such a key theme will need to be on reducing the severance and improving the Colne Valley Way/Trail which acts as the spine, giving local residents access for local amenity, and preserving and where possible enhancing biodiversity.
- 4.24 The Colne Valley Park has prepared a Green Infrastructure Strategy which highlights the unique green infrastructure assets of the Regional Park and sets out approaches to enhance and interconnect these to increase their value for both people and wildlife. This integrates with the Green Envelope and the Council is working with the Colne Valley Park and the Heathrow Strategic Planning Group on prioritising opportunities for enhancements in the area of Colnbrook and Poyle. As such work on the Green Infrastructure strategy needs to continue to refine proposals to allow the Council to identify specific (detailed and costed) environmental enhancement projects that can be funded as part of the mitigation from any development that comes forward.
- 4.25 There are a number of measures being explored including:
- Access improvements near Colnbrook to improve the safety and connectivity of Colne Valley Trail crossing the A4
 - A new link to the Colne Valley Trail on the section of disused railway through Poyle
 - Conserving & enhancing existing parks and open spaces adjacent to the settlements and links with Colnbrook Conservation Area.
 - Creating connecting routes and biodiversity links between sites including Pippins Park, Albany Park, Colnbrook Recreation Ground and Crown Meadow.

- Create new access to the south of Crown Meadow to link with nearby public rights of way, bus stop and open spaces.
- 4.26 The Prevention of through traffic along the High Street/ Bridge Street/ Park Street in Colnbrook Village is a key action on reducing the level of traffic emissions (and air quality levels) the community is exposed to. Higher levels are experienced on the main roads serving the Poyle Trading Estate, Poyle Industrial Estate and Lakeside Road. Low emission strategies and vehicle routing will need to be considered in any new developments and renewal of existing industrial areas.
- 4.27 Vehicle routing from Colnbrook and Poyle has implications for the Air Quality Management Areas declared at Brands Hill – AQMA Order No 1 which encompasses the M4 motorway at Junction 5; and AQMA Order No 2 at Brands Hill along the A4 and Sutton Lane gyratory junction. In recent years the highest levels of pollutants monitored in the Borough have been recorded in Brands Hill. Air quality modelling undertaken in 2014 for the Council’s Low Emission Strategy found that making buses and HGVs on the A4 compliant with the latest emission standard (Euro VI) would be effective in reducing annual mean nitrogen dioxide concentrations to below the national limit value at sites close to the A4 at Brands Hill. The Council is currently engaged in further traffic and air quality modelling to test what measures could bring about compliance in the Borough’s AQMAs, including in the Brands Hill area. This will include testing of whether a Clean Air Zone is appropriate at Brands Hill.
- 4.28 The Council will also need to continue to work collaboratively with Heathrow Airport to push forward with their sustainability agenda and measures to reduce emissions from airborne aircraft, aircraft on the ground, airfield plant and airport-related traffic emissions. The Council is currently engaging with the Heathrow Area Transport Forum on a surface access strategy for a two runway Heathrow that will aim to reduce the use of private cars to access the site for employees and passengers.

Poyle Trading Estate

- 4.29 Poyle Trading Estate is the second largest employment area in the Borough. Unlike Slough Trading Estate it is in multiple ownership and has been developed incrementally. This has resulted in a poor environment and the potential for unneighbourly activities to take place. There is a lack of parking for cars, vans and HGVs. There are also very few facilities or amenities for workers to use.
- 4.30 Although it is very well connected to the strategic road network, the Trading Estate is very poorly served by public transport. It suffers from noise, and part of the Estate is within an airport safety zone where only low density activities

are allowed.

- 4.31 Poyle Trading Estate is, however, perfectly located and already has strong links with Heathrow airport. It is able to provide for the sort of 24 hour operations that are needed to ensure that just in time deliveries can take place.
- 4.32 It is not proposed that there should be any enlargement of the Trading Estate. Because of its location its main function should be to serve Heathrow. In order to reduce the impact of cargo operations the opportunity to develop low emission innovations for the way that freight is delivered to the airport should be explored.
- 4.33 Whilst the comprehensive redevelopment of the Estate would be encouraged; this should be done in a way which provides a variety of high quality units which meet the specific needs of freight forwarders. There should not be any large scale non airport related warehousing or distribution centres which would generate more traffic and potentially displace airport cargo operations which need to be close to Heathrow.
- 4.34 One of the proposals in the Council's "Emerging Spatial Strategy for Accommodating Growth at Heathrow" was to prevent HGV traffic from the Poyle Trading Estate being able to pass through the residential areas to the north. This would mean that access would be limited to junction 14 of the M25. There is a current proposal to install a bus gate on the Poyle Road just north of the Trading Estate which would limit HGVs from travelling south. The longer term ambition is still to prevent HGVs from using this road in both directions if a suitable scheme can be devised.
- 4.35 Working with the Business Forum, it may be possible to consider reconfiguring the internal road layout of the Estate to deliver better operational accessibility and safety. There is also a need to improve the facilities and amenities that are available to people working on the Trading Estate which are currently very limited.
- 4.36 Safe walking and cycling connections around the Estate should be created which to connect it to neighbouring areas, bus routes and informal recreation areas. This would include investigating the ability to improve the footpath along the disused railway link to Poyle.
- 4.37 Residential uses are not appropriate in this location because of the poor environment. They are not compatible with Poyle Trading Estate's function as a 24 hour cargo and distribution centre. As a result the introduction of an Article 4 Direction which prevents the change of use of buildings to residential will be considered.
- 4.38 The overall policy should be one of encouraging airport related development upon the Poyle Trading Estate.

5 Conclusion

- 5.1 This report sets out proposals for the “Protecting the Strategic gap between Slough and Greater London component of the Spatial Strategy.
- 5.2 In the “emerging” Spatial Strategy the proposal for the Colnbrook and Poyle area was to “accommodate the proposed third runway at Heathrow and mitigate the impacts”
- 5.3 For the purposes of the Local Plan it is now assumed that proposals for the third runway will not come forward in the short to medium term which means that if they do, they can be dealt with by a review of the plan.
- 5.4 In the absence of any policy support or any demonstrable need for airport related development it is considered that the most appropriate approach is to revert back to restraining development in order to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London. This will also effectively safeguard land from being developed which could be needed for the expansion of the airport in the future.
- 5.5 Proposals for the improvement of the area have been included within this component of the Spatial Strategy. Although the Poyle Trading Estate sits within the Strategic Gap, it has been identified as a Selected Key Location where regeneration can take place in order to take advantage of its location next to Heathrow and provide new airport related facilities.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE** 26th August 2020
CONTACT OFFICER: Paul Stimpson, Planning Policy Lead Officer
(For all Enquiries) (01753) 875820
WARD(S): All

PART I
FOR DECISION

BURNHAM BEECHES SAC STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY SPD

1 Purpose of Report

1.1 The purpose of the report is to set out our proposed comments to Buckinghamshire Council in response to its consultation draft of the Burnham Beeches Strategic Access Management and monitoring Supplementary Planning Document (SPD) July 2020.

2 Recommendation

2.1 The Committee is requested to resolve that:

- a) The proposed response set out in this report and appendix A be noted.
- b) Delegated powers be given to the Planning Policy Lead to submit our formal representations Buckinghamshire Council.

3a. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan Slough Wellbeing Strategy Priorities

Responding to this consultation to enhance neighbourhoods which will help to implement Priority 3

- *Strong, healthy and attractive neighbourhoods.*

3b Slough Joint Wellbeing Strategy Priorities

Ensuring that we respond to this consultation will make a positive contribution to the following SJWS priorities:

- *Housing*

3c Five Year Plan Outcomes

Responding to this consultation will contribute to the following Five Year Plan outcomes:

- **Outcome 3: Slough will be an attractive place where people choose to live, work and stay.**
- **Outcomes 4: Our residents will live in good quality homes.**

Other Implications

(a) Financial

There are no financial implications.

(b) Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That the Committee approves the recommendation.	Failure to agree the proposed response to the consultation could have implications for future housing where financial contributions would need to be made to any new housing development, including in Slough Town Centre.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications as a result of this report.

4. Supporting Information

Introduction

- 4.1 Burnham Beeches was designated as a Special Area of Conservation (SAC) in 2005 due to the importance of Beech woodland habitats which qualify under Annex I of the European Habitats Directive 1.
- 4.2 Burnham Beeches SAC lies within the southern part of Buckinghamshire and covers 382.76 hectares. It comprises two main areas. To the south is a wooded common and Public Open Space. To the north is private woodland.
- 4.3 The Habitats Regulations set out how European Sites, including SACs, should be dealt with in preparing plans and determining planning applications to ensure they do not adversely affect the integrity of their qualifying characteristics...
- 4.4 A Habitat Regulations Assessment was undertaken for the Chiltern and South Bucks Local Plan which identified public access and disturbance impacts as a

potential likely significant effect at Burnham Beeches SAC. The outcome was a requirement to set up a mitigation strategy to avoid adverse impacts on Burnham Beeches SAC.

- 4.5 This strategy is set out in the SPD. It is intended to apply within Buckinghamshire only, and to apply to the adopted planning policies and any subsequent adopted Local Plan. The evidence behind the strategy was primarily set out in a report produced by Footprint Ecology in August 2019. The council has not been consulted on it or its principles. The report includes assumptions about Slough on the distribution of housing, the provision of open space and housing numbers within the 2017 Issues and Options Consultation Document. Slough Council notes the SPD cannot apply to Slough but it is concerned that the findings will set an inappropriate precedent for the principle and amount of S106 contributions from new housing in Slough. It is therefore important to respond to the consultation so this is recognised and avoided.
- 4.6 As part of our emerging Slough Local Plan a Habitat Regulations Assessment Screening (HRA) was undertaken. This assessed whether the development proposed in the Issues and Options Consultation would significantly affect a Natura 2000 site this covers Special Areas of Conservation and Special Protection Areas. The screening concluded that, based on the information currently available in the Issues and Options Consultation, a likely significant effect on the qualifying features of Burnham Beeches SAC cannot be effectively ruled out. A meeting has been held as part of the Duty to Cooperate between South Bucks District Council and Slough Borough Council on the Burnham Beeches SAC in 2017 when we were preparing our issues and options document.

The Burnham Beeches SAC SPD consultation

- 4.7 Slough Borough Council have been consulted on this Supplementary Planning Document (SPD) which sets out a Strategic Access Management and Monitoring Strategy (SAMMS) required to avoid adverse public access and disturbance impacts from development on the Burnham Beeches SAC for 80 years, with reviews at least every 5 years (and more frequently if necessary).
- 4.8 This Council response to the consultation needs to be submitted by 3rd September 2020. It is important that Slough Borough Council submit a response to this consultation as it will potentially have impacts on any future major housing development in Slough. This is discussed further in the report below.
- 4.9 The SPD notes that Burnham Beeches is a popular destination for recreation and provides an important function as a greenspace. It is designated for the beech trees but is also important for wildlife with around 80 protected species. The SPD states that a number of visitors to Burnham Beeches have been increasing over the years, placing the trees at risk from pedestrian and dog

footfall. Growing numbers of visitors can result in conflict for space among users and demand for more facilities.

- 4.10 It accepts the conclusion in the Footprint Ecology assessment that if net new homes continue to be built around the SAC this will result in more people living nearby who are likely to visit Burnham Beeches, and these will result in likely significant effects.
- 4.11 As a result the mitigation strategy comprises two components: (i) an advisory for Appropriate Assessments of a presumption against net increase in residential development within 500m of the SAC; and (ii) financial contributions towards the SAMMS to be paid for each new net dwelling that is permitted within the 5.6km *zone of influence*.
- 4.12 This proposed *zone of influence* is drawn as circular area up to 5.6 kilometres from the boundary of the SAC. This means extends into Slough Borough Council area including the town centre.
- 4.13 The Mitigation Strategy is intended to address both the requirement to address adverse impacts on the SAC from local plan led development, and further deterioration resulting from public access. The document states the SAMMS projects are designed to mitigate the scale of development to come forward over the Chiltern and South Bucks Plan or its successor. . They can be summarised as follows:
- provision of electronic interpretation;
 - events and promotion of activities aimed at raising public awareness of recreation pressure and alternative places to visit;
 - the appointment of a ranger/ambassador (a new member of staff);
 - visitor surveys;
 - monitoring of visitor impacts on the ecology of the SAC; and
 - the production of an access plan/carrying capacity study.
- 4.14 The draft SPD sets out a calculation for a contribution to the SAMMS of £2,023.87 plus a monitoring fee of almost £25 to be paid by each net new home that is granted planning permission from 1 March 2020. This is a significant cost to each new home being built, and is semi-retrospective. The calculation based on an un-evidenced formula that appears to be the total cost of the strategy over 80 years being payable by the untested assumption of a total 2,364 anticipated new properties to be built from the within the Buckinghamshire portion of the buffer from 500m to 5.6km buffer within an ungiven timescale . The Strategy includes several Projects that should address or integrate monitoring so the monitoring element should not be an additional cost. The Footprints report notes the scope of the assessment and assumptions within in it – these include an assumption that no additional greenspace will be provided, that Slough generates 5% of the additional trips

based on 2017 housing numbers. The buffer does not apply a spatial assessment to existing trips – for example that these do not originate in Slough town centre, or what transport they rely on, or if they are within the vulnerable area of the SAC. The Council consider this formula therefore needs revising as for example it appears to place a duty on new properties to mitigate for impacts from dwellings that will be built after the current plan period, and out side of the Borough.

- 4.15 The council's officers have met annually to discuss impacts on the Beeches from visitors from Slough, and has previously engaged with Footprint on their 2014 survey, and questioned the details of assumptions of impacts from Slough residents. Details of Slough's housing trajectory within the buffer area were provided, along with a full trajectory, but this was not advised as needed to contribute to an SPD. The Council is concerned about the use and contribution of assumptions from the number and distribution of houses in Slough, and considers the evidence falls short of meeting the legal tests for s106 Agreements.
- 4.16 Historically Slough has therefore not paid a contribution. More recently developments at Horlicks have agreed S106 funds to support the Beeches. This was agreed at £378 per unit (£429,411 overall) with much of it spent in Slough. The agreed mitigation was bespoke to this application which should not be treated as a precedent. it important to note that the methodologies used, conclusions drawn and mitigation agreed has not been tested for its effectiveness to prevent further harm to the Beeches. These calculations were also based upon the viability of this particular site.

Grounds of Objection

- 4.15 The Council has sought legal advice from Clyde and Co who have produced a note which is set out in Appendix A. This forms the basis of our proposed objections to the proposed requirement for a financial contribution to be levied on properties in Slough that fall within the Zone of Influence.
- 4.16 A summary of the grounds of objection are as follows:
- 4.17 Firstly, the draft SPD has been produced in the form of a Development Plan Document (DPD) in that it has policies which guide the determination of planning applications. The 2012 Regulations require such policies are set out in DPD not SPD.
- 4.18 Secondly, there is no explicit planning policy basis for the draft document in an Adopted Local Plan which the SPD can be supplementary to. .
- 4.19 Thirdly, and related to the above, it is inappropriate and premature to progress the Draft SPD in advance of adoption of the Draft Local Plan. Whilst the Draft Plan has been submitted for examination by the Secretary of State, the Inspectors who have been charged with conduct of this examination have

expressed concerns about whether South Bucks has discharged its duty to cooperate.

- 4.20 Fourth, there is a concern that a planning obligation entered into pursuant to the Draft SPD would be contrary to the CIL Regulations 2010 (as amended) in that the proposed mitigation is not properly related to the development.
- 4.21 South Bucks Council has failed under the duty to cooperate to have updated the Council on the intention to develop a tariff for Burnham Beeches SAC that would impact Slough. Limited meetings took place in 2017 and 2018 but these were technical working meetings on the Beeches. .
- 4.22 This Council is currently preparing the Preferred Spatial Strategy for the Local Plan which is out for consultation in November 2020. The spatial strategy will seek to provide mitigation locally for the impact on Burnham Beeches SAC. The components of the spatial strategy promote “live locally” concept which will mean residents will work, live, shop, visit local green spaces. There is going to be an improvement of local green spaces and other amenity spaces in Slough meaning that residents we not need to travel out of the borough boundary for recreation activities.
- 4.23 The impact of Covid19 has meant that local people have made the most of local parks and open spaces and realised the opportunities for recreation in their local area. Therefore there is less need to visit places outside of the borough like Burnham Beeches.
- 4.24 The zone of influence where there would be impact on Burnham Beeches covers Slough Town centre. The future housing in this area is going to be high density flats which will not have gardens and majority of local residents will not have not have car parking spaces. This means that dog ownership is likely to be low and that majority of these residents will have access to a car to visit Burnham Beeches. As a result it is unreasonable to apply the proposed financial contribution to every new dwelling in Slough Town Centre.
- 4.25 The Slough Borough Council Habitat Regulations will address impacts from the Borough emerging from local plan led development, and will continue to negotiate on a case by case basis the impact of new development ahead of or outside of that. The Planning team note the Footprints report and elements of its mapping such as visitor origins, and will engage with Buckinghamshire Council on the HRA process informing the Slough Local Plan.

5 Conclusions

- 5.1 Slough welcomes Buckinghamshire’s efforts to meet its requirements to protect Burnham Beeches SAC, and notes the SPD does not need to be subject to an SEA. The Council notes it has historically worked together to understand and address impacts on the Beeches, but that is was not formally consulted on the Footprints updated methodology nor the evolution of proposals to an SPD.

- 5.2 It is recommended that formal objections, based upon the concerns raised in this report, and the legal opinion offered are submitted to Buckinghamshire Council.

6 Appendices

Appendix A – Grounds of objection to the Burnham Beeches Supplementary Planning Document.

7 Background Papers

1. Burnham Beeches SAC Strategic Access Management and Monitoring Strategy SPD
2. Habitats Regulations Assessment of the Slough Local Plan HRA Screening Document, January 2017

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Burnham Beeches Special Area of Conservation
Strategic Access Management and Monitoring Strategy
Supplementary Planning Document

SUMMARY NOTE OF ADVICE TO SLOUGH BOROUGH COUNCIL

1 Introduction

- 1.1 We have been asked to advise Slough Borough Council ("SBC") in connection with the Strategic Access Management and Monitoring Strategy Supplementary Planning Document ("the Draft SPD") relating to the Burnham Beeches Special Area of Conservation ("the SAC").
- 1.2 The Draft SPD was published by Buckinghamshire Council ("BC") in July 2020.
- 1.3 The SAC is owned by the City of London.
- 1.4 The Draft SPD has been published for consultation and comments can be submitted at any time before 3 September 2020. The Draft SPD broadly follows the findings and recommendations of a study carried out by Footprint Ecology.
- 1.5 The Draft SPD, which relates solely to the south and east planning areas of BC's jurisdiction, sets out a proposed mitigation strategy that is designed to avoid adverse public access and disturbance on the integrity of the SAC arising from residential development. This strategy comprises:
- (a) a presumption against residential development within 500m of the SAC; and
 - (b) requiring a standard financial contribution to be paid for each new net dwelling that is permitted in a *zone of influence*,
- of which (a) is of particular relevance to SBC.
- 1.6 The contributions received by BC would be forwarded to the City of London.
- 1.7 This proposed *zone of influence* is drawn as an area of between 500m and 5.6 kilometres from the SAC, which extends well into SBC's administrative area. This zone is based upon the 75th percentile from data obtained from visitor surveys carried out in 2013, 2016 and 2017 from around 900 interviewees i.e. the distance within which 75% of interviewees live.
- 1.8 The Draft SPD identifies a list of projects that would benefit from the proposed financial contribution. They can be summarised as follows:
- (a) provision of electronic interpretation;
 - (b) events and promotion of activities aimed at raising public awareness of recreation pressure and alternative places to visit;
 - (c) the appointment of a ranger/ambassador (a new member of staff);
 - (d) visitor surveys;
 - (e) monitoring of visitor impacts on the ecology of the SAC; and

- (f) the production of an access plan/carrying capacity study.
- 1.9 The Draft SPD estimates that the cost of these projects for a total period of 80 years would equate to £4,784,440. This aggregate cost is then divided by the total number of dwellings estimated to come forward within the zone of influence (referred to as *Allocation BP9 + HELAA + existing applications + windfall*) i.e. a total of 2,364.
- 1.10 Accordingly, the Draft SPD requires a contribution of £2,023.87 (being £4,784,440 divided by 2,364) to be paid by each net new home that is granted planning permission from 1 March 2020. This is a significant per dwelling cost (compared with, for example: (i) the Essex Coast Recreational Disturbance Avoidance & Mitigation Strategy Draft SPD (January 2020) - £122.30 per dwelling; (ii) the Solent Recreation Mitigation Strategy (December 2017) - £564 per dwelling; and (iii) the Suffolk Coast European Site Recreational Disturbance Avoidance and Mitigation Strategy SPD (2019) – £121.89 or £321.22 per dwelling (subject to zoning).
- 1.11 Appendix 1(a) to the Draft SPD contains a pro-forma appropriate assessment for planning applications for residential development within 500m of the SAC, including a proposed reason for refusal.
- 1.12 Appendix 1(b) to the Draft SPD contains a pro-forma appropriate assessment where the applicant is prepared to pay the requisite contribution: it states that, provided the applicant has entered into a unilateral undertaking to secure the per dwelling contribution (as above) and BC's monitoring fee of £541.02, the related planning application will be deemed to be in accordance with the mitigation requirements for the SAC.
- 1.13 Appendix 1(c) to the Draft SPD contains a pro-forma appropriate assessment where the applicant will not pay the contribution and has not provided an alternative solution that is agreeable to BC and Natural England, in which case it advises that the application must be refused and a reason for refusal is set out in the appendix. This ties in with paragraph 3.2.1 of the Draft SPD, which states that if the contribution is not agreed by the applicant and the applicant cannot satisfy the Council and Natural England that their alternative would have the same or better mitigation success than BC's mitigation strategy, then the application must be refused.
- 1.14 Although the Draft SPD has no direct bearing upon the determination of any planning application by SBC, once adopted:
- (a) it will be relied upon by BC and Natural England in responding to applications that fall to be determined by SBC and are considered to have an impact on the SAC;
 - (b) it will assume some credence as establishing the cost of mitigation that is required to address likely harm to the SAC arising from residential development that is permitted within the zone of influence; and
 - (c) generally, risks the establishment of an unhelpful precedent particularly in the context of SBC bringing forward its own local plan in due course.
- 1.15 Accordingly, and for the reasons set out below, it is recommended that objection be raised in response to the Draft SPD.
- 1.16 Possible grounds of objection are set out in the following section of this note.

2 Potential Grounds of Objection

- 2.1 Subject to further consideration by officers, it is considered that the Draft SPD is objectionable on the following grounds.
- 2.2 First, the Draft SPD is, in fact, a development plan document within the meaning of the Town and Country Planning (Local Planning) (England) Regulations 2012. These Regulations provide that a document that includes '*development management and site allocation policies, which are intended to guide the determination of applications for planning permission*' must be development plan documents as opposed to SPDs.
- 2.3 In this context, it would appear that the Draft SPD satisfies this definition by, for example, mandating that planning permission *shall be refused* if an applicant declines to pay the requisite contribution etc. On the face of it, it is intended to *guide* the determination of future applications for residential development in the relevant zone of influence.
- 2.4 If so, it should be promoted as a development plan document. This is an important distinction because it would mean that the policy would be subject to:
- (a) public examination by an independent inspector (in the same way as the Draft Plan); and
 - (b) the duty to co-operate.
- 2.5 By promoting this policy in the Draft SPD, BC is circumventing these requirements.
- 2.6 Second, there is no explicit policy basis for the Draft SPD. It refers to the following local policies:
- (a) **policy CS24 (Biodiversity) of the Chiltern District Core Strategy (as adopted in November 2011)**. This is a generic policy relating to the conservation and enhancement of biodiversity within the Chiltern district. It provides that Chiltern District Council ("CDC") will seek to protect and enhance all sites of international, national, regional or local importance (that would include the SAC). The reasoned justification for this policy adds that, having undertaken a Habitats Regulations Assessment, CDC is satisfied that adequate mitigation solutions have been put forward in the Core Strategy (and related plans and strategies) to ensure major impacts will be avoided at important European designations. It adds that CDC will assess whether additional mitigation measures are required at the SAC and whether they can feasibly be put in place to help South Bucks District Council mitigate potential impact from additional traffic;
 - (b) **policy CS32 (Green Infrastructure) of the Chiltern District Core Strategy (as adopted in November 2011)**. This policy simply provides that CDC will identify, protect and enhance strategic green infrastructure assets;
 - (c) **core policy 9 (Natural Environment) of the South Bucks District Core Strategy (as adopted in February 2011)**. This policy states that the highest priority would be given to the conservation and enhancement of the SAC, which will be achieved by restricting the amount of development in close proximity to it and ensuring that development causes no adverse effect on the integrity of the SAC. It goes on to state that further details and mechanisms for achieving this would be given in a Development Management DPD. The reasoned justification for this policy adds that where a specific development could result in significant effects in the SAC, it will

need to be supported by a HRA to determine whether mitigation measures are required. No DPD has since been pursued by BC; and

- (d) **draft policy DM NP3 (Natural – Burnham Beeches Special Area of Conservation) of the emerging Chiltern and South Bucks Local Plan 2036** ("the Draft Plan"). For the purposes of the Draft SPD, this is the key policy and states that an access management and mitigation scheme has been agreed with Natural England, the highway authority and the City of London. It is understood that this agreed scheme is, in effect, the Draft SPD. This policy states that, in order to provide on-site mitigation for additional visits to the SAC arising out of additional development within 5.6km of the site and beyond 400m, a precautionary approach would be taken for the protection and conservation of the SAC such that planning permission will only be granted if it would not give rise to significant adverse effects upon the integrity of the SAC. It adds that:

Major residential developments that would result in a net increase in homes located between 400 metres and 5.6 kilometres from the Burnham Beeches SAC will be required to:

1. *make financial contributions towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and*
2. *demonstrate that no adverse impacts on the SAC will arise as a result of additional visitors to the SAC from the development. This might require the provision of bespoke mitigation, such as Suitable Alternative Natural Greenspace, as part of the development in order to offset visitor pressure to the SAC. Such mitigation will need to be determined in agreement with Natural England [emphasis added]*

- (e) **draft policy SP BP9 (Building – Beaconsfield) of the Draft Plan**, which allocates land to the south and east of Beaconsfield for approximately 1,600 homes.

2.7 It can be seen, therefore, that the specific mitigation required in the Draft SPD is inextricably linked to the above draft policies. It has no such direct link with the adopted policies. This is consistent with BC's response to the Inspector's initial questions in relation to the proposed examination into the Draft Plan, pursuant to which it indicated that a mitigation strategy for the SAC is proposed to be in place before adoption of the Draft Plan. However, there is a concern here that this is the wrong approach and that the Draft SPD should only follow once the policies upon which it is expressly predicated have been found to be sound i.e. upon adoption of the Draft Plan (including policies DM NP3 and SP BP9, as above), following an independent examination.

2.8 Until this time, the detailed policy justification for the Draft SPD is not clear. On this, it is also important to note that draft policies SP BP9 and DM NP3 are subject to objection and, accordingly, only limited weight can be attached to them at this time.

2.9 Third, and related to the above, it is inappropriate and premature to progress the Draft SPD in advance of adoption of the Draft Plan. Whilst the Draft Plan has been submitted for examination by the Secretary of State, the Inspectors who have been charged with conduct of this examination have expressed concerns about whether BC has discharged its duty to co-operate. BC has requested that this issue be addressed at a hearing session in person, which has yet to be arranged.

2.10 There is, therefore, real doubt about the extent to which the Draft Plan will be able to progress to adoption. Accordingly, it is inappropriate for the Draft SPD to be

predicated upon a draft policy that attracts only limited weight and in respect of which there is a real prospect that it might not even be adopted (either in its current form or as modified).

2.11 Fourth, there is a concern that a planning obligation entered into pursuant to the Draft SPD would be contrary to the CIL Regulations 2010 (as amended) and/or national policy because:

- (a) there is no satisfactory evidence to demonstrate that the proposed mitigation would actually have the desired effect i.e. avoid or mitigate harm to the SAC; and/or
- (b) the period (i.e. 80 years) over which the mitigation scheme (and related contributions) has been calculated is excessive, unreasonable and far in excess of the life of the related plan; and/or
- (c) a standard sum payable for each net new dwelling is not necessarily directly related (or fairly related in scale and kind) to the relevant development and fails to have any proper regard to the different characteristics of different occupiers (compare, for example, a family living in a 5-bedroom house with a sole occupancy 1-bedroom apartment or house); and/or
- (d) there is no justification for payment of a monitoring fee to BC in addition to the standard per dwelling contribution; and/or
- (e) the per dwelling contribution sought in the Draft SPD is inadequately evidenced and is, in any event, disproportionate (as (b) above); and/or
- (f) the per dwelling contribution is unreasonably prescriptive and lacks sufficient flexibility.

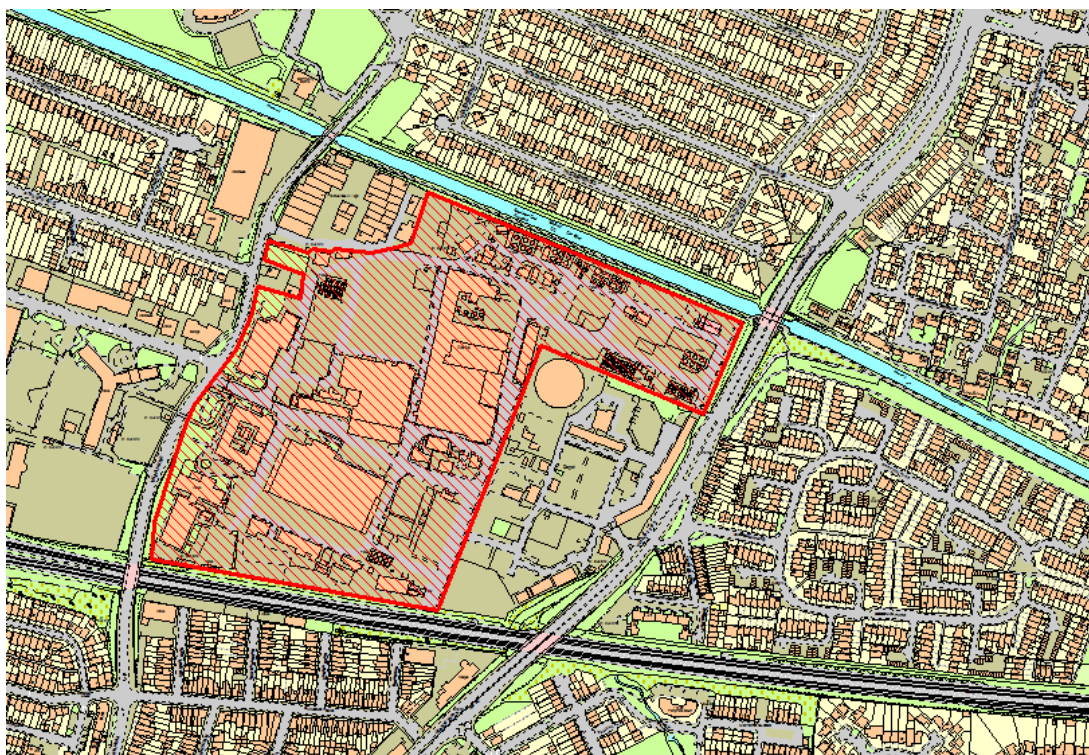
CLYDE & CO LLP

AUGUST 2020

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Registration Date:	20-Dec-2019	Application No:	P/00072/096
Officer:	Christian Morrone	Ward:	Central
Applicant:	Fergie Taylor	Application Type:	Major
		13 Week Date:	20 March 2020
Agent:	Mr. Taylor Cherrett, Turley The Pinnacle, 20 Tudor Road, Reading, RG1 1NH		
Location:	Akzonobel Decorative Paints, Wexham Road, Slough, SL2 5DB		
Proposal:	<p>Outline planning application (to include matter of principal points of access), to be implemented in phases, for mixed use development comprising:</p> <p>a) Demolition of existing buildings and structures and preparatory works (including remediation) and access from Wexham Road;</p> <p>b) up to 1,000 residential dwellings (Use Class C3); along with flexible commercial uses including all or some of the following use classes A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), D1 (Non-residential Institutions) and D2 (Assembly and Leisure); car parking; new public spaces, landscaping; vehicular and pedestrian access; and</p> <p>c) the provision of commercial floorspace including all or some of the following use classes B2 (General Industry), B8 (Storage or Distribution) and sui generis data centre (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.</p> <p>(Matters of Scale, Layout, Appearance, and Landscaping to be dealt with by reserved matters).</p>		

Recommendation: Delegate to Planning Manager for Approval

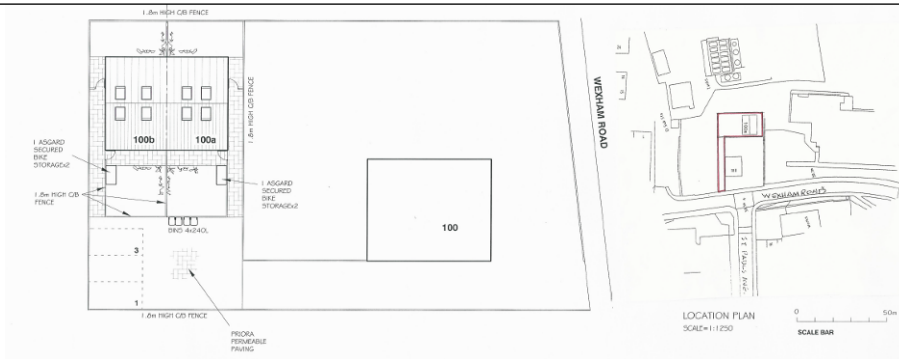


1.0	SUMMARY OF RECOMMENDATION
1.1	<p>The report identifies that there are a number of outstanding issues to resolve which are listed below. Assuming these will be satisfactorily addressed, Planning Officers consider the proposal would comply with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some conflicts with the Development Plan, In applying the presumption in favour of sustainable development, planning officers currently find the adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole and tilted in favour of the supply of housing. On balance, it is recommended the application be delegated to the Planning Manager:</p> <p>A) For approval subject to:-</p> <ol style="list-style-type: none"> 1) achieving acceptable mitigation for the impact on Burnham Beeches Special Area of Conservation which satisfies Planning Officers and Natural England, and to complete the associated Appropriate Assessment; 2) determining whether offsite HGV noise impact would be acceptable in relation to the planning balance and if required to agree any mitigation with the Council's Environmental Quality Team and/or apply appropriate conditions as necessary; 3) finalising the Section 106 including any changes required 4) finalising and agree conditions including any changes required 5) any minor changes 6) consideration of any further neighbour / third party comments and consultations comments <p>B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 26th May 2021 unless a longer period is agreed by the Planning Manager, in consultation with the Chair of the Planning Committee.</p>
1.2	This application is to be determined at Planning Committee as it is an application for a major development.
	<u>PART A: BACKGROUND</u>
2.0	<u>Proposal</u>

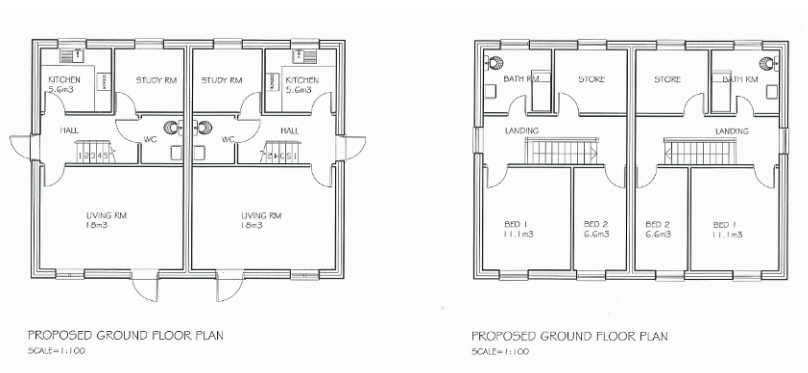
2.1	<p>This is an outline planning application to include the Matter of Access.</p> <p>Matters of Scale, Layout, Appearance, and Landscaping to be dealt with by reserved matters. The proposal is divided into three defining elements. To the north of the site the proposal comprises business uses, to the south are residential, and centrally is an estate road to access the northern and southern parts of the site.</p> <p><i>Northern part of the site:</i></p> <ul style="list-style-type: none"> • construction of floor for business purposes falling under B2 (General Industry), B8 (Storage or Distribution) Use Classes and Data Centre (Sui Generis Use Class); • floor areas would be flexible between the proposed uses. However, the above uses would be limited to: <ul style="list-style-type: none"> ▪ B2: 8,361 sqm and B8: 28,428 sqm, or; ▪ B8: 36,789, or; ▪ B2: 8,361 sqm, B8: 9,290 sqm, Data Centre: 41,806, or; ▪ 71,535 sqm Data Centre • building roof heights above existing ground level to be up to: <ul style="list-style-type: none"> ▪ 23.5 metres (ridge) in the central part of the site; ▪ reducing to 15 metres (ridge) to the north, ▪ reducing again to 3 metres at the northern end of the site by the canal. • Associated parking. <p><i>Southern part of site:</i></p> <ul style="list-style-type: none"> • Construction of up to 1,000 residential flats at an indicative mix of 338 x 1 bed; 377 x 2 bed; 243 x 3 bed; 42 x 4 bed. • creation of up to 1,500 sqm of flexible floor space falling under A1 (Shops), A3 (Food and Drink), D1 (Non-residential Institutions), D2 (Assembly and Leisure); • building roof heights above existing ground level to be up to: <ul style="list-style-type: none"> ▪ 28.5 metres (8 storey inc. 2 storeys as commercial) by southern side of the Wexham Road access and within the south west corner of the site; ▪ 24 metres (7 storey) centrally within the site, and; ▪ 13.5 metres (4 storey) along the southern part of the site by the railway boundary. • Residential amenity space; • car parking between 0.35 and 0.5 spaces per unit; • commercial parking; • Vehicle and pedestrian access and egress via existing Wexham Road; • new pedestrian access to south via Wexham Road and Uxbridge Road; • associated roads; footways; landscaping and tree planting; • open space (approx. 2228sqm).
3.0	<u>Application Site</u>

3.1	The proposed development site is approximately 12.7 hectares of brownfield land used for General Industrial purposes (Use Class B2) and comprises buildings amounting to approximately 65,000sqm and hardstanding areas. Much of the site has now been decommissioned; however the research and development facility to the south west of the site is still in use and at the time of writing is expected to remain in use for at least three years.
3.2	The site is located between Wexham Road (to the west) and Uxbridge Road (east), and in between the 'Slough Arm' branch of the Grand Union Canal (north) and the Great Western Railway line (south). The site neighbours 'The Business Village' to the northwest, which comprises a number of relatively small scale industrial and business units. Adjoining the site to the west is a two storey former a tyre repair garage (100a Wexham Road) which has recently been granted planning permission for a change of use to two residential houses and neighbours an existing residential bungalow (100 Wexham Road). Further west, on the opposite side of Wexham Road is a car dealership which fronts the northern side of Petersfield Avenue, and on the southern side of Petersfield Avenue is the four storey AkzoNobel building which contains offices and laboratories.
3.3	Adjoining the site to the east is the National Grid site and former gas works. The site is currently occupied by the gas supplier Cadent and comprises a depot accommodating a mixed range of office and storage buildings, open storage, and parking areas. A gas holder is positioned in the north-west corner of the site, adjoining the application site which is currently not in operation and is due to be decommissioned and removed. Officers understand this could be within the next year.
3.3	The site is located to the northeast of the defined Town Centre. At its nearest point the application site is located approximately 535 metres from Slough mainline train station and at its furthest point approximately 1100 metres
3.5	The site is located within a defined Business Area; however the application site has been identified as a strategic site within the emerging Preferred Spatial Strategy to comprehensively redevelop the site in tandem with the adjoining national Grid site for primarily residential plus supporting uses and some employment use.
4.0	<u>Relevant Site History</u>
4.1	<p>The most relevant planning history for the site is presented below:</p> <p>P/00072/095 Submission of details pursuant to condition 3 (Routing Plan) of planning permission P/00072/092 dated 15/07/2019. Currently under assessment</p> <p>P/00072/094 Submission of details pursuant to condition 5 (Archaeological Investigation) of planning permission P/00072/092 dated 15/07/2019 Currently under assessment</p> <p>P/00072/093 Creation of new 'trans shipping' area replacing part existing visitor car park and ground floor slab of previously demolished building. Widening of existing vehicular junction with Petersfield Avenue to</p>

	<p>enable articulated lorries and 12 tonnes lorries to access and egress. Tarmac vehicular accessible areas of site to falls connecting into existing on site and adjacent soakaways. Construction of ancillary buildings comprising; Portakabin office, Portakabin washrooms, Storage unit for vehicle maintenance, open sided canopy for temporary goods storage and small 1m³ Cat 5 water supply tank. Approved with Conditions; Informatives; 10-Jul-2020</p>
P/00072/092	<p>Application for the prior approval for the demolition of established industrial area Prior Approval; Permission Granted/Inf; 15-Jul-2019</p>
P/17377/001	<p>Screening Opinion for - Outline and full details applications for the redevelopment of the former ICI Paint Manufacturing facility for the construction of new commercial and residential floorspace, along with associated parking, new/improved pedestrian and cycle links, means of enclosure, landscape infrastructure and associated engineering operations including retaining structures, earthworks and drainage EIA Required; 20-Aug-2019</p>
	<p>AkzoNobel Main Offices (on western side of Wexham Road):</p>
P/00072/097	<p>Refurbishment of existing building B154 incorporating R&D Laboratories and write-up areas. Construction of a four storey plant addition known as the Common Utility Building (CUB) providing the servicing requirements for the lab areas and a new purpose built warehouse is proposed to replace an existing temporary facility that will be removed. Currently under consideration.</p>
	<p>100A Wexham Road</p>
P/13542/015	<p>Conversion of existing tyre shop into 2no. 3 bed houses. Infill exiting openings and addition of new windows. Approved with Conditions; Informatives; 04-Oct-2017 [Implemented]</p>
P/13542/010	<p>Erection of new two storey building for use of storage, sale and repair of tyres following demolition of existing tyre garage. Approved with Conditions; Informatives; 27-Mar-2014</p>
	<p>Approved site and block plans:</p>



Approved floor plans:



100 Wexham Road

P/13542/011 Application for lawful development certificate for two proposed side facing and one proposed rear facing dormer windows.
 Approved Grant CLU/D;Informatives; 30-Jun-2014
[Not Implemented]

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 10/01/2020. The application was advertised as a major application in the 10/01/2020 edition of The Slough Express and following amendments on 21/10/2019. An extensive letter drop was sent out on 24/07/2019 consulting neighbours at addresses in the following streets:

Australia Road; Colonial Road; Diamond Road; Eastbridge; Goodman Park; Hazlemere Road; India Road; Petersfield Avenue; Richmond Crescent; St Pauls Avenue; Uxbridge Road; Victoria Road; Wellesley Road; Wexham Road.

5.2 The public consultation period expired 31st January 2020. The following third party comments have been received from the West London Branch of the Inland Waterways Association and Friends of Slough Canal objecting to the proposal with comments relating to the following material planning considerations:

- Proposal would effect the ecological value of the canal as a vegetated corridor.
- We ask that provision for roosting sites be made as part of the design, and

lighting be carefully considered so as not to affect these and other wildlife.

[Case Officer Note: The above concerns addressed within the biodiversity and ecology section of the planning assessment].

- The large business units will completely dominate the canal and will destroy a valuable local amenity for walkers, cyclists and anglers.
- Large scale buildings with only a 1.5 metre change reduction in levels with the site would have a significant visual impact the proposed scheme will also significantly harm the social, health, biodiversity and environmental benefits provided by the green open space of the canal.
- The tall industrial buildings adjacent to the canal towpath which would cast deep shade and make that stretch of the canal feel gloomy and foreboding.
- The canal was built in 1882 to support the local brick industry. We ask that this important local history is reflected in the design of the development

[Case Officer Note: The above concerns are addressed within the character and appearance section of the planning assessment]

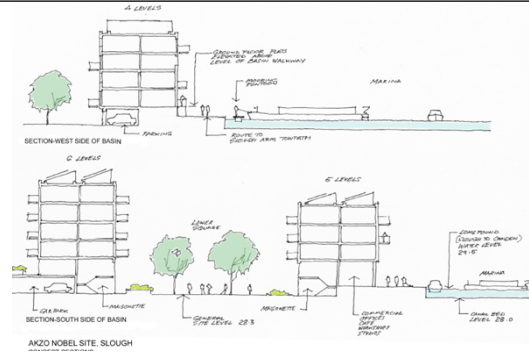
- People living within the new development will be unable to access the towpath and canal without using busy roads (Wexham Road and Uxbridge Road).
- Proposed access to the canal is limited. The canal towpath would provide a safe traffic free cycle route to various nearby locations and those farther away, for both residents and workers.

[Case Officer Note: The above concerns are addressed within the highway and parking section of the planning assessment]

- The proposal should aim to repair and re-use a heavily damaged area to remedy the existing negative environmental impacts.

[Case Officer Note: The above is addressed within the contaminated land section of the planning assessment]

- This is a missed opportunity to provided quality housing with canal side benefits.
- New homes are pushed to the edge of the site next to the pollution and noise of the Great Western and Elizabeth Line railways.
- Sensitively designed housing in the north would benefit the new residents and canal users alike.
- The following images were included showing an alternative to the proposal:



[Case Officer Note: The above is addressed within the land use section of the planning assessment]

- High density of development would result in increase footfall and therefore antisocial behaviour along the canal.

[Case Officer Note: The above is addressed within the crime prevention section of the planning assessment]

- Latent thermal energy from the canal should be used to heat and cool buildings.

[Case Officer Note: energy standards will need to be met as described in the sustainable design and construction part of this report. The above has been sent to the applicant for their consideration].

- We suggest that the canal be used for at least part of the construction works to transport materials, in order to relieve pressure on our already stretched roads.

[Case Officer Note: The above has been sent to the applicant for their consideration].

The full representations are available for viewing on our website.

6.0	<u>Consultations</u>
	<i>Internal:</i>
6.1	<p><u>Contaminated Land Officer</u></p> <p>No objection subject to conditions:</p> <p>A. This report only covers an area of the former Akzo Nobel Offices, on Petersfield Avenue. The work for this Geotechnical Site Investigation Report was carried out in June 2018 and was intended to be supported by additional work carried out by Hydrogeo in the form of a Phase I Desk Based Study and Contaminated Land Assessment. Can the applicant provide these last two</p>

reports mentioned, for future reference?

- B. The Request for Screening Opinion Report** presented the assessment undertaken in order to ensure that the environmental effects of the development are not likely to be significant.

The criteria used to determine if such effects exist, included but was not limited to Use of Natural Resources, Production of Waste, Pollution and Nuisance, Risk of Major Accidents/Disasters and Risks to Human Health. Types and characteristics of the potential impacts were assessed against various factors such as land, soil, water, air and climate. Some of the main effects of the proposed development on the environment were expected to be associated with soils, geology and land contamination.

In this context, the ground investigation appraisal identified multiple sources of contamination and contaminants of concern that will require remediation of soils and groundwater at the site.

Table 8.1 – Consideration of Environmental Effects summarises and discusses the effects and mitigation required, following which the cumulative impacts, and likely residual effects associated with the current proposed development are unlikely to have significant environmental impacts in terms of soil conditions. Thus, the matter of land contamination will be scoped out from any future EIA submission, and the remedial works dealt with via planning conditions. This is considered acceptable.

- C. The Land Condition Report** mentions several other reports, and it summarises their main findings and how the understanding of the site progressed throughout.

Section 5. Regulatory Setting: The site used to hold licence no. AC4031 for the disposal of radioactive waste, now revoked. However, it is possible that leaks might have occurred, which have not been investigated. Thus, it is recommended that some sampling and analysis is undertaken to ensure there are no remaining unacceptable risks associated with this potential source of contamination.

Section 7. Environmental Risk Assessment: The Pollutant Linkage Assessment identified that the proposed development is likely to pose a low to moderate risk to human health, with the main driver being the contact with contaminated soils and inhalation of contaminant vapours by end users / occupiers. The assessment also considers that risk posed to controlled waters is predominantly moderate, given the sensitivity of the aquifer and the presence of NAPL. The cohesive nature of the underlying Lambeth Group is likely to limit any vertical migration, if left undisturbed.

Section 8. Conclusion and Recommendations: The environmental assessment has identified both soil and groundwater contamination, as well as elevated ground gas concentrations at the site. Some of the main contaminants of concern are LNAPL, TPH, VOC/SVOCs, speciated TPH, BTEX, asbestos and heavy metals, likely to pose a risk to construction workers, and future site users. Thus, a formal remediation strategy is required,

followed by remedial works designed to make the site suitable for use, including, but not limited to removal of some of the sources identified, on-site treatment and some additional gas protection measures, if deemed necessary.

- D. The **Environmental Statement** confirms that factors such as soil and water have been scoped out and will be addressed by separate standalone reports including Land Condition Assessment reports and Remediation Strategy. This is acceptable.
- E. There are two iterations of the **Remediation Strategy (v3)** prepared a few months apart, and for the purpose of this review the second one is considered to supersede the first version submitted. This version reflected the initial conversation between myself and the consultants who prepared the document, thus incorporates any comments and observations I have made at the time. However, some of the graphs and figures are considered essential and will be referenced further.
- F. The most recent version of the **Remediation Strategy (v5)** presents the overall environmental setting, latest risk assessment and options appraisal, backed up by a thorough DQRA.

Table 3 Free Phase and Unsaturated Soil Source Areas, details the areas identified as requiring in depth remediation works, followed by details of the groundwater plumes in **Table 4**, Asbestos in Made Ground in **Table 5**, and Observed Paint Contamination in **Table 6**.

The **option appraisal** section presented seven remediation approaches to be considered and discussed. The preferred option is a mix of Options C, D & F, which recommends the combination of source removal, free phase removal, provision of permeable reactive barrier, in-situ use of oxygen release compound products, and in-situ use of chemical oxidation compounds. These options will be phase in order to optimise the efficiency of each treatment in the areas they are required. These remedial works will be complimented by subsequent monitoring and additional site investigations. The Asbestos containing materials will be reuse on site in the areas where it is possible to break the direct contact pathway with any of the site future users. The combination of these proposed options is considered acceptable, under the agreement that additional data and site exploration will inform any amendments required to increase the efficiency of these treatments. Future changes, timelines and progress updates should be discussed with the CLO at the earliest stage possible.

Section 4.0 General Remediation Proposals details additional works required to aid the remediation and make the site suitable for use. These are considered acceptable, and it is expected that thorough details of each will be kept and presented in full in the final **Validation Report (VR)**. To avoid the burden of submitting too many documents at one time, it is advised that documents relating to different stages of the works can be submitted to the CLO for review, as and when available, and this way informing if necessary, the next stages of works. This includes any additional investigation works, phased remedial tasks, etc.

	<p>Sections 5 & 6: Remediation of Known Contamination: Soils & Groundwater and Free Phase describe in detail the steps that will be taken to deal with each of the areas affected by the identified contaminants of concern. It is expected that thorough information of each of these will be kept and presented in the final VR.</p> <p>Section 7.0 Environmental Monitoring & 8.0 Supervision and Reporting introduce additional plans to collect data from environmental monitoring, emissions, etc. A Verification Plan is also presented and considered acceptable.</p> <p>Figure 2: Phasing Plan presents the anticipated duration of each phase of works and the area that is going to address. Given the current situation, can the applicant provide a rough timeline describing when these phases started and if the proposed duration is still realistic. It is expected that for such a major development unforeseen circumstances may lead to changes in this program.</p> <p>G. This letter was reviewed, and its use acknowledged as a support document for the above reports.</p> <p>H. I have reviewed both EA's response letter and BWB's response to said letter and having had a conversation with the EA officer that reviewed the documents and responded, I am satisfied that the issues raise were addressed. I concur with BWB that Condition 1 is not required (all documents mentioned have now been submitted and approved), and my condition below addresses the same issues mentioned in Condition 2, thus I recommend you only keep the one, in order to avoid confusion.</p>
6.2	<p><u>Environmental Quality (Air Quality)</u></p> <p>The proposed development site is situated , approximately 200m north from the nearest Air Quality Management Area (AQMA 4, Town Centre), which was declared as such due to exceedances of the NO₂ air quality objective (40µg/m³). There is potential for the proposed development to worsen air quality within this AQMA due to increases in vehicle movements and plant emissions. Both passive (diffusion tube) and continuous monitoring of NO₂ is undertaken in AQMA 4, with the nearest sites (SLO 40 Wexham Road, SLO 44 Goodman Park and SLO 27 India Road) measuring a range from 26.5µg/m³ to 37.9µg/m³ for 2019.</p> <p>There are some discrepancies in the traffic data within the modelling. Further assessment is needed to determine if these discrepancies would change to the outcome of the model. Currently, the outcome of the model would have acceptable impacts on sensitive receptors, while mitigation would be required for the increase in movements through the AQMA. However this is subject further investigation.</p>
6.3	<p><u>Environmental Quality (Noise)</u></p> <p>Changes and clarifications to the noise assessment have been sought and these are still under assessment. However, if required we are satisfied that the following relevant issues can be dealt with by condition:</p>

	<ul style="list-style-type: none"> • Having acceptable noise and vibration levels for the existing neighbouring residents as a result of onsite noise and vibrations. • Having acceptable noise and vibration levels for the proposed residential flats in relation to the railway line to the south, the gas works to the east, and the future business uses to the north. All of which are 24 hour operations. • Not sterilising the existing gas works to the east from nuisance complaints from future residents of the proposed flats (Agent of Change Principle). <p>The following issue needs to be addressed before determination:</p> <ul style="list-style-type: none"> • Noise levels for the existing residents from both onsite operations and offsite HGV noise and vibrations.
6.4	<p><u>Local Highway Authority</u></p> <p>No objection subject to conditions and mitigation:</p> <p><i>General Context</i></p> <ol style="list-style-type: none"> 1. During the course of the above submissions, comprehensive discussions have taken place in order to clarify and agree the Transport Assessment and modelling Parameters; and subsequently to resolve a number of complex modelling queries for the 2026 opening year and consideration of the 2036 future year by means of strategic modelling assessment year. In addition, numerous and various highways and design considerations relating to the site access and link road through the site have been discussed. <p><i>Vehicular access Primary Street and modelling</i></p> <ol style="list-style-type: none"> 2. This developments impact has been clearly identified through detailed modelling which has been extensively and comprehensively reviewed and agreed upon. Following this The LHA accept that the development in 2026 does not result in a severe impact as defined by NPPF on the operation of the proposed site access; nor upon the surrounding Highway network at this time. 3. Notwithstanding the above the Strategic modelling undertaken as well as the LHA local junction testing for the site access; which is based upon the agreed junction model and outputs from the strategic model shows that in 2036 the Proposed Site Access would be expected to operate substantially above capacity with significant queues and delays taking place in 2036. The proposed development impact in 2036 is however only a proportion of the overall traffic growth and under NPPF we can only take in to account three years of Committed Development. Given this the impact of the development in 2036, it should be considered on a proportionate basis. 4. The LHA accept that this future situation occurs in part due to the proposed

development but also in part due to the committed (3 years NPPF) and anticipated development which is expected to come forward by 2036. Given this it is accepted that the development itself plays only a partial role in this future impact in 2036.

5. The LHA has been in discussions in terms of potential mitigation for the sites impact with two possible and reasonable approaches have been considered and discussed. The first would involve the provision of land to enable the future upgrade of the proposed access junction where possible while the second option is to provide appropriate funding to measures which will reduce traffic generally through a shift to more sustainable modes of travel. This is considered in more detail later in this response.
6. The Proposed Site Access and Toucan Crossing Retains the general arrangement of the existing junction layout. The proposed amendments are focused on provision for pedestrians, cyclists and public transport users. The site access has been amended to provide the above whilst also maintaining satisfactory access for a Max Legal Articulated Vehicles as well as other less onerous vehicles which will require access.
7. These improvements include the provision of an informal crossing with dropped kerbs and tactile paving across the site access suitable for both pedestrians and cyclists.
8. At the specific request of the Highways authority a formal Toucan Crossing is also to be provided across Wexham Road South of the site access. This enables access for pedestrians and cyclists crossing Wexham Road thus enabling access to Petersfield Avenue and to the north bound bus stop on Wexham Road. The provision of this crossing is considered essential in order for the site to be considered accessible by sustainable modes such as Walking, Cycling and Public Transport; and enables sustainable modes of travel between the site and key destination such as the Town Centre, Slough Rail Station, Bus Station and a wide variety of services and facilities which are all within sustainable walking and cycling distances.
9. The site is also to be provided with additional pedestrian & Cycle access points both on to Wexham Road and also an emergency access to Uxbridge Road which will also cater for pedestrian and cycle access to and from the east.
10. The LHA is content that a suitable form of access can be achieved subject to the provision of further detailed information as detailed below.
11. The LHA is currently awaiting a number of documents which are necessary to demonstrate the safe operation of the site access and main link road through the site can be achieved.
12. Given this until these documents have been provided it would be appropriate to condition the provision of these and the implementation of any remedial measures required. This is to ensure that a safe and appropriate form of access is provided. The outstanding documentation is listed below:

- Provision of a Stage 1 Road Safety Audit for both the Primary Site Access and the Primary Street leading east through the site up to and coincident with the Gas Works Site boundary.
- A Designers Response and LHA design approval will be also be required.

13. It is the LHA position that a future connection through the adjoining gas works site to a junction with the Uxbridge Road will be sought once that site comes forward in due course. This would effectively provide the proposed site with a second point of access to the strategic highway network and would result in a partial redistribution of traffic once this is secured.

14. This is clearly beyond the remit of this application however the LHA position it that this application must facilitate this route as far as practicable within land under the applicant's control and therefore it must extend continually and completely to the Eastern boundary of the site with no intervening land which would allow the route to be extended further East by the LHA at a later date.

15. Given this Site Access as well as the primary link road through the site should be constructed to adoptable standards under the supervision of the LHA. The intention being that both should be adopted as highway Maintainable at the Public expense. This should also include any footways cycleways and verge along this route. Also, the initial section of any junction on to this route should also be adopted so that suitable visibility and pedestrian and cycle access can be assured in perpetuity. The construction of the spine road should be undertaken through Section 38 to include the provision of a Parameters Plan and to inform the subsequent design. This should include Visibility Splays, Road Geometries, Footway Cycleway Geometries Vehicle Tracking Specifications and agreements on the proposed Speed Limit which should be self-enforcing as far as practicable.

16. The adoption of this primary route will also safeguard the safe unobstructed access to the Residential portion of this development as this aspect comes forward.

Accessibility Pedestrian Cycle and emergency Access

17. The LHA considers that the proposed development is located in a sustainable location in terms of access to Pedestrian Cycle and Public Transport Facilities. In addition, its proximity to Slough town centre in particular provides ample accessibility to services and facilities and employment opportunities. The mix of employment and residential used is also of significant merit as this too aids the adoption of sustainable modes of travel.

18. The proposed pedestrian and cycle links and emergency access as illustrated in the Design and Access Statement Page 66 Plan 4.4.3. These are also further identified and described in the TA paragraph 2.3.4-6 these include.

- The Main All-purpose Access with Petersfield Avenue and Wexham Road,
- A pedestrian and cycle access to the south western corner of the site on to Wexham Road

- The proposed Emergency Access on to Uxbridge Road which will include access for pedestrians and cyclists. The routes through the site also indicate pedestrian and cycle routes between the emergency access and the other access points including the primary street which caters for all modes.

19. To date detailed drawings showing these access points have not been provided and although they are feasible it is considered that these should be conditioned to ensure they are provided. Suitable detailed designs should therefore be submitted to the LHA and these should be considered further as part of any detailed application.

20. The sites accessibility to local services facilities employment and education opportunities is interdependent upon the quality of the routes to and from the site and these key destinations. During discussions with the applicant a range of improvements to the main pedestrian desire lines between the site and major attractors including the Rail Station and Slough town centre have been identified. These works are illustrated in drawings ITB15068-GA-009A. These improvements are being secured by way of a contribution by the applicant; the LHA would design and undertake these works.

21. The original version of this plan submitted with the Transport Assessment provided works between Wexham Road and slough Rail Station. These include works along Wellington Street and Wellesley Road as either route follows the desire line between the site and a range of services facilities employment and public transport opportunities.

22. Following discussions improvements along Petersfield Road have been secured and are illustrated in Revision A of this drawing. These further enhance pedestrian routes north of the railway line improving access to a greater variety of services and facilities in the area.

23. The LHA have reviewed these proposals and these are considered appropriate to enhance the sites accessibility by sustainable modes of travel to key destinations for public Transport, Services and Facilitates and employment opportunities.

Sustainability

24. The site location and proposed access points for all modes as well as the measures identified in the TA and subsequent amendment detailed above provides the potential for a high level of sustainable travel.

25. In order to realise this potential framework Travel Plans have been provided for both the employment and residential uses. Following on from the content of these framework travel plans it will be necessary that Full Travel Plans be submitted for both the residential and commercial phases in due course. The provision of such should be conditioned as required for the detailed application and the measures within them should subsequently be implemented at an agreed timescale

Servicing

26. The proposed site access track plots demonstrate its suitability for delivery and servicing activity at the site access. A Delivery servicing management plan as well as track plots for various design vehicles will be required to be provided to demonstrate the safe operation of the internal highway network within the site is achieved. These should be provided with the detail's application in due course. In addition, appropriate junction visibility splay and internal site Track Plots will need to be clearly identified and approved by the LHA as part of the detailed application, these matters can be conditioned within the application, prior to commencement of construction

Traffic Impact and Modelling

27. The development trip rates and resulting traffic demand as well as the distribution and assignment of traffic have been discussed at great length between the applicant and the LHA. The originally proposed B8 and B2 Trip rates were discussed at length and deemed appropriate while the residential rates were subject to detailed discussions and amendments agreed. The final agreed trip rates are considered suitably robust and representative of the proposed development Maximum likely impact in terms of Junction and Network Capacity. The following table identifies the anticipated maximum peak hour and daily trips expected to come forward. When identifying these the most onerous potential future case has been considered against a range of possible combinations and types of development covered by the Outline Application.

28. Considering this the maximum likely impact would be from Scenario One comprising of 8361sq.m of B2 as well as 28428 sq.m of B8 and 1000 Flats. The other potential development scenarios represent a lower impact in the peak hours in terms of total vehicle demand. Scenario Two comprised of 36789sq. m of B8 and 1000 Flats has also been assessed as this is likely to give rise to greater levels of HGV movements due to the use class

29. Given this the development content should be limited to the maximum case and the parking provision outlined in the Masterplan for Loading Bays, HGV Parking, Staff Parking and Residential Parking should not be exceeded in any future Detailed Application. This is due to the fact that an increase in parking provision for any such use could invalidate the assumptions made for the Trip Rate Selection and thus could result in a higher level of impact beyond that assessed for this application.

30. For the avoidance of doubt the applicant has whilst justifying the Trip Rates clearly identified that 91 HGV parking bays would be provided. That the Residential units would be provide with a parking ratio of between 0.3-0.5 spaces per dwelling. And that the B2 Parking would be as per the illustrative Master Plan.

31. The final schedule of site uses and precise Parking Requirements for each use will be identified in the detailed application for approval however it is noted that if this deviates substantively from those within the illustrative master plan then the this could potentially bring the basis of the Transport Assessment and

Subsequent Modelling work in to question.

32. Given this the detailed proposals will be examined by the LHA as part of the detailed application against those of the Outline Application to verify that these are remain acceptable.

33. The agreed Peak Hour development Trip rates are set out below

Agreed Development Trip rates for existing and proposed use

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	0.044	0.119	0.163	0.101	0.084	0.185
B2 Vehicles	0.225	0.067	0.292	0.121	0.198	0.319
B2 OGV	0.021	0.023	0.044	0.004	0.0	0.004
B8 Vehicles	0.191	0.078	0.269	0.077	0.183	0.260
B8 OGV	0.033	0.033	0.066	0.026	0.028	0.054

34. The current site is practically unoccupied with low numbers of observed trips however it is evident that the applicant could in principle bring some of the existing buildings back in to use under the existing use classifications. Not all of these buildings warrant this and as such those unlikely to be able to be brought back in to use have been identified and excluded from the floor areas used

35. The Existing Lawful use has been assessed as one baseline scenario while the under occupied site has also been assessed as a secondary baseline.

36. The LHA consider both scenarios to be material consideration when considering the future use of the site although clearly the existing Lawful use should be given appropriate weight when the application is considered at committee.

37. The Existing Lawful Use comprises of 52293 sq. m B2 as well as 8070sq.m of Research and Development. TA Table 6.1 identifies the trips relating to this use and applies the B2 Trip rates to the total floor area.

38. The LHA therefore consider that sufficient information is available to determine the likely impact of this development particularly as the applicant has reviewed a range of possible uses and have assessed the most onerous case in terms of junction capacity during the peak hours.

39. However please note subsequent caveats on the level of HGV use associated with potential 24hour operations particularly relating to the greater level of HGV use associated with Scenario 2 and the B8 Use over 24 Hours.

40. Extant Legal Use Trips:

	AM Peak Hour			PM Peak Hour			Daily Annual Average Daily Traffic 24 Hours
	Arrivals	Departures	Total	Arrivals	Departures	Total	
52293sq.m B2 + 8070sq. m Research and Development with B2 Trip Rates Applied to both							
B2 Vehicles	136	40	176	73	120	193	2276

B2 OGV	13	14	27	2	0	2	179
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(Note that the 24Hour Daily Traffic has been factored by the Peak Hour to AADT Factor of (6.17) for Wexham Road as applied in the Noise and Air Quality Reports for Wexham Road).

41. The proposed outline application represents a broad range of potential final uses in terms of Traffic Impact overall the most onerous development scenario One and Two have been assessed and are both relevant in term of total Vehicles and also the Likely HGV daily values.

42. Scenario One comprised of 8361sq.m of B2 as well as 28428 sq.m of B8 and 1000 Flats. However, the final scheme is likely to vary from this to some extent.

43. Development Scenario one Trips

	AM Peak Hour			PM Peak Hour			Daily
	Arrivals	Departures	Total	Arrivals	Departures	Total	Annual Average Daily Traffic 24 Hours
Proposed Residential Trips	44	119	163	101	84	185	2147
Proposed B2 Vehicles	19	6	24	10	17	27	315
Proposed B2 OGV	2	2	4	0	0	0	25
Proposed B8 Vehicles	54	22	76	22	52	74	926
Proposed B8 OGV	9	9	19	7	8	15	210
Total Proposed Development Vehicles	117	147	263	133	153	286	3387
Total Proposed Development OGV	11	11	23	7	8	15	234

(Note that the 24Hour Daily Traffic has been factored by the Peak Hour to AADT Factor of (6.17) for Wexham Road as applied in the Noise and Air Quality Reports for Wexham Road

44. Scenario Two comprised of 36789sq. m of B8 and 1000 Flats. However, the final scheme is likely to vary from this to some extent

45. Development Scenario Two Trips

	AM Peak Hour			PM Peak Hour			Daily
	Arrivals	Departures	Total	Arrivals	Departures	Total	Annual Average Daily Traffic 24 Hours
Proposed Residential Trips	44	119	163	101	84	185	2147
Proposed B8 Vehicles	368	70	29	99	28	67	1201
Proposed B8 OGV	368	12	12	24	10	10	272
Total Proposed Development Vehicles	114	148	262	129	151	281	3348
Total Proposed Development OGV	12	12	24	10	10	20	272

(Note that the 24Hour Daily Traffic has been factored by the Peak Hour to AADT Factor of (6.17) for Wexham Road as applied in the Noise and Air Quality Reports for Wexham Road).

46. The basis for assessing the daily HGV numbers is considered reasonable on the basis that the any B8 operations generally results in in daytime activity.
47. In the event that a 24-hour B8 operation was to come forward with a different nighttime usage profile then there is some residual risk that the level of HGV activity outside of the peak hour could result in a greater level of HGV activity overnight and thus higher over the 24-hour period.
48. This potential impact is primarily relevant to Noise and Air Quality considerations rather than Junction or network Capacity which is assessed on the basis of the Peak Hour Trip rates which have been agreed.
49. In the event that a significant quantum of 24-Hour B8 operation is to come forward at the detailed application stage then it would be highly recommended that the impact of HGV movements should be reviewed in terms of noise and air quality once the detailed site composition has been identified. The provision of such an update should be conditioned until both the noise and air quality impacts have been verified.
50. The local junction modelling for 2026 has been examined in detail and the models and results have been agreed between the applicant and LHA.
51. The strategic and microsimulation modelling for a future year of 2036 has been produced independently by Atkins. Atkins has now responded to the applicant and the LHA inquiries to the satisfaction of the LHA.
52. The conclusion of the LHA is that for the opening year 2026 the development

would not have a severe impact on the access or the wider local highway network.

53. The strategic modelling for 2036 does show a substantial impact on the proposed site access this is considered above under Vehicular access Primary Street and modelling.

54. Given the sites impact on the local highway network in 2026 and subsequently in 2036 appropriate S278 works and S106 contributions S38 works will need to be agreed so that the development impact can be mitigated.

TRO/CPZ/On-Street Parking

55. It is acknowledged that there is limited unprotected on-street parking available on the public highway in the vicinity of the site. There is however evidence of a high level of on-street parking at present with some of it linked to commuters using the railway network. Given the sustainable nature of the site, much of the development is being designed as being car-free/non-reliant on private car ownership. Given this reason, in order to avoid the risk of the situation being exacerbated, a contribution is being sought from the applicant to allow for a parking study, the design & implementation of a TRO/CPZ, monitoring of any measures taken and also the funding of parking permits for affected residents for a period of 3 years.

Conditions, highways works and S106 Agreement

56. A range of Contributions are sought from the applicant in the event that planning consent is granted, these are predominantly towards sustainable transport schemes, low emissions strategy schemes and also towards parking control measures as detailed in the mitigation package.

57. The applicant will be required to carry out highway works to design and implement the access improvement and modification works to the main access on Wexham Road, the Emergency Vehicle, Walking and Cycling access on Uxbridge Road and also for the installation of a new Toucan Crossing on Wexham Road. These works would need to be carried out under a s278 agreement which the applicant would need to enter into with the LHA prior to commencing any such works.

58. The applicant is required to enter into a s38 agreement with the LHA for the detailed design and construction of the adoptable spine road, associated junctions and infrastructure within the site. The applicant will need to enter into the s38 agreement with the LHA prior to these works being undertaken.

59. The following specific documents and items will be required for further assessment and approval and as such these items as listed below should be conditioned with any consent granted;

- Construction & Environmental Management Plan
- Construction Traffic Management Plan
- Details of Street Furniture

	<ul style="list-style-type: none"> • Car Parking Provision • Cycle Parking Provision • EV Parking Provision and Charging Infrastructure • Servicing & Deliveries Layout Plan • Delivery & Servicing Management Plan • Full Commercial Travel Plan • Full Residential Travel Plan • Car Park Management Plan (including allocation) • Heavy Goods Vehicle Management Plan • The securing of appropriate Visibility Splays on the Wexham Road access and Uxbridge Road emergency access • Provision of a Stage 1 Road Safety Audit for both the Primary Site Access and the Primary Street leading east through the site up to and coincident with the Gas Works Site boundary and a Designers Response. • Control the number parking bays and HGV bays on the business part <p><i>Summary and Conclusions</i></p> <p>60. The proposed development once mitigation measures have been implemented is considered sustainable in terms of Location Access to services and facilitates and in terms of the potential for a shift to sustainable modes of travel</p> <p>61. We have raised a number of outstanding concerns above, which need to be addressed in terms of specific documentation relevant to future detailed application and also in respect to appropriate mitigation to enable the proposed site access to operate beyond its opening year in the future 2036 scenario. This is of course be considered in proportion to the developments impact as part of wider traffic growth and other local development both committed and anticipated to come forward in that time frame.</p> <p>62. Mitigation proposals may not be limited to the above as other aspects will need to be addressed in due course through S106 negotiations, the S38 and S278 agreements.</p> <p>63. Please note that we have assumed that the proposed development parameters are as described in the submitted documents listed, e.g. access, parking provision, development type and quantum in the event that these parameters were to change at the detailed application stage the LHA would need to review these in order to verify that the detailed application meets the criteria for assessment within the TA and subsequent documentation.</p>
6.5	<p><u>Lead Local Flood Authority:</u></p> <p>The general principles for the surface water drainage proposals are acceptable; we would recommend that further information on the proposals be submitted as part of a more detailed design phase. However, the recommended condition should be applied to secure the appropriate details.</p>
6.6	<p><u>Landscape Advisor:</u></p>

No objection subject to conditions and obligations for offsite tree planting.

The site is located between Wexham Road, Grand Union Canal Slough Arm, Uxbridge Road Gas Works and main line rail track, slough.

The site was a paint factory and has considerable levels of soil contamination which is currently undergoing a soil decontamination process.

The overall design retains the industrial uses to the north along side the Grand Union Canal and places the residential in southern part of the site. This is unfortunate as the both the Grand Union Canal and the residential units would benefit significantly from being side by side.

The proposed industrial units / warehouses have placed offices to overlook the canal to provide some active surveillance and provided 3 separate buildings to reduce the massing along the canal side. There is adequate space to retain the important canal side trees G5 & G6 (applicants plan) on highway embankment. These trees, growing on the towpath and embankment are the only significant and valuable trees in proximity to the development area.

Within the site the tree quality is limited to two trees T8 & T9 which have minimal public amenity. Trees growing along side Wexham Road provide few positive benefits to the community and now there is significant scope for enhancement tree planting.

The scheme will have a significant visual impact on the local area and the certified views give a good impression. To provide more localised and targeted mitigation new street tree planting must be considered where visual impact it will be most felt.

Colonial Road, Australia Road, Canada Road, India Road, Petersfield Avenue, St Pauls Avenue (street tree planting limited here), Broadmark Road, Uxbridge Road and associated streets. Sec106 tree planting of 100 trees would be appropriate at £600.00/tree Total value £60,000. (costs to be confirmed)

An outline application has insufficient details to provide a detail assessment at this stage. The scheme will require a detailed landscape plans that will provide significant visual amenity in the local area.

Aspects that require detailed (but not limited to) consideration at the reserved matter stage.

Recommendation:

No objection. Subject to conditions and the submission of details the scheme will not impact on important landscape scale trees. With new tree planting outside and within the site the massing of the building may be more acceptable.

The following conditions should be applied:

1. Landscape Design
2. Tree Protection

	<p>3. Green Roofs</p> <p><u>Case Officer Note:</u> regard should also be given to the Heathrow Safeguarding comments in relation to landscaping which are:</p> <p>The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.</p> <p>Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/)</p>
6.7	<p><u>Ecology Advisor:</u></p> <p>No objection subject to Appropriate Assessment in relation to the mitigation for the effect on Burnham Beeches SAC.</p>
6.8	<p><u>Heritage Advisor:</u></p> <p>There are no designated or non-designated heritage assets on the site. However, the site does have some local importance particularly in connection with Slough's industrial past. I agree with the archaeological assessment by Thames Valley Archaeological Services that a basic photographic record should be made of the site prior to any demolition works being undertaken (recommend it should be to Historic England Recording level 2).</p> <p>There are a number of designated heritage assets, both listed buildings and conservation areas that lie within the surrounding area that may potentially be impacted by the development to some degree.</p> <p>No Heritage Statement has been provided.</p> <p><i>Slough Station:</i></p> <p>The booking hall, booking office and travel centre (II) The manager's office, traffic assistant's office and Red Star parcel office (II) The island platform office (II)</p> <p>Slough Station was built in 1882 to a design by JE Banks in a second empire style. The three designations were designed as a single architectural entity and have a shared history. Their significance is both historic and architectural and their special interest is recognised in their statutory designation.</p> <p>The proposal site is approximately 0.5 kilometres from the heritage assets and would be visible when looking east along the railway track. In the intervening space are a number of large scale residential developments and a Holiday Inn Express on the north side of the railway track. One of these apartment blocks rises up to</p>

thirteen storeys and is sited adjacent to the station on the north side. On the south side opposite the booking hall the nearby modern buildings are lower.

This rather sets the context in which this large scale proposal's impact should be assessed. There has already been a detrimental impact to the setting of the station much closer to these heritage assets than the proposal site. As this is an outline application and the detail concerning matters of scale, layout and appearance will be dealt with in future applications it cannot be fully assessed yet what the final impact may be. One area of concern is if the more detailed plans propose a particularly tall building in the south west corner of the site that will be particularly visible along the railway track.

Rose and Crown Public House and Sussex Place Clifton Road Conservation Area:

Rose and Crown PH (II) - This is an early building, possibly seventeenth century with later remodelled painted brick front. Left side is a cafe with modern shop front, right side is the public house. Significant as early survival on coaching route from London.

Adjacent to the public house is a modern 4/5 storey building with horizontal emphasis next to a nine storey building. The context is therefore similar to the station heritage assets in that its immediate setting has already been compromised by tall buildings. The new development is likely to be visible in the distance down Wrexham Road although its impact cannot be fully assessed until greater detail is given on matters of scale, layout and appearance. However, it is unlikely to impact on its significance.

Sussex Place/Clifton Road Conservation Area - residential area notable for good examples of elegant early Victorian housing and some fine trees. Although this conservation area abuts the Uxbridge Road it is unlikely that the proposed development will have a great impact on the setting of the conservation area. Where the development extends up to the Uxbridge Road it is well over 0.5 kilometres away and the ground level is set down over the railway bridge. The other parts of the site to the west may well be visible from the roundabout near the conservation area boundary but depending on further detail on scale, layout and appearance the full impact can be assessed then.

St Bernards School and Conservation Area:

West Block and Chapel of St Bernard's Convent (II) - These are two attached buildings. The house was built first ca 1850 as a private residence, when it became a school the chapel was added to a design by Alfred Waterhouse post 1869. They have contrasting architectural styles, one Italian Renaissance, the other Victorian gothic. They have historic and architectural significance that is recognised in their statutory listing. They have a shared history as a school and Catholic institution, architecturally they are striking examples of their differing architectural styles and significant as an example of Alfred Waterhouse's work.

St Bernards School Conservation Area - This covers the school grounds including the school buildings on Sussex Place. It is significant for the school buildings including the listed buildings above and the preservation of the school playing fields and good specimen trees.

	<p>The northern boundary of the conservation area is approximately 0.5 kilometres to the south east of the proposal site behind the Uxbridge Road Gasworks. The listed buildings are further away to the south east. The setting around the conservation area is suburban and low in scale. The proposed development may potentially be visible in the distance rising above the treeline on the north side of the conservation area. It is extremely unlikely that the proposal would affect the setting of the listed buildings although there is some potential to affect the conservation area at its northern edges due to its greater proximity and open character.</p> <p><i>Conclusion:</i></p> <p>At the present stage this application is for outline planning permission and only the parameters limiting the size of the development are known, the exact details of the design regarding scale, layout and appearance are reserved matters.</p> <p>Potentially the greatest impact will be on the listed buildings of the station and the St Bernards Conservation Area as these are both more open in aspect. It is recognised that in the case of the station there are already a number of large scale developments adjacent to it on the north side that have already had an impact on its setting. In terms of the parameters presented with this application, the area of concern is the possibility of a very large building on the south west corner of the site. Of less concern is the impact on the Rose and Crown public house, the Sussex Place/ Clifton Road Conservation Area and the listed buildings of St Bernard's School.</p> <p>Any harm that does occur to the settings of these heritage assets will be less than substantial and will need to be weighed against the public benefits of the scheme (NPPF 196). Within the category of less than substantial harm the impact is likely to be at the lower end given the distance from the site of the heritage assets</p>
6.9	<p><u>Resilience and Enforcement Team</u></p> <p>We would normally look at approaching this type of activity using legislation under Section 79 of the Environmental Protection Act 1990.</p> <p>If the venting of gas is only done twice per year for a period of 10 minutes at a time then it is unlikely this would fall into the scope of the legislation as the activity would need to be unreasonable, persistent etc. Any works conducted in an emergency is also unlikely to fall into the scope of the legislation.</p> <p>Also with regard to the noise aspect, due to increased gas supply requirements during winter months I would certainly support a noise and vibration survey being conducted to determine any potential affects this could have on residential development.</p> <p>If noise levels during these periods do present a potential issue then I would recommend mitigating measures be considered and introduced i.e appropriate additional fencing to reduce sound travel.</p>
6.10	<p><u>Education Authority:</u></p>

The proposal would attract the following financial and non financial contributions:

- Early Years: Accommodation for an 82 place nursery on site with internal floor area of 352 m2 and external play space of at least 488m2
- Primary: £1,943,520
- Secondary: £502,061
- Post 16: £502,061
- SEND: £761,121

Total: £3,168,718. Plus onsite nursery.

6.11

Housing:

The overriding demand from the council’s Housing Register is for properties 2 bed and above size. We do not accept affordable studios. 3 bedroom houses are preferred but we would accept some apartments, with preference for 6 person, but some 5 person would be accepted, no 4 person will be accepted. 2 bedroom 4 person is the strong preference.

Housings preferred mix within tenures is broadly as below:

Unit size	Rented % mix	Shared Ownership % mix
1 bedroom apartments (2p)	15%	35%
2 bedroom apartments/houses (4p)	50%	60%
3 bedroom houses/apartments (6/5p)	30%	5%
4 bedroom houses (8/7p)	5%	
Total number of units	100%	100%

The councils Affordable Housing Policy Part 2 Developer contributions and affordable housing Table 2 requires a proportion of rented units at target rents (referred to as Slough Affordable Rent in the policy document above), can be reviewed in the viability discussions. Slough Living Rents are an affordable product under Homes England criteria, however SBC set and publish these.

The s106 policy tenure split is shown in the above table.

Disabled housing requirements are under Other Requirements on page 12 stating ‘5% of homes are to be to be wheelchair standard on all developments of 25 or more dwellings’. We subsequently clarified this requirement as;

- 5% of homes* within all developments over 25 units built to Category 2 of Building Regulations (Accessible & Adaptable Dwellings)
- Review of Local Plan to consider 5% of homes * within all developments over 200 units built to Category 3 of Building Regs (Wheelchair User Dwelling) instead of Cat 2 or a mix.

*this will be a requirement over the whole scheme, and not just within the affordable

	<p>housing mix.</p> <ul style="list-style-type: none"> • Self contained or separate access is preferable. Freehold is preferred. • Parking allocation for the AH to be equitable. • Affordable housing to be acquired by RPs with 100% nomination rights to the Council.
6.12	<p><u>Economic Development:</u></p> <p>I am broadly in agreement with their Economic Assessment. I welcome the application and agree that it will generate economic vibrancy in the area.</p> <p>Encouraging local employment and procurement should be secured within the Section 106.</p>
6.13	<p><u>Parks, Open Spaces, Cemetery & Crematorium:</u></p> <p>Ongoing discussions regarding appropriate mitigation for the effect on Burnham Beeches SAC.</p>
6.14	<p><u>Community services - Leisure Policy:</u></p> <p>Ongoing discussions regarding appropriate mitigation for the effect on Burnham Beeches SAC.</p>
6.15	<p><u>Community & Wellbeing:</u></p> <p>No comments received.</p>
6.16	<p><u>Libraries and Culture Services:</u></p> <p>We have no comments to make.</p>
	<p><i>External:</i></p>
6.17	<p><u>Environment Agency:</u></p> <p>No objection subject to conditions.</p> <p><i>Land contamination:</i></p> <p>The previous use of the proposed development site as a paint and coating manufacturing site (with production of latex and alkyd resins) for nearly a century. The site housed several bulk storage tank farms, (solvents, petroleum and resins), plus drum storage and boiler plants. All this presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located over the Taplow Gravel Formation (Principal Aquifer) and within a source protection zone 3 for a public water supply abstracting from The Chalk (Principal Aquifer) that currently is under a protective layer of mudstone – the Lambeth Group (Secondary A Aquifer).</p>

	<p>In light of the above, the proposed development will be acceptable if planning conditions are included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework.</p> <p>Without these conditions we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.</p> <p>Condition 1 – Phased Contaminated Land Condition Condition 2 – Phased Verification Reports</p> <p><i>Piling:</i></p> <p>Piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.</p> <p>Groundwater is particularly sensitive in this location because the proposed development site is located over the Taplow Gravel Formation (Principal Aquifer) and within a source protection zone 3 for a public water supply abstracting from The Chalk (Principal Aquifer) under the Lambeth Group on this site.</p> <p>In light of the above, the proposed development will only be acceptable if a planning condition controlling disturbance of the aquifer is imposed. Without this condition we would object to the proposal.</p> <p>Condition 3 – Submission of Piling Details</p> <p><i>Drainage:</i></p> <p>The groundwater and soils under this site are significantly contaminated and the proposed remediation strategy is to remediate to a standard suitable for containment within a Permeable Reactive Barrier installed on the boundary of the site. Residual contamination that will be left in soils and groundwater should not be mobilised through the use of soakaways on the most heavily contaminated parts of the site. The proposed development will be acceptable if the following measure(s) are implemented and secured by way of a planning condition on any planning permission:</p> <p>Condition 4 - Scheme to Dispose of Surface Water</p>
6.18	<p><u>Sport England, (non statutory advisory role):</u></p> <p>Recommends appropriate financial contributions towards mitigation.</p> <p>The population of the proposed development is estimated to be 2,500 to 3,500. This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing</p>

sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development.

The Sport England's Sports Facilities Calculator (SFC) indicates the following general demand:

Facility	Population @ 2,500	Population @ 2,500
3G Artificial Grass Pitches:	£96,690	£135,365
Indoor Bowls:	£49,423	£69,192
Sports Halls:	£516,232	£722,725
Swimming Pools:	£548,863	£768,409

Specific localised facility needs:

Swimming:

Sport England has consulted the Facility Planning Model national runs for 2019 which highlight a shortfall of water space within Slough equivalent to two six lane 25 m pools. The additional population will exacerbate this problem.

Sports Halls:

Regarding sports halls there is a theoretical overprovision of 1 sports hall currently which could meet the additional demand created by this development.

Artificial Grass Pitches:

Slough has recently embarked on a playing pitch strategy (PPS) and have engaged in the FA's Local Facilities Football Plan (LFFP). The findings of the LFFP do not take into consideration the population growth in Slough and it is too early to understand the impacts of the population growth for the PPS. This work has only recently started and will not be complete for several months. That said, it would not be unreasonable to seek contributions towards sports pitches.

Conclusion:

Sport England would recommend that Slough Council seek an appropriate amount towards one or more of the built facility typologies list above, especially for swimming pools where there appears to be clear evidence of need.

Currently the applicants are not providing contributions towards sport facilities and it is unclear what leisure facilities are being proposed within the scheme.

Sport England considers that the application conflicts with Objective Provide in that there are no contributions being offered towards sport.

In light of the above and the lack of evidence of any exceptional circumstances Sport England objects to the application.

Our objection would be overcome if there was a suitable contribution towards sport.

<p>6.19</p>	<p><u>Natural England:</u></p> <p>No objection subject to appropriate mitigation being secured.</p> <p>We consider that without appropriate mitigation the application would:</p> <ul style="list-style-type: none"> • have an adverse effect on the integrity of Burnham Beeches Special Area of Conservation <p>In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required:</p> <ul style="list-style-type: none"> • financial contributions towards the Burnham Beeches Access Management Scheme, to mitigate for the effects of recreation pressure at the site. <p>We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.</p> <p>Natural England’s advice on other natural environment issues has been provided in relation to:</p> <ul style="list-style-type: none"> • Landscape • Best and most versatile agricultural land and soils • Protected Species • Local sites and priority habitats and species • Ancient woodland and veteran trees • Environmental enhancement • Access and Recreation • Rights of Way, Access land, Coastal access and National Trails • Biodiversity duty
<p>6.20</p>	<p><u>Burnham Beeches:</u></p> <p>No objection subject to appropriate mitigation being secured.</p> <p>I provide the City of London's response as the neighbouring landowner of Burnham Beeches, designated as SSSI, NNR and SAC.</p> <p>The application site is 5km from the boundary of Burnham Beeches and will add up to 1,000 additional dwellings. We agree with the conclusions of the Habitats Regulations Assessment for this development that there is a Likely Significant Impact due to recreation pressure. We also agree with the applicant’s submitted Habitats Regulation Assessment that Financial contributions towards the ‘Burnham Beeches Access Management Scheme’ (or any replacement scheme) and potentially provide bespoke mitigation (i.e. Suitable Alternative Natural Greenspace) and consider that this would be an appropriate method to mitigate the impacts, as a similar approach has been taken with South Bucks District Council over development within 5.6km of the SAC.</p>

<p>6.21</p>	<p><u>Highways England:</u></p> <p>No objection subject to conditions:</p> <p>Based on our review of the Technical Note provided by the applicant on 10 February 2020, we understand the level of car parking at the proposed development will be determined by a future reserved matters application. In addition, Highways England are content that a Construction Traffic Management Plan (CTMP) will be produced prior to the commencement of construction activity on site and have therefore included this as a recommended condition in our formal response attached.</p> <p>We have also reviewed the additional assessment of the development impacts on the Strategic road network (SRN) as provided by the applicant in their email of 2 March 2020. It was noted that the applicant stated that more trips have been assigned to route via M4 Junction 6 in this email. After completing a further assessment on the additional information, we are content that the applicant has demonstrated in the worst-case scenario, as referred to as the 'Highways England Trip Rates', the number of trips routed on the SRN would actually be reduced, in comparison to the consented land use at the site.</p> <p>Therefore, based on the above, Highways England are satisfied that the proposals will not materially affect the safety, reliability and/or operation of the SRN (the tests set out in DfT C2/13 para's 9 & 10 and MHCLG NPPF para 109).</p> <p>Recommended Condition:</p> <p>Construction Traffic Management Plan</p>
<p>6.22</p>	<p><u>Network Rail:</u></p> <p>No objection subject to conditions and informatives.</p> <p>Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.</p> <p>Conditions:</p> <ul style="list-style-type: none"> • Further details on the preferred foundation solutions within 5m of the NR Boundary (design, drawings and construction method) are to be provided to Network Rail for review and approval • Lighting scheme. The applicant should consider the risks of glare from the

	<p>development adversely affecting train drivers' view of the railway signals.</p> <ul style="list-style-type: none"> • Suitable trespass proof fence adjacent to Network Rail's boundary
6.23	<p><u>Crossrail Limited:</u></p> <p>No comments received.</p>
6.24	<p><u>Thames Water:</u></p> <p>No objection subject to conditions.</p> <p><i>Foul water:</i></p> <p>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 recommended condition be added to any planning permission.</p> <p>Condition 1: Wastewater network upgrades</p> <p><i>Surface water:</i></p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p><i>Water supply:</i></p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks 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.</p> <p>Condition 2: Water network upgrades</p> <p>Existing infrastructure:</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission.</p> <p>Condition 3: Piling method statement</p>

6.25	<p><u>Aircraft Safeguarding, Heathrow Airport:</u></p> <p>No objection subject to conditions.</p> <p>The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions below:</p> <p>Condition 1: Submission of a Bird Hazard Management Plan Condition 2: Height Limitation on Buildings and Structures to not exceed 127m AOD. Condition 3: Submission of a Construction Management Strategy</p> <p>We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.</p> <p>We would also make the following observation regarding landscaping:</p> <p>The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/)</p>
6.26	<p><u>National Grid Gas:</u></p> <p>Cadent has responded in behalf of National Grid Gas:</p> <p>The apparatus that has been identified as being in the vicinity of your proposed works is:</p> <ul style="list-style-type: none"> • High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment • Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity) • Above ground gas sites and equipment. <p>To confirm that Cadent Gas have no objection to the proposed planning application at Akzonobel Decorative Paints Wexham Road Slough as the HP gas pipeline in the vicinity will not be affected</p> <p>In relation to the gas venting that is carried out on the site, the following comments on behalf of the applicant have been agreed by Cadent:</p> <p>“gas venting is carried out twice per year as part of regular maintenance and this is carried out under strict risk assessment and method statement controls, incorporating health and safety protocols as required by the Health and Safety</p>

	<p>Executive and all governing gas safety regulations. The gas venting is controlled over a period of around 10 minutes and gas is vented at height (at least 3m above ground level), which allows vented gas to quickly rise and dissipate, ensuring low concentrations in the air and that the process does not pose any significant risk to 3rd parties outside the Cadent premises.</p> <p>I also understand that there is a requirement to have 24 hour access to carry out venting in an emergency but this is a rare occurrence and when it does need to take place it is carried out under the same strict protocols as the regular maintenance to ensure fire safety”.</p> <p>Cadent also recommend that noise surveys, especially during winter months is carried out the gas pipes distribute a high volume of Gas to the local network which can be noise generating.</p>
6.27	<p><u>Health And Safety Executive:</u></p> <p>No objection subject to:</p> <ul style="list-style-type: none"> • the workplace developments that fall within the Inner consultation HSE zone have less than 3 occupied storeys and, providing for less than 100 occupants in each building. <p>The site lies within the major hazard site (Slough Holder Station), and two major adjacent hazard pipelines Deodar Wood to Slough and the Deodar Wood to Slough (NOP Slough Branch).</p> <p>Major Hazard Sites / pipelines are subject to the requirements of the Health and Safety at work etc Act 1974, which specificity induces provisions for the protection the public. However, the possibility remains that a major accident Could occur at an installation and that this could have serous consequences for people In the vicinity of the hazardous installation Where hazardous substances consent has been granted by the hazardous substances authority then the maximum quantity of hazardous substance that is permitted to be on site is used as the basis of HSEs assessment.</p> <p>HSE has considered this proposal using information contained within the planning statement dated December 2019, Provided that the workplace developments marked on the Parameter Plan that fall within the Inner consultation HSE zone have less than 3 occupied storeys and, providing for less than 100 occupants in each building, then HSE would not advise on safety grounds, against this proposal.</p> <p>When a detailed application is submitted, the Web App must be used again to obtain HSE’s advice on that application, as the details may be different to those which were available when the outline application was considered. If so, it s possible HSEs response may also differ.</p> <p><u>Case Officer Note:</u> The following comments were received after a re-consultation requesting specific comments on the gas venting at the Cadent site:</p> <p>HSE’s advice on planning application P/00072/096 has been based on HSE’s risk</p>

	<p>assessments of the Slough Gas Holder Station which holds hazardous substances consent to store natural gas, and the high-pressure natural gas pipeline. HSE's risk assessments of pipelines do not consider specific infrastructure which is connected to the pipeline, such as pressure reduction stations and gas venting, as risks associated with those are no greater than those from the pipeline.</p> <p>Cadent Gas, the pipeline operator, is responsible for the safe operation of the pipeline and if you have not done so, we suggest that you consult them on this matter so that they can review the safety of their operations in the event that the proposed development of residential flats goes ahead.</p> <p><u>Case Officer Note:</u> Please see Cadent consultation comments.</p>
6.28	<p><u>Southern Electric:</u></p> <p>No comments received.</p>
6.29	<p><u>Transco:</u></p> <p>No comments received.</p>
6.30	<p><u>Historic England:</u></p> <p>No objection.</p> <p>We do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.</p>
6.31	<p><u>Berkshire Archaeology:</u></p> <p>No objection subject to condition.</p> <p>The desk based assessment submitted alongside this application highlights the potential for as-yet unknown heritage assets to exist within the parcel of land, and the difficulty in predicting their survival due to past impacts at the site. Therefore, in line with condition 5 of application P/00072/094, due to the size and scale of the site, and the as-yet unknown level of disturbance, I recommend that an archaeological trial trench evaluation should be undertaken, in and around the existing structures at the site, in order to better understand past impacts and potential archaeology at the site.</p> <p>This should be timed to be undertaken following the grant of any approval and ahead of demolition works.</p>
6.32	<p><u>Canal & River Trust:</u></p> <p>A residential development to the north would have resulted in a better interaction between the site and the canal and, notwithstanding the applicant's points to the contrary, we believe that this would result in a more successful development. However, this is not an issue on which the Trust objects to the application.</p>

	<p>Concerns are also raised in regard to the following, however ongoing discussion between Canal & River Trust, the applicant and Planning Officers to address these:</p> <ul style="list-style-type: none"> • Improvement to the canal towpath as a walking and cycling route • Access to the canal • Biodiversity gains • Land stability • Flood risk • Contamination
6.33	<p><u>Crime Prevention Design Advisor:</u></p> <p>At the moment the separation distances between blocks are ambiguous, and need clarification. Sufficient separation distances between residential blocks must be provided in order to ensure all amenities can be included in the final design, including privacy for residents via sufficient defensible space),</p> <p>If defensible space is reduced or removed this will negatively impact on residential privacy, and remove ground floor active surveillance, increasing opportunity for crime ASB and raise the fear of crime.</p> <p>The above is also true for residential Streets - Appropriate and sustainable natural surveillance to/from the dwellings/premises and across the site.</p> <p>Given the high density if the development - this is a significant concern.</p> <p>Verbal comments:</p> <p>The Crime and Anti Social behaviour mitigation can be dealt with during the Reserved Matters stage however it may be worth considering appropriate design codes or conditions to ensure the housing part can achieve a Gold level of Secured by Design.</p>
6.34	<p><u>Business Improvement District:</u></p> <p>No comments received.</p>
6.35	<p><u>Fire Authority:</u></p> <p>No comments received.</p>
	<p><i>Parish and Neighbour Authorities:</i></p>
6.36	<p><u>Britwell Parish Council:</u></p> <p>No comments received.</p>
6.37	<p><u>Colnbrook-With-Poyle Parish Council:</u></p> <p>No comments received.</p>

6.38	<p><u>Wexham Court Parish Council:</u></p> <p>No comments received.</p>
6.39	<p><u>Buckinghamshire County Council:</u></p> <p>No comments received.</p>
6.40	<p><u>Royal Borough of Windsor and Maidenhead:</u></p> <p>No objection.</p> <p>The Royal Borough of Windsor and Maidenhead has no objection to the above proposal.</p>
6.41	<p><u>Spelthorne Borough Council:</u></p> <p>No objection.</p> <p>The Borough of Slough should be advised that this Council raises no objection to the proposal.</p>
6.42	<p><u>South Bucks District Council:</u></p> <p>No comments received.</p>
6.43	<p><u>Surrey County Council:</u></p> <p>No comments received.</p>
7.0	<u>PART B: PLANNING APPRAISAL</u>
7.1	<u>Town and Country Planning (Environmental Impact Assessment) Regulations 2017</u>
7.2	An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This requires certain development-related issues to be assessed to establish whether they would have any significant effect on the environment.
7.3	<p>A detailed screening opinion was issued by the Local Planning Authority on 20/08/2019 which found the proposal would fall within the remit of the EIA regulations due to the number of HGV movements that proposal could generate. Scoping was then agreed informally on 02/10/2019 to include the following EIA topics within the ES:</p> <ul style="list-style-type: none"> • Traffic and Transportation • Noise • Air Quality

7.4	These Environmental Considerations are addressed in detail within the relevant headings in the Planning Assessment section of this report.
8.0	<u>Policy Background</u>
8.1	<p><u>National Planning Policy Framework 2019:</u></p> <p>The relevant chapter within the National Planning Policy Framework are:</p> <p>Chapter 2. Achieving sustainable development Chapter 4. Decision-making Chapter 5. Delivering a sufficient supply of homes Chapter 6: Building a strong, competitive economy Chapter 7: Ensuring the vitality of town centres Chapter 8. Promoting healthy and safe communities Chapter 9. Promoting sustainable transport Chapter 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</p> <p>Paragraph 11 of the National Planning Policy Framework states that decisions should apply the presumption in favour of sustainable development which means:</p> <p>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:</p> <p>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.</p> <p>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.</p> <p><u>The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008</u> Core Policy 1 – Spatial Strategy Core Policy 3 – Housing Distribution</p>

Core Policy 4 – Type of Housing
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

CG4 - Slough Arm of the Grand Union Canal
EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
EN6 - Interference with Telecommunication Signals
EN22 - Protection of Sites with Nature Conservation Interest
EN24 - Protection of Watercourses
EN34 - Utility Infrastructure
EMP2 - Criteria for Business Developments
EMP12 - Remaining Existing Business Areas
H9 – Comprehensive Planning
H11 – Change of Use to Residential
H14 – Amenity Space
OSC5 – Public Open Space Requirements
OSC15 - Provision of Facilities in New Residential Developments
OSC16 - New Community, Leisure and Religious Facilities
S1 - Retail Hierarchy
T2 – Parking Restraint
T8 – Cycle Network and Facilities
T9 - Bus Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map (2010)
- Emerging Local Plan for Slough 2016-2036:
 - Review of the Local Plan for Slough Issues and Options Consultation Document 16 January-27 February 2017(Dated 16/01/2017)
 - Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 01/11/2017)
 - Update on Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 21/02/2018)
 - Local Plan Spatial Strategy Overall Approach (Dated 29th July 2020)
- Nationally Described Space Standards
- The National Design Guide (October 2019)
- Fields in Trust Guidance for Outdoor Sport and Play
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16). (Air quality).

	<ul style="list-style-type: none"> • ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
8.2	<p><u>Slough Local Development Plan and the NPPF</u></p> <p>Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.</p> <p>The National Planning Policy Framework 2019 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.</p> <p>Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law.</p> <p>Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.</p> <p>The weight of the harm and benefits are scaled as follows:</p> <ul style="list-style-type: none"> • Limited • Moderate • Considerable • Substantial
8.3	<p><u>Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036</u></p> <p>On 1st November 2017 the Planning Committee approved further testing and consideration of the Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036</p> <p>On 21st February 2018 the Planning Committee approved the proposed Strategic Housing Sites set in Table 1 and in Appendix 1 which includes detailed requirements for the Akzo Nobel site which is the site subject to this application. 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</p>

previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

A number of strategic housing sites were identified to implement the spatial strategy. This site (AkzoNobel) along with the neighbouring National Grid site were identified as strategic housing sites and aims to enable a comprehensive development between the combined sites. Table 1 the Emerging Preferred Spatial Strategy update report (dated 21st February 2018) list the AkzoNobel as a standalone strategic site for residential and employment uses plus community uses, open space, and road link through the site, (Site 21).

In the supporting Appendix to the Emerging Preferred Spatial Strategy update report (dated 21st February 2018), the combined AkzoNobel / National Grid Sites lists the following Key Site Development Requirements :

- New development to be primarily residential and include a significant proportion of family homes.
- Provide a wide range of homes and tenures to attract a wide range of households.
- Provide education, retail and community uses on the site. (There may be a need for a primary school on the site)
- Retention of research and development facility in Slough.
- Provide some employment use.
- Wexham Road and Uxbridge Road should be used for access.
- The existing Uxbridge Road site access may need to be moved away from the railway bridge.
- A road link through the sites from Wexham Rd to Uxbridge Road is required for buses and cyclists. Use by cars can be considered if it assists with the Council's future transport strategy.
- Enhance routes to the railway station and town centre. Visual appearance, pedestrian and cycle route access enhancement to railway station via Petersfield Avenue and to the town centre via either the latter or Wexham Road bridge.
- Access to the canal to access local recreation spaces and the tow path out to the Colne Valley Regional Park.
- Include 100/A Wexham Road within site if practical.
- Take advantage of the canal side environment for homes to look out onto it and enhance the canalside area.
- In terms of character of development the site can be treated as a transition site between town centre and adjacent suburban area provided it is linked to the town centre.
- The character of the development should not be town centre in terms of scale and appearance.
- Street based development wanted i.e. no tall buildings or point blocks.
- New buildings to be generally no higher than 6 storey; no higher than 3 storey near the canal.
- Open space and green infrastructure to be in accordance with Council's policy.
- High quality design including public realm; use building materials that last.
- Long term maintenance/management of public realm to be secured.
- Ensuring comprehensive development i.e. both sites considered together but

	<p>also ensuring each site can be developed individually in case redevelopment of one site is delayed.</p> <ul style="list-style-type: none"> • Development to be in accordance with the Council’s planning policies and guidance including Section 106 planning obligation infrastructure etc. and any necessary air quality mitigation. • Affordable housing to be policy compliant. Affordable housing to include some family homes. • Deal with soil contamination. Decontamination may take some time because of the past use of the site. <p>Context notes to the above:</p> <p>The Akzo Nobel site is in a reasonably sustainable location because of its proximity to the railway station and town centre. Consequently residents in any new development are likely to be less reliant upon the use of the private car than elsewhere. For this to be achievable firstly new residents need to feel they are connected to the town centre. Secondly alternative modes of travel need to be attractive. It will be essential that links to the site are improved and residents are within walking distance of key community facilities, such as shops, school, community space, so that the new neighbourhood can tie in with the ‘living locally’ concept of the new local plan.</p> <p>Offsite enhancements can be assisted if Petersfield Avenue property is improved or redeveloped. Part of the north side of that road is a strategy development site.</p> <p>The combined sites could take between 1,000 and 1,400 homes. Reaching these numbers is depending upon how much land is retained for employment.</p>
8.4	<p><u>Equality Act</u></p> <p>In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals. This planning report identifies the possible equality impacts on the protected groups within the following sections.</p>
8.5	<p>The planning considerations for this proposal are:</p> <ul style="list-style-type: none"> • Land use • Supply of housing • Impact on biodiversity and ecology • Contaminated Land • Highways and parking • Air Quality • Housing mix • Impact on the character and appearance of the area

	<ul style="list-style-type: none"> • Impact on Heritage Assets • Impact on amenity of neighbouring occupiers • Living conditions for future occupiers of the development • Crime prevention • Sustainable design and construction • Surface water drainage • Land stability • Interference with Telecommunication Signals • Health and Safety • Environmental Considerations • Affordable housing and Infrastructure • Section 106 Requirements • Equalities Considerations • Presumption in Favour of Sustainable Development
9.0	<u>Land Use</u>
9.1	The existing Local Plan for Slough identifies this site as a defined Business Area (Mill Street-Petersfield Avenue-ICI) as shown on the Proposals Map (2010). Core Strategy policy 5 (employment) requires there to be no loss of existing business areas to non-employment uses. Core Policy 5 also requires major warehousing and distribution developments to be located in the eastern part of the Borough and in Existing Business Areas that have good access to the strategic road and rail network. Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration to replace any businesses that are lost.
9.2	Paragraph 118 (c) of the National Planning Policy Framework states that substantial weight should be given towards the value of using suitable brownfield land within settlements for homes and other identified needs and support appropriate opportunities to remediate contaminated land. Paragraph 118(d): supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
9.3	The Emerging Local Plan for Slough 2016-2036 identifies the application site as a strategic site for residential and employment uses plus community uses, open space, and road link through the site.
9.4	<p><i>Change of use from B2 (General Industry) to B8 (Storage or Distribution) and/or B2 (General Industry), and/or Data Centre (Sui Generis Use Class):</i></p> <p>The application also proposes the change of use from B2 (General Industry) which has combined floor area of 67,713 square metres to B8 (Storage or Distribution) and/or B2 (General Industry), and/or Data Centre (Sui Generis Use Class) with a maximum floor area of 71,535 square metres and limited to:</p> <ul style="list-style-type: none"> • B2: 8,361 sqm and B8: 28,428 sqm, or; • B8: 36,789, or; • B2: 8,361 sqm, B8: 9,290 sqm, Data Centre: 41,806;

	<ul style="list-style-type: none"> • 71,535 sqm Data Centre <p>These changes of use would take place on the northern part of the site which measures approximately 7.6 hectares of the 12.7 hectare site.</p>
	<p>Although there would potentially be an increase in internal floor area for business purposes, the nature of the proposed uses tend to employ less people per square metre. This has been analysed below within the 'Impact on the Local and Wider Economy' section of this Planning Assessment where it has been found that the proposal could support 660 onsite jobs. The existing 67,713 square metres of general industrial floor space in theory could support 1880 jobs, however, the site does not support anywhere near such figures and has not done for many years together. As such, regenerating the site to provide increased employment opportunities compared to the current situation complies with Local Plan Policy EMP12.</p>
9.5	<p>Core Policy 5 requires major warehousing and distribution developments will be located in the eastern part of the Borough and in Existing Business Areas that have good access to the strategic road and rail network. The site is located within an Existing Business Area and the access to the strategic road and rail network has been found to be acceptable within the within the 'Impact on Highways and Parking' section of this Planning Assessment.</p>
9.6	<p>Based on the above, the principle of the proposed change of use from B2 (General Industry) to B8 (Storage or Distribution) and/or B2 (General Industry), and/or Data Centre (Sui Generis Use Class) would comply with Core Policy 5 and Local Plan Policy. Neutral weight is therefore applied in the planning balance.</p>
9.7	<p><i>Change of use from B2 (General Industry) to C3 (Residential flats), A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), D1 (Non-residential Institutions) and D2 (Assembly and Leisure):</i></p> <p>The site is not allocated as a redevelopment site within the 2010 Strategic Site Allocations Development Plan and there are no specific saved development plan policies or criteria in the Local Plan (2004) to assess the suitability of residential uses on designated employment land. Core Strategy Policy 5 and Local Plan Policy EMP12 resists the loss of existing business areas to non-employment uses.</p>
9.8	<p>Paragraph 118 (c) of the National Planning Policy Framework states that substantial weight should be given towards to the value of using suitable brownfield land within settlements for homes and other identified needs and support appropriate opportunities to remediate contaminated land. Paragraph 118(d): supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.</p>
9.9	<p>As part of the Council's Emerging Local Plan for Slough 2016-2036 this application site was agreed by Planning Committee to be included as a strategic housing site that would also provide employment uses plus community uses, open space, and road link through the site. This site forms one of a number of larger sites within the Emerging Local Plan around the Town Centre to create higher density development in the immediate town centre catchment area to enable more people to benefit from</p>

	its facilities and transport links.
9.10	The proposed change of use to residential would take place on the southern part of the site which measures approximately 4.2 hectares of the 12.7 hectare site and includes community uses, retail uses, open space, and road through the site to provide a future link. As the proposal would result in the loss of 5.1 hectares of land (including the access estate road) allocated for business purposes there is non-compliance with the existing Local Development Plan (Core Strategy Policy 5 and Local Plan Policy EMP12).
9.11	Regard however also needs to be given toward the benefits of the proposal and other material planning considerations beyond the Local Development Plan. The Emerging Local Plan for Slough 2016-2036 includes the entire site as a strategic housing site and is a material planning consideration. The Local Planning Authority cannot demonstrate a Five Year Land Supply and in such circumstances the National Planning Policy Framework supports the development of suitable brownfield land and under-utilised land / buildings to provide housing. It is also considered that as the existing site is purpose built for paint manufacturing, it is unlikely the site could be brought back into uses without being redeveloped. Given the redevelopment on the northern part of the site would provide Development Plan compliant employment uses on 7.6 hectares of the site, providing residential housing on the southern 4.2 hectares of the site to include residential housing would strike a balance between providing a significant contribution toward the existing shortfall in housing supply, compliance the Emerging Local Plan which promotes housing on the entire site, and the current Local Development Plan which seeks to retain employment uses. Therefore there are clear benefits in land use terms and allocating substantial weight to Paragraph 118 of National Planning Policy Framework and the Emerging Local Plan to depart from the current Local Development Plan is justified.
9.12	<i>Type of housing:</i> Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 states that states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years The Emerging Local Plan for Slough 2016-2036 seeks a wide range of homes to attract a wide range of households for this site. The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) sets out detailed house mix requirements for Slough
9.22	The proposal is for outline planning permission where the Layout is set aside as a Reserved Matter. However, the proposal includes an indicative scheme which incorporates the following mix of housing: 338 x 1 bed; 377 x 2 bed; 243 x 3 bed; 42 x 4 bed. Given the high density nature of the proposal, it would be unlikely that typical suburban type family housing could be sought at the layout stage of the Reserved Matters. This therefore would not be in full compliance with Core Policy 4. However the Emerging Local Plan does not explicitly require family housing on this site, but seeks a wide range of homes to attract a wide range of households for this site. Given the indicative mix as set out above, along with the provision of

	podium level amenity space that could provide some private garden space albeit for a relatively small proportion of units, the proposal is considered to accord with the type of housing sought by the Emerging Local Plan for this site.
9.23	Based on the above, the proposal would not comply with the housing types required by the existing Local Development Plan, but would meet the broad requirements set by The Emerging Local Plan for Slough 2016-2036 for which some weight is allocated toward.
9.24	<i>Non-residential uses with the residential part:</i> The proposed development includes the provision on the southern side of the site for 1,500 sqm of flexible floor space falling under A1 (Shops), A3 (Food and Drink), D1 (Non-residential Institutions), D2 (Assembly and Leisure). These are intended to serve and support the community created by the residential housing.
9.25	Paragraph 86 of the National Planning Policy Framework states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. The proposed A1 (Shops), A3 (Food and Drink), D2 (Assembly and Leisure) fall within the definition of main town centre uses.
9.26	Core Policy 6 of the Core Strategy requires all new major retail, leisure and community developments to be located in the shopping area of the Slough town centre in order to improve the town's image and to assist in enhancing its attractiveness as a Primary- Regional Shopping Centre.
9.27	Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure.
9.28	Local Plan Policy S1 requires all new retail proposals (over and above those already identified within the Plan) to be located outside of the town centre or district centres unless the sequential test has been passed and the need for any additional retail floorspace has been demonstrated.
9.29	The Emerging Local Plan for Slough 2016-2036 proposes the standalone Akzo Nobel site incorporates residential and employment uses plus community uses.
9.30	The Education Authority has requested a nursery with internal floor area of 352 square metres and external play space of at least 488square metres (D1 Use Class). The remaining 1,148 square metres are therefore available for the proposed A1 (Shops), A3 (Food and Drink), D2 (Assembly and Leisure) uses. Given the need for these uses is created by the significant amount of additional housing it is accepted the need is satisfactorily demonstrated. In order to keep each of these remaining facilities from being a major development in their own right and to be of an appropriate size to serve the proposed development while retaining the vitality and viability of the town centre and shopping districts, it is recommended that that each retail unit is restricted to being less than 1,000 square metres. This is secured by condition.
9.31	The above uses are dependent on the residential housing which has been

	established is a departure from the local development plan.
9.32	<p><i>Summary of Land Use Assessment:</i></p> <p>It has been found that changing the use on the northern part of the site provides ongoing employment uses comply with the employment requirements of the Local Development Plan. Neutral weight is therefore applied in planning balance.</p>
9.33	<p>Changing the use on the southern part of the site from Business to Residential Flats would result in the loss of 5.1 hectares of land allocated for business purposes and fail comply with the Local Development to the extent that it would be a departure. However some weight is allocated to the emerging local plan and Paragraph 118 of the National Planning Policy Framework which both encourage housing on this brownfield site.</p>
9.34	Based on the above, no objections are raised in regard to the land uses in principle.
10.0	<u>Supply of housing</u>
10.1	<p>The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.</p>
10.2	<p>Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). Last year's figures show 500 completions. The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan</p>
10.3	<p>Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. The proposal for up to 1000 residential units would make a significant contribution to the supply of housing.</p>
10.4	<p><i>Housing mix:</i></p> <p>The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The Emerging Local Plan for Slough 2016-2036 seeks a wide range of homes to attract a wide range of households for this site.</p>
10.5	<p>The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in table 39 the following percentage mixes within Slough:</p>

	1 bed	2 bed	3 bed	4 bed
Market	5	19	57	20
Affordable Home Ownership	33	32	26	10
Affordable Home Rented	44	27	25	4

The application proposes the following indicative mix (in percentage):

	1 bed	2 bed	3 bed	4 bed
Market	34	38	24	4

Note: Affordable homes are subject to viability and mix based on the Council's preferred need.

10.6	The proposal is for outline planning permission where the Layout is set aside as a Reserved Matter. However, the proposal includes an indicative scheme which incorporates the following mix of housing: 338 x 1 bed; 377 x 2 bed; 243 x 3 bed; 42 x 4 bed. Given the high density nature of the proposal, it would be unlikely that typical suburban type family housing could be sought, and therefore the percentage of 3 and 4 bed units are not in line with The Local Housing Needs Assessment for RBWM, Slough & South Bucks, and has resulted in a proposed over provision of 1 and 2 bed flats. The Emerging Local Plan does not explicitly require family housing on the site, but does seek a wide range of homes to attract a wide range of households. When considering the indicative mix as set out above, along with the provision of podium level amenity space that could provide some private garden space albeit for a relatively small proportion of units, the proposal is considered to accord with the mix of housing sought by the Emerging Local Plan for this site.
10.7	As the scheme includes more than 200 dwellings, in accordance with the emerging local plan Planning Officers have negotiated five percent provision of wheelchair accessible units (to Part M4 (3) of the Building Regulations) which is secured by condition.
10.8	In light of the above provisions, it is considered that the scheme proposals would meet the broad housing mix requirements set by The Emerging Local Plan for Slough 2016-2036 for which some weight is allocated whilst significantly boosting supply of housing in accordance with the NPPF and would provide substantial positive weight toward the benefits.
11.0	<u>Impact on biodiversity and ecology</u>
11.1	Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
11.2	An Ecological Assessment (EA) and Habitat Regulation Assessment (HRA) have

	<p>been submitted with the planning application. The Ecological Assessment confirms there are no statutory or non-statutory designated areas within the site or its immediate surroundings. The site does fall within Impact Risk Zones for several the nearest SSSI being Black Park, however, the proposed development does not fall within any of their associated 'risk categories' and therefore would not have an impact.</p>
11.3	<p>The site is located approximately 5 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as set out in the Emerging Chiltern District and South Bucks Council Local Plan. The draft policy DM NP3 of the emerging Local Plan for Emerging Chiltern and South Bucks Local Plan states:</p> <p><u>Open Space Requirements and Mitigation for Recreational Impacts:</u></p> <p>Major residential developments that would result in a net increase in homes located between 400 metres and 5.6 kilometres from the Burnham Beeches SAC will be required to:</p> <ul style="list-style-type: none"> • make financial contributions towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and • demonstrate that no adverse impacts on the SAC will arise as a result of additional visitors to the SAC from the development. This might require the provision of bespoke mitigation, such as Suitable Alternative Natural Greenspace, as part of the development in order to offset visitor pressure to the SAC. Such mitigation will need to be determined in agreement with Natural England. <p><u>Air Quality:</u></p> <p>Development must contribute towards the Burnham Beeches Air Quality Mitigation Scheme, or any subsequently agreed scheme, unless it can be demonstrated that the development would not result in any adverse impact on air quality at Burnham Beeches either alone or in combination with other development.</p> <p><i>(Para 9.3.4) It is understood that any additional development within 5.6 kilometres of the site is likely to result in a level of additional recreational visits which, without mitigation, would adversely affect the SAC and that recreational pressures from residential development within 400m of the SAC are likely to result in adverse effects which cannot be mitigated. The policy below seeks to avoid these impacts by restricting development within 400 metres of Burnham Beeches.</i></p> <p><i>(Para 9.3.5) Development sites outside this area, but within 5.6 kilometres of the SAC, are still likely to result in additional recreational visits. An Access Management and Mitigation Scheme has been agreed with Natural England, the Highway Authority and the City of London Corporation in order</i></p>

	<p><i>to provide on-site mitigation for these additional visits. The effectiveness of this scheme will be monitored and the scheme reviewed if necessary. Development within this wider zone of influence will need to make financial contributions towards this or any subsequently agreed mitigation scheme.</i></p>
11.4	<p>The evidence base for the above policies is derived from the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019'. This report identifies the impacts to the SAC interest form new development within the 5.6 km impact zone as:</p> <ul style="list-style-type: none"> • Contamination (e.g. dog fouling, litter, spread of plant pathogens); • Increased fire risk; • Trampling/wear (e.g. loss of vegetation, soil compaction, erosion, damage to trees from climbing); • Harvesting (e.g. fungi, wood); • Difficulties in managing the site (e.g. maintaining the grazing regime); • Disturbance (e.g. affecting the distribution of livestock and deer); • Fragmentation; • Hydrological impacts (water availability and flow); • Air quality.
11.5	<p>The application includes a Habitat Regulation Assessment (HRA) which finds the proposal in isolation would not result likely significant effects in relation to the above. However, when considering the proposed development in combination with future developments brought forward within the 5.6 km buffer zone, there may be a significant effect on Burnham Beeches SAC as a result of increased recreational pressure. As such appropriate mitigation should be agreed. Natural England has agreed these findings.</p>
11.6	<p>It is important to note that approach set by the emerging Local Plan for Emerging Chiltern and South Bucks Local Plan towards mitigation is to agree appropriate measures with Natural England. There are no tariffs set within emerging Local Plan or within the associated evidence base.</p>
11.6	<p>Following discussions with Natural England, the following three areas of mitigation have been highlighted in order of preference:</p> <ol style="list-style-type: none"> 1. Appropriate Natural Green Space within Slough 2. Suitable Alternative Natural Green Space outside Slough 3. Financial contributions towards the Burnham Beeches Access Management Scheme
11.8	<p>Further discussions have taken place with Planning Officers, Natural England, City of London (Burnham Beeches), and the Council's Parks Team to investigate mitigation through financial contributions towards Appropriate Natural Green Space within Slough. Following these discussions, Planning Officers, Natural England, and the Council's Parks Team have identified potential improvements within Upton Court Park that could satisfy the requirements of the Appropriate Assessment. Natural England considers this may provide appropriate mitigation but have requested more details. It is therefore recommended that further investigation into</p>

	appropriate mitigation is sought in line with the three areas identified above, in particular Upton Court Park The requirements of the Appropriate Assessment will need to be satisfied before planning permission is granted.
11.9	Within the site, preliminary surveys were undertaken and evidence of presence of roosting bats (common pipistrelle - roosts of low conservation significance) was confirmed in two buildings (107b and 49). In order to address this, a licensable mitigation strategy should be undertaken using a Bat Low Impact Class Licence (LICL), with the site being registered by an ecological consultant who is registered to use the LICL. This can be secured by condition to any approval.
11.10	In terms of net gains in biodiversity, the proposal includes a Biodiversity Enhancement Strategy which proposes a strip of habitat creation within the no build area immediately adjacent to the northern boundary to enhance the canal corridor. Given the limited ecological merit of this industrial site, and following advice from the Council's specialist, this is considered appropriate. Further details will be required by condition to be submitted at the Reserved Matters Stage.
11.11	A further ecological assessment would be required at Reserved Matters Stage to ensure the detailed layout, scale, and lighting would have an acceptable effect on the ecological merit of the canal.
11.12	Based on the above, the onsite ecological impacts can be appropriately addressed either by condition or at Reserved Matters. However further investigation into appropriate mitigation for the effect on Burnham Beeches SAC is sought. The requirements of the Appropriate Assessment will need to be satisfied before outline planning permission is granted. Planning Officers are recommending this matter is delegated back to the Planning Manager to achieve an acceptable outcome which satisfies Planning Officers and Natural England.
11.13	At this stage, and subject to satisfying the requirements of the Appropriate Assessment, the proposal would comply with Core Policy 9 of the Core Strategy and the requirements of the National Planning Policy Framework. As the site would result in net gains in biodiversity which is a policy requirement, limited positive weight should be applied to the planning balance.
12.0	<u>Contaminated Land</u>
12.1	Paragraphs 170 and 178 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. This is reflected in Core Policy 8 of the Core Strategy.
12.2	The site has been directly contaminated due to past operations on the site. The applicant has worked closely with the Council's Contaminated Land Officer to produce a remediation strategy that would decontaminate the site to an appropriate level.
12.3	The environmental assessment has identified soil and groundwater contamination, as well as elevated ground gas concentrations at the site. Some of the main contaminants of concern are light non-aqueous phase liquid, Total petroleum hydrocarbons, volatile organic compounds, speciated Total petroleum

	hydrocarbons, Benzene, Toluene, Ethylbenzene and Xylene, asbestos and heavy metals, likely to pose a risk to construction workers, and future site users. The sources of these contaminants are within the northern part of the site where the business uses are proposed. However, the contaminants are drawn in a southeast direction through the groundwater flows and as a result they also contaminate the southern part of the site where residential part is proposed.
12.4	A comprehensive remediation strategy has been submitted which includes the removal of some of the identified sources, onsite treatment of soils, provision of permeable reactive barrier, and in situ treatment, together with onsite monitoring and continued investigations. This has been assessed and agreed with the Environment Agency and the Council's Contaminated Land Officer.
12.5	The remediation strategy can be secured by condition along with a validation condition. Remediation is expected to be completed in early 2021. Substantial positive weight should therefore be allocated the planning balance.
13.0	<u>Highways and parking</u>
13.1	The National Planning Policy Framework 2019 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2019 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
13.2	The National Planning Practice Guidance advises a future year for assessment can be agreed with the highways authority and in this case both 20226 and 2036 were agreed. The National Planning Practice Guidance goes on to advise that it is important to give appropriate consideration to the cumulative impacts arising from other committed developments that would likely come forward within 3 years
13.3	Access: The Local Highway Authority has assessed the application on a worst case scenario, which is considered to be B2: 8,361 sqm; B8: 28,428 sqm; 1,000 residential flats. The trip rates for the proposal are based on a selection of similar developments in comparable locations using survey data obtained from the TRICS Data Base, which is an industry standard method for calculating trip rates. Based on the worst case scenario, the proposal is expected to generate an annual average of 3387 traffic movements per 24 hour day, 234 of which would be HGVs. The existing traffic movement's use two separate scenarios, the first being survey data taken in 2019 based on the existing use which show the site generates an

annual average of 34 traffic movements per 24 hour day, 6 of which are HGVs. The second being a theoretical scenario for an alternative use within the same use class illustrating the site could without planning permission lawfully generate an annual average of 2276 traffic movements per 24 hour day, 179 of which would be HGVs. These comparisons are show in the table below:

	Existing 2019 Survey Data	Theoretical Lawful Use	Proposed
Total Vehicle	34	2276	3387
Proportion of which HGVs	6	179	234

Above: table showing existing and proposed trips

13.4	<p>The applicant has submitted local junction modelling for the 2026 and wider network strategic modelling for the 2036 has been undertaken by specialist on behalf of the Local Highway Authority. Subject to minor alterations to the access junction it is found that in 2026 the proposal would not result in a severe impact on the operation of the proposed site access; nor upon the surrounding highway network. The strategic modelling indicates the proposed site access and the Petersfield Avenue junction could be substantially above capacity with significant queues and delays taking place in 2036. This is due to a combination of both the proposed development and predicted future growth between now and 2036. It is important to note that the predicted growth beyond 2026 does not include developments which are committed and therefore there is no certainty or overriding probability that they will come forward. However, it is considered the proposed development should contribute proportionately towards these predicted impacts.</p>
13.5	<p>The Local Highway Authority has been working closely with the applicant to develop an appropriate and comprehensive mitigation strategy which is set out below. The basis of the mitigation strategy coordinates with the local transport plan, the transport vision for the town centre, and the objectives within the low emission strategy to enable the modal shift from private car usage to walking, cycling, public transport, and local car clubs. The Local Highway Authority considers the mitigation package, which amounts to a financial contribution of £1.65m would provide appropriate and acceptable highways mitigation.</p>
13.6	<p><i>Car Parking:</i></p> <p>Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems. The application proposes a parking ratio of between 0.35 – 0.5 spaces per unit for the residential part. The car parking provision for the business part will be policy compliant. Applicant.</p>
13.7	<p>Given the close location to the train station and town centre, and subject to the appropriate mitigation as set out below, this is considered to be an appropriate level of parking for this location. It should be noted that financial contributions will be secured to assess and monitor the surrounding streets to determine if any parking stress would take place and to implement appropriate mitigation. This could include parking restrictions to prevent unsafe parking, controlled parking zones, and supplemented resident parking schemes to protect existing on street resident</p>

	parking.
13.8	<p><i>Pedestrian access, cycle routes and cycle parking:</i></p> <p>For residential development the 's Guide seeks an individual secure cycle store for each dwelling to encourage the ownership and use of good quality cycles that are both reliable and easy to use. Sheffield stands are recommended and hanging racks should be avoided as they are difficult for some people to use.</p>
13.9	<p>The parameter plans proposes pedestrian and cycle routes through the residential part that would provide access from the Uxbridge Road through to Wexham Road. The Design Code stipulates this kerbed a shared footway / cycleway which is acceptable in principle. The details will be reviewed at the Reserved Matters Stage. A direct link to the canal towpath within the site was discussed, however as this would need to take place through a business area that would likely involve HGVs, this was not pursued on safety grounds.</p>
13.10	<p>This would likely result in an increase in pedestrian footfall along the canal towpath. Planning Officers are in discussion with the Canal and River Trust and the applicant to establish if any mitigation is required for this impact.</p>
13.11	<p>In order to facilitate safe and convenient pedestrian route to the train station a signalised pedestrian crossing across the Wexham Road is required by the southern part of the site. The applicant has agreed to this, and the detail will be agreed through the Section 106. For the avoidance of doubt, the local junction and strategic traffic includes this signalised pedestrian crossing.</p>
	<p>An audit of the existing pedestrian and cycle route to the train station and town centre has been undertaken applicant and improvements to these are set out in the mitigation package.</p>
13.12	<p>The proposal includes cycle parking at a ratio of one space to each dwelling which is the quantum required by the development plan. The location and type of cycle parking spaces can be dealt with the Reserved Matters.</p>
13.13	<p><i>Servicing:</i></p> <p>The Local Highway Authority considers the site could be satisfactorily serviced by the relevantly sized vehicles. Further assessment will need to take place at the Reserved Matters Stage.</p>
13.14	<p><i>Travel plans and management plans:</i></p> <p>The application includes Employment and Residential Travel Plans which are currently being assessed by the Local Highway Authority. The following plans will also be required for review:</p> <ul style="list-style-type: none"> • Delivery and Servicing Management Plan, • Construction & Environmental Management Plan, • Heavy Goods Vehicle Management Plan.

	These should be conditioned or secured within the section 106 as appropriate.																
13.15	<p><i>Mitigation Package:</i></p> <p>i. The Travel Plan must be monitored and include details of the promotion of sustainable travel, including electric vehicle use and usage of the electric vehicle charging infrastructure. Specific measures that must be included in the Travel Plan include:</p> <ul style="list-style-type: none"> • Production of a residents 'Travel Welcome Pack', prepared in accordance with Slough Borough Council's template • Details of a bicycle user group, to enable cyclists to share information on routes, safety and cycle maintenance. It will also enable less experienced cyclists to contact experienced cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys. A contribution £5000 is sought via S106 to enable this group to be set up and co-ordinated. • Discounts for bus season tickets from local bus operators. A contribution £5000 is sought via S106 to enable this group to be set up and coordinated. • Discounts at local bike shops; A contribution £10,000 is sought via S106 to enable this group to be set up and coordinated • A notice board, which must present updated Travel Plan information; this should be a live interactive messaging board that links to the our ITS and Railway and Bus Services, we may also be able to include real time AQ data in the future. £25,000 • 'Cycle to Work' schemes and loans for public transport season tickets; Cost TBA • A website/social media page for the development with a Travel Plan page. This should link with the Councils Travel pages; Cost TBA <p>Summary of Travel Plan Contributions:</p> <table data-bbox="438 1361 1236 1668" style="margin-left: 40px;"> <tr> <td>£5,000:</td> <td>Bicycle user group</td> </tr> <tr> <td>£5,000:</td> <td>Discounts for bus season tickets</td> </tr> <tr> <td>£10,000</td> <td>Discounts at local bike shops</td> </tr> <tr> <td>£25,000</td> <td>live public transport interactive messaging board</td> </tr> <tr> <td>£TBA</td> <td>'Cycle to Work' schemes</td> </tr> <tr> <td>£TBA</td> <td>Website/social media page for Travel Pan</td> </tr> <tr> <td>£TBA</td> <td>Residential Travel Plan monitoring</td> </tr> <tr> <td>£TBA</td> <td>Commercial Travel Plan monitoring</td> </tr> </table> <p>ii. £150,000 towards improvements to the walking and cycling infrastructure are to routes from the site, to the Town Centre and the Transport Hub to encourage and allow for local journeys to these key destinations to be undertaken by these modes. A contribution of £150,000 must be provided towards the implementation of these improvement works by the local highway authority in accordance with pre-application discussions with the applicant. These works will include the implementation or improvement of crossing points, features to assist the visually impaired, cycleway surfacing, improving the useable width of the footway/cycleway facilities, decluttering, lighting column installation or relocation and signage. Such details must be</p>	£5,000:	Bicycle user group	£5,000:	Discounts for bus season tickets	£10,000	Discounts at local bike shops	£25,000	live public transport interactive messaging board	£TBA	'Cycle to Work' schemes	£TBA	Website/social media page for Travel Pan	£TBA	Residential Travel Plan monitoring	£TBA	Commercial Travel Plan monitoring
£5,000:	Bicycle user group																
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£TBA	'Cycle to Work' schemes																
£TBA	Website/social media page for Travel Pan																
£TBA	Residential Travel Plan monitoring																
£TBA	Commercial Travel Plan monitoring																

	submitted to the Council for approval prior to commencement.
iii.	£50,000 towards a parking study, design and implementation of a suitable TRO/CPZ scheme and for parking permits to be funded for existing Slough residents on the streets surrounding the development for a period of 3 years. This contribution is to mitigate against the potential impacts of the development in terms of overspill parking on the surrounding streets.
iv.	All dwellings must be provided with cycle parking in line with current parking standards (This is being proposed as part of the development).
v.	£20,000 is required towards a dedicated electric cycle hire station (housing 10 bicycles) to improve and promote cycle uptake (£2,000 per bicycle).
vi.	£250,000. Space must be safeguarded to provide Mass Rapid Transit (MRT) stops on site as agreed within pre-application and application discussions in addition to a contribution of £250,000 towards Mass Rapid Transit (MRT) and public transport infrastructure development, secured by way of S106 Agreement.
vii.	£150,000. 10 parking spaces must be provided for Car Club vehicles on the development, secured by S106 Agreement with detailed design. Electric vehicle infrastructure must be installed as part of this scheme (5 dual 7Kw EV chargers to service these 10 parking bays). A contribution of £150,000 is required towards operation of Electric Car Club vehicles and car club network, specifically the procurement, operation and management of the EV Car Club across 10 bays. The scheme will include provision of free membership and 20 hours of free car hire for all new residents and businesses who sign up to the scheme. The S106 will include conditions relating to the bay specifications, the exact location of the EV bays, the EV infrastructure specification and the phasing of the EV car club bays. All management will be handed over to the Councils nominated EV Car Club operator (TBC).
viii.	£200,000 to enable Slough Borough Council's Car Club scheme to be expanded, with additional cars provided at the development. This will be secured via S106 agreement. A minimum additional contribution of £200,000 is recommended to enable the Council's car club scheme to be expanded by another 6 EV car club bays (Project 22 of the Low Emission Strategy): <ul style="list-style-type: none"> • Project 22: AkzoNobel re-development to set up 6 bays and three electric charging points as part of the AkzoNobel redevelopment (5 year contract period part of overall procurement of Town Centre Electric Car Club). The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £200,000.
ix.	£150,000 toward improving the public realm on and along the key routes between the site and the Transport Hub on Brunel Way as well as towards the Brunel Way improvement scheme.

	<p>x. £250,000 towards upgrading the canal tow path, which includes resurfacing, creative lighting options to make this an attractive route, wayfinding and information boards, lighting and path clearing.</p> <p>xi. £50,000 towards improvement of the bus stop facilities on Wexham Road and Uxbridge Road including Bus shelters and RTPI facilities to encourage usage and improve accessibility.</p> <p>xii. 110,000 towards Project 16: Air Quality Monitor in NE of Town Centre within AQMA – contributions sought to purchase a continuous air quality monitor/analyzer (monitoring PM2.5 concentrations and NOx concentrations MCERTS approved) and towards the maintenance of the station, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. The total cost profile for this project over 10 years is £110,000. A contribution of £110,000 is sought towards this project.</p> <p>xiii. £85,000 towards the development of a comprehensive low emission off street and car park electric vehicle charging infrastructure for the Town Centre. The contribution is towards the cost of this programme to cover procurement, civil works, DNO connection, installation and commissioning, back office operations and data/finance management systems. The infrastructure will be installed within the Town Centre and within 3km of this development.</p> <p>xiv. £85,000 towards the development of a comprehensive low emission on-street fast and rapid electric vehicle charging infrastructure for Town Centre. The contribution is towards the cost of this programme to cover procurement, civil works, DNO connection, installation and commissioning, back office operations and data/finance management systems. The infrastructure will be installed within and around the Town Centre to promote ultra-low emission vehicle take-up to improve air quality and within 3km of this development.</p> <p>xv. £80,000 towards the development of a dedicated EV Rapid Charger network for EV Taxi/Licensed Private Hire Vehicles in and around the Town Centre. The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, back office operations and data/finance/booking management systems. The EV infrastructure will be implement within 3km of this development</p> <p>The total financial contributions amount to £1,675,000</p>
13.16	<p><i>Conclusion:</i></p> <p>Based on the above and subject to securing the appropriate mitigation through the section 106 and conditions, the proposal would accord with the in Core Policy 7 of the Core Strategy Local Plan Policies T2 and T8, and the requirements of the National Planning Policy Framework. Neutral weight should be allocated to the planning balance.</p>

14.0	<u>Air Quality</u>
14.1	Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
14.2	The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.
14.3	The proposed development site is situated nearby the Town Centre, approximately 200m north from the nearest Air Quality Management Area (AQMA 4, Town Centre), which was declared as such due to exceedances of the NO ₂ air quality objective (40µg/m ³). There is potential for the proposed development to worsen air quality within this AQMA due to increases in vehicle movements and plant emissions.
14.4	Air quality modelling has been undertaken based on the likely highest amount of trip rates and traffic flows, and also the proposed plant associated with the operation of the site. Following assessment by the specialist air quality consultants on behalf of Council's Environmental Health Team it is found that the existing and proposed sensitive residential receptors would not be exposed to unacceptable levels of pollution as a result of the traffic movements or plant. Due to the number of diesel generators associated with the datacentre, it is required that the applicant submits a permit application; therefore emission impacts will be addressed further during the Environment Agency permitting process. Planning Officers recommend a condition is added to ensure an air quality assessment is submitted to cover the an event where a Data Centre application may not fall within the Environment Agency threshold.
14.5	As discussed within the highways section above, the Local Highway Authority has been working closely with the applicant to develop an appropriate and comprehensive mitigation strategy which coordinates with the local transport plan, the transport vision for the town centre, and the objectives within the low emission strategy. Mitigating the impacts on air quality has been robustly incorporated into the highways mitigation strategy and have been agreed by the Environmental Quality Team. The elements of the mitigation package largely associated with air quality are listed below, however it should be noted that the sustainable transport initiative set out in the highways section also contribute to air quality mitigation: xvi. £150,000. 10 parking spaces must be provided for Car Club vehicles on the

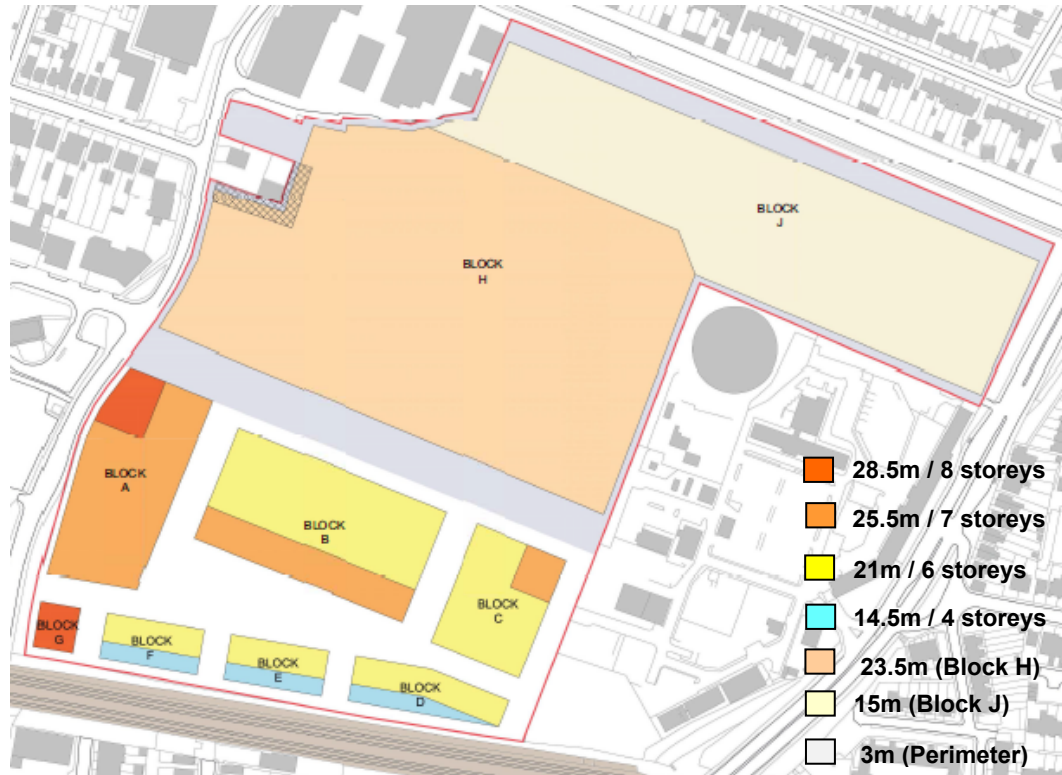
	<p>development, secured by S106 Agreement with detailed design. Electric vehicle infrastructure must be installed as part of this scheme (5 dual 7Kw EV chargers to service these 10 parking bays). A contribution of £150,000 is required towards operation of Electric Car Club vehicles and car club network, specifically the procurement, operation and management of the EV Car Club across 10 bays. The scheme will include provision of free membership and 20 hours of free car hire for all new residents and businesses who sign up to the scheme. The S106 will include conditions relating to the bay specifications, the exact location of the EV bays, the EV infrastructure specification and the phasing of the EV car club bays. All management will be handed over to the Councils nominated EV Car Club operator (TBC).</p> <p>xvii. £200,000 to enable Slough Borough Council's Car Club scheme to be expanded, with additional cars provided at the development. This will be secured via S106 agreement. A minimum additional contribution of £200,000 is recommended to enable the Council's car club scheme to be expanded by another 6 EV car club bays (Project 22 of the Low Emission Strategy):</p> <ul style="list-style-type: none"> • Project 22: AkzoNobel re-development to set up 6 bays and three electric charging points as part of the AkzoNobel redevelopment (5 year contract period part of overall procurement of Town Centre Electric Car Club). The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £200,000. <p>xviii. 110,000 towards Project 16: Air Quality Monitor in NE of Town Centre within AQMA – contributions sought to purchase a continuous air quality monitor/analyzer (monitoring PM2.5 concentrations and NOx concentrations MCERTS approved) and towards the maintenance of the station, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. The total cost profile for this project over 10 years is £110,000. A contribution of £110,000 is sought towards this project.</p> <p>xix. £85,000 towards the development of a comprehensive low emission off street and car park electric vehicle charging infrastructure for the Town Centre. The contribution is towards the cost of this programme to cover procurement, civil works, DNO connection, installation and commissioning, back office operations and data/finance management systems. The infrastructure will be installed within the Town Centre and within 3km of this development.</p> <p>xx. £85,000 towards the development of a comprehensive low emission on-street fast and rapid electric vehicle charging infrastructure for Town Centre. The contribution is towards the cost of this programme to cover procurement, civil works, DNO connection, installation and commissioning, back office operations and data/finance management systems. The infrastructure will be installed within and around the Town Centre to promote ultra-low emission vehicle take-up to improve air quality and within 3km of</p>
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	<p>this development.</p> <p>xxi. £80,000 towards the development of a dedicated EV Rapid Charger network for EV Taxi/Licensed Private Hire Vehicles in and around the Town Centre. The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, back office operations and data/finance/booking management systems. The EV infrastructure will be implement within 3km of this development</p> <p>xxii. Electric charging facilities must be provided in line with Table 7 – Type 1 Mitigation of the Low Emission Strategy, which includes 100% provision for dedicated car spaces, or minimum 10% provision for non-dedicated car spaces, for both the residential and commercial schemes.</p> <p>xxiii. All HGVs associated with the operation of the development must be compliant with Euro VI emission standards. Such emission standards must be included in new contracts with suppliers to ensure that their vehicle is acceptable.</p> <p>xxiv. All heating systems must meet the emission standards outlined within the Slough Low Emission Strategy, specifically all gas-fired boilers to meet a minimum standard:</p> <ul style="list-style-type: none"> • Individual gas fired boiler <40mgNOx/kWh • Spark ignition CHP engine 95mgNOx/Nm3 • Gas turbine 20mgNOx/Nm3 • Compression ignition engine 400mgNOx/Nm
14.6	Based on the above and subject to securing the appropriate mitigation through the section 106 and conditions, the proposal would accord with the in Core Policy 8 of the Core Strategy, the Councils Low Emission Strategy, and the requirements of the National Planning Policy Framework. Neutral weight should be allocated to the planning balance.
15.0	<u>Impact on the character and appearance of the area</u>
15.1	Local Plan Policy EN1 requires development proposals to reflect a high standard of design and must be compatible with, and/or improve the surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.
15.2	Core Policy 1 of the Core Strategy requires the scale and density of development in this location to be related to the site's current or proposed accessibility, character and surroundings. Core Policy 8 of the Core Strategy required new development to respect its location and surroundings; provide appropriate public space, amenity space and landscaping; and to be in accordance with the Spatial Strategy (Core Policy 1) in terms of its height, scale, massing and architectural style.
15.3	CG4 - Slough Arm of the Grand Union Canal The enhancement of the recreational value of the Slough Arm of the Grand Union

	<p>Canal will be sought by encouraging improved access as well as landscape improvements to the canal corridor. Proposed development adjacent to the canal will be permitted provided it meets all the following criteria:</p> <ol style="list-style-type: none"> a) the scale, height, mass, and orientation of buildings respect and enhance the appearance of the canal frontage as well as adjacent development and land uses; b) a comprehensive landscaping scheme is included which is appropriate to the canal setting and enhances its nature conservation value; and c) access to the canal corridor is maintained and, where appropriate, provision of new or improved access will be sought. <p>Paragraph 7.38 of the Core Strategy states it will seek to further enhance and promote the Grand Union canal.</p>
15.4	<p>The National Planning Policy Framework states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Development should function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development and provide for an appropriate mix of uses, respond to local character and history, create safe and accessible environments which are visually attractive.</p>
15.5	<p>The National Design Guide (October 2019) requires a wide range of matters to be considered with chapters on Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes & buildings, Resources & Lifespan.</p>
15.6	<p>The Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 sets out the following development requirements for this site:</p> <ul style="list-style-type: none"> • The character of the development should not be town centre in terms of scale and appearance. • Street based development wanted i.e. no tall buildings or point blocks. • New buildings to be generally no higher than 6 storey; no higher than 3 storey near the canal. • Open space and green infrastructure to be in accordance with Council's policy. • High quality design including public realm; use building materials that last. • Long term maintenance/management of public realm to be secured. • Take advantage of the canal side environment for homes to look out onto it and enhance the canalside area.
15.7	<p>The applicant has regularly engaged with officers in the design process in accordance with the advice set out in the National Planning Policy Framework Design Workshops have been held with officers from pre-application to post submission stage in order to seek to refine and improve upon the overall design, layout, appearance and architectural characteristics of the development.</p>
15.8	<p>This is an outline planning application to include general principles and parameters. Detailed matters of access only and Matters of Scale, Layout, Appearance, and Landscaping are to be dealt with by future reserved matters applications. The application includes maximum parameters of the development which set broad limits</p>

	<p>for heights and positioning for which the proposed development could be built within. It is important to note that the maximum parameters could not be built out in its entirety because the proposed floor areas and number of residential flats are capped to a degree whereby it would not be possible to do so. An illustrative scheme has been submitted which demonstrates how the maximum floor areas and maximum number of residential flats would comfortably fall within the maximum parameters. The aim of the maximum parameters to establish general principles around the scale, layout, appearance, and landscaping and provide various design options for the future Reserved Matters applications.</p>
15.9	<p>The applicant carried out a presentation of the submission proposals with Design South East which comprises a Design Review Panel (DRP) before the application was submitted to the Council. The Design Review Panel concluded the following points (summarised) with regard to the impacts on the character of the area which are largely based on the submitted illustrative scheme:</p> <ol style="list-style-type: none"> 1. there are no significant concerns regarding the density of proposed housing; 2. the proposal should reinforce the identity of the canal to maximise its unique landscape value; 3. the proposal does not demonstrate a clear relationship to the site edges, resulting in what appears to be an island site; 4. given the insularity of the site, a variety of dwelling types and building heights is encouraged as this will ensure a stimulating and interesting environment for residents and employees; 5. the relationship with the western edge should seek to clearly articulate a response to the surrounding natural and built environment; 6. We welcome the breaking up in mass of the proposed building along the southern edge as a response to the urban grain south of the railway. This will improve visibility and better tie the proposal into its surroundings; 7. The proposed industrial block fronting onto the central access road is long and tall, resulting in an overbearing building and a poor pedestrian experience; 8. The podium gardens with car parking below at ground level is a sensible option for this site. <p>The applicant has since revised the illustrative scheme and parameter plans in response to the comments made by the Design Review Panel, and these are assessed in the relevant parts of the assessment below.</p>
15.10	<p>In addition to the submitted and Design and Access Statement and planning drawings, the application also includes a Townscape Visual Impact Assessment (TVIA) and Design Codes which are considered within this assessment.</p>
15.12	<p>The existing site predominately comprises a number of one and two storey functional factory type buildings and ancillary structures positioned sporadically within the site, together with large areas of hardstanding areas and external plant. There is a larger five storey building towards the southwest corner of the site which is currently in use.</p>
15.13	<p>The submitted parameter plans propose development zones for the residential flats on the southern part of the site referred to as Blocks A to G, together with areas of</p>

public realm, and roadways/footways, which are presented in the image below.



Above: Image of submitted parameter plans showing proposed development zones and their parameter heights by colour. Storey heights based on 3.5m residential storey height.

15.14 *South:*

The southern part of the site borders the Great Western Railway line. Further south on the opposite side of the railway line are a number of two storey houses accessed by Colonial Road, Australia Road, Canada Road, and India Road.

15.15 Residential Blocks D, E, F, and G would be sited east to west along the southern part of the site at approximately between 4.7 metres and 6.5 metres from the southern edge. Given their positioning and heights as set out in the image above, there would be views from the residential streets to the south. The submitted TVIA illustrates these as below:



Above: Image taken from the submitted TVIA showing the proposal from the south in Canada Road (Red wire: Illustrative scheme; Green wire: Maximum parameter).

15.16	The above image provides an example of the general impacts from massing as viewed from a residential street to the south in Canada Road. Blocks D, E, & F which relate more closely with the houses to the south would have a height up to 14.5 metres (normally 4 storeys) at approximately between 4.7 metres to 6.5 metres from the southern edge of the application site. These Blocks would then incorporate a set back to north (approx. 10 metres) where they would step up in height to a maximum of 21 metres (normally 6 storeys).
15.17	The proposed parameter plans include north to south breaks between the Blocks along the southern edge of the site which coordinate with the street pattern to the south in Colonial Road, Australia Road, and Canada Road. This is considered to relate well with the urban grain to the south. There are some clear and prominent views, however the built form would be set circa 45 metres from the northern end of Colonial Road, Australia Road, Canada Road, and India Road. This is considered to provide appropriate distance and principles for a scheme to be delivered through Reserved Matters that could achieve acceptable impacts in this area.
15.18	There would be closer views seen by train passengers using the Great Western Railway line. Given these views currently comprise industrial buildings and plant, the resulting views of larger scale residential buildings would not be significantly detrimental from fleeting views, subject to a high quality design being achieved through the Reserved Matters.
15.19	<i>Southeast:</i> Views of the proposal would also be seen from the southeast on approach from the Uxbridge Road. The proposed residential Blocks would be separated from the Uxbridge Road by the Cadent site, existing housing, and the Slough Islamic Trust further south. It is not considered the proposed parameters would likely lead to any significant visual harm when viewed from the southeast, subject to an appropriate design being achieved through the Reserved Matters.
15.20	<i>Southwest:</i> Views of the residential Blocks from the southwest and return views from northwest would be prominent, as demonstrated in the images below taken from the TVIA. Block G is proposed in the southwest corner and would be up to 28.5m (normally 8 storeys). Block A would neighbour Block G to the north along the western edge, and corner with the access road into the site. Block A would have heights up to 28.5m (normally 8 storeys) by the corner with Wexham Road and the access road, with the remaining height parameter being up to 25.5 metres high (normally 7 storeys).




Above: Image taken from the submitted TVIA showing the proposal from the southwest in Wexham Road (Red wire: Illustrative scheme; Green wire: Maximum parameter).



Above: Image taken from the submitted TVIA showing the proposal from the northwest of the residential part in Wexham Road (Red wire: Illustrative scheme; Green wire: Maximum parameter).

15.21	<p>There are currently a number of large mature trees to the southwest part of the sites which borders Wexham Road and provide a beneficial screening and softening effect for the Streetscene in this area. Although the proposal intends to retain these trees, doing so with the development in place would be problematic in terms of their long term health and their close relationship with future residential windows causing issues on living conditions. As such, the proposal would likely result in the loss of the mature trees and hedging along the boundary by Wexham Road. The Council's landscape advisor has commented that these are not worthy of a tree preservation order and has recommended financial contributions are sought to replace them offsite within the locality. No further information has been provided as to where it would be feasible to do so and therefore the mitigation for their loss will need to take place within the site. It is accepted that due to the high density nature of the proposal it would be difficult to fully mitigate their current significant visual benefits in the streetscene. However, given they are not worthy of protection they can be felled at any time, and thus exposing an existing industrial site to the surrounding area. As such further tree planting within the redeveloped residential area is considered an important and appropriate solution to address their loss. This will be considered at the Reserved Matters Stage.</p>
15.22	<p>It is accepted the proposal would lead to a significant additional built form along the Wexham Road in this area, however; following engagement with the Design Review Panel, no concerns were raised over the scale or height of the proposal. Specific advice was guided towards providing a clear and unashamed relationship with residential blocks and the site edges at Wexham Road to prevent the</p>

	<p>appearance of an island site. It was the view of the Design and Review Panel that scale and height of the development would be acceptable.</p>
<p>15.23</p>	<p>The Emerging Local Plan currently requires this site to be generally no higher than six storeys and to not be town centre in terms of scale and appearance. Although the proposal would be higher than six storey (up to eight storey on the corner with Wexham Road and the access into the site), consideration needs to be given to the impacts of this particular proposal. The Wexham Road in this location is of an urban character, and from the western orientation the closest building to the site is the part four / five storey (commercial height) AkzoNobel offices on the western side of Wexham Road. This building is a Y shape on plan with the main body of the building set away from the highway by approximately 50 metres, and approximately 29 metres at its closest point. Much of this neighbouring AkzoNobel office site is surface level parking to the south bordering the railway line and green buffer which a large separation from the two storey housing further south in Richmond Crescent. As such, there a good degree of separation between the existing surrounding buildings in this location, and when considering the advice and recommendations provided by the Design Review Panel, the proposed parameters toward the south would provide appropriate principles for a scheme to be delivered through Reserved Matters that could achieve acceptable impacts in this area.</p>
<p>15.24</p>	<p><i>West / Northwest:</i></p> <p>Within the northern business part of the site, the submitted plans propose a much more flexible approach to the parameters through broader build zone at three different heights. These heights are; up to 3 metres along the boundaries; up to 15 metres towards the north (Block J); and up to 23.5 metres between Block J and the access road (Block H). The images below shows verified views from the submitted TVIA taken of the proposed from the west in Wexham Road and St Pauls Avenue.</p>  <p>Above: Image taken from the submitted TVIA showing proposal from the west of the Business part in Wexham Road. (Red wire: Illustrative scheme; Blue wire: Maximum parameter). Residential block are shown further in the background.</p> <p>The proposed maximum parameters for the business part would, at 23.5 metres high, closely wrap around the boundaries of the residential dwellings at 100 & 100A Wexham Road. Should the parameters be fulfilled in this location, the resulting building would appear out of scale and visually dominate these residential properties. Furthermore concerns are raised over such a close relationship with Wexham Road and the proposed residential Block A (potentially 20 metres). While</p>

it is acceptable for the residential blocks to have a close relationship with Wexham Road, the same cannot be applied to the proposed business units. Compared to residential buildings, business units are often much more basic in their design, include more monolithic elevations finished in functional materials, and would likely be relatively inactive in this location. Furthermore, a potential separation distance of 20 metres between the business parameter and residential Block A would be close considering the proposed maximum heights, and could compound the identified harm to the streetscene. As such, the proposal in this location could result in an overly dominant and sterile feature in the streetscene and would not be compatible with or respect the surrounding area, and thereby resulting in substantial harm to the existing character or appearance of the area.



Above: Image taken from the submitted TVIA showing proposal from the west of the Business part in St Pauls Avenue. (Red wire: Illustrative scheme; Blue wire: Maximum parameter).

The submitted illustrative scheme proposes a parking area by the western boundary with Wexham Road and a business unit set much further into the site at what could be the maximum parameter height of 23.5 metres. This would provide green buffers and tree planting on each side of the estate road; more openness by the Wexham Road and increased offset relationship with proposed residential Block A and the existing housing at 100 & 100A Wexham Road. This would potentially be a much more favourable solution regarding the relationship with Wexham Road and proposed residential Block A. However there would still be a considerable harmful dominating visual relationship with the existing residential houses particularly at 100 & 100A Wexham Road; and particularly when viewed from Wexham Road and St Pauls Avenue.

15.25 The above impacts will be weighted in accumulation with any other visual impacts at the end of this section.

15.26 *North:*

The northern part of the site borders the Grand Union Canal. Further north on the opposite side of the canal are a number of two storey houses which adjoin the canal with their rear gardens and front onto Hazlemere Road. Further north and northeast are mostly two storey housing. To the northwest, the site neighbours 'The Business Village', which comprises a number of relatively small scale industrial and business units. Further northwest are the Iqra Primary School; Willow Primary School; and mostly two story residential housing.

15.27

Objections have been with regard the relationship with the canal. The proposed 'build zones' within the submitted parameter plans border the canal at a height of up to 3 metres; and then at approximately 13 metres further south within the site the heights step up to maximum of 15 metres. Approximately 76 metres from the canal boundary the maximum parameters step up to 23.5 metres in height. The images below show verified views within the TVIA taken of the proposed heights from the northeast and northwest by the canal.



Above: Image taken from the submitted TVIA showing proposal from the northeast by the canal. (Red wire: Illustrative scheme; Blue wire: Maximum parameter).



Above: Image taken from the submitted TVIA showing proposal from the northwest by the canal. (Red wire: Illustrative scheme; Blue wire: Maximum parameter).

The Emerging Local Plan for Slough 2013-2036, in relation to this site, seeks new buildings to be no higher than three storeys near the canal. Based on the heights and separation distances set by the submitted parameter plans, the proposal would not breach three storeys by the canal. Given the levels within the site are reduced compared to the canal path, Planning Officers considered the proposed heights and separation distances in combination with appropriate retention and enhancement through the ecological gains of the existing trees and shrubbery, are appropriate principles for a scheme to be delivered through Reserved Matters that could achieve acceptable impacts in this area.

15.28 Further north, the proposed maximum parameter heights could result in views of the proposal above the existing housing to the north in Hazlemere Road, however, the proposal would not tower over these properties and unlikely appear overly dominant. The image below show verified views within the TVIA taken of the proposed from the north in Hazlemere Road. Subject to appropriately scaled buildings at Reserved Matters, planning officers are satisfied the proposal could have acceptable visual impacts when viewed from the north.



Above: Image taken from the submitted TVIA showing proposal from the north in Hazlemere Road. (Red wire: Illustrative scheme; Blue wire: Maximum parameter).

15.29 To the east, the parameters plans show parameter Block J to be within close proximity of the eastern boundary with the Uxbridge Road at a maximum height of 15 metres. The levels within the site towards the north are reduced compared to the Uxbridge Road which rises over the canal. There nearest neighbouring buildings are the two storey residential houses to the east in Goodman Park where the front elevations and front gardens of these houses are separated from the application site by a minimum distance of approximately 43 metres (min) and 38 metres (min) respectively. Views of the proposal from the Uxbridge Road further south would be separated by the Cadent site, which provides circa 140 metres separation distance from the Uxbridge Road. Planning Officers consider the proposed heights and separation distances are appropriate principles for a scheme to be delivered through Reserved Matters which could achieve an acceptable relationship with the existing character in this area. There are a number of trees just outside the eastern boundary of the site by the Uxbridge Road which would provide visual merit to the surrounding area. These are not required to be removed. A condition is to protect the trees during as a result of the construction.

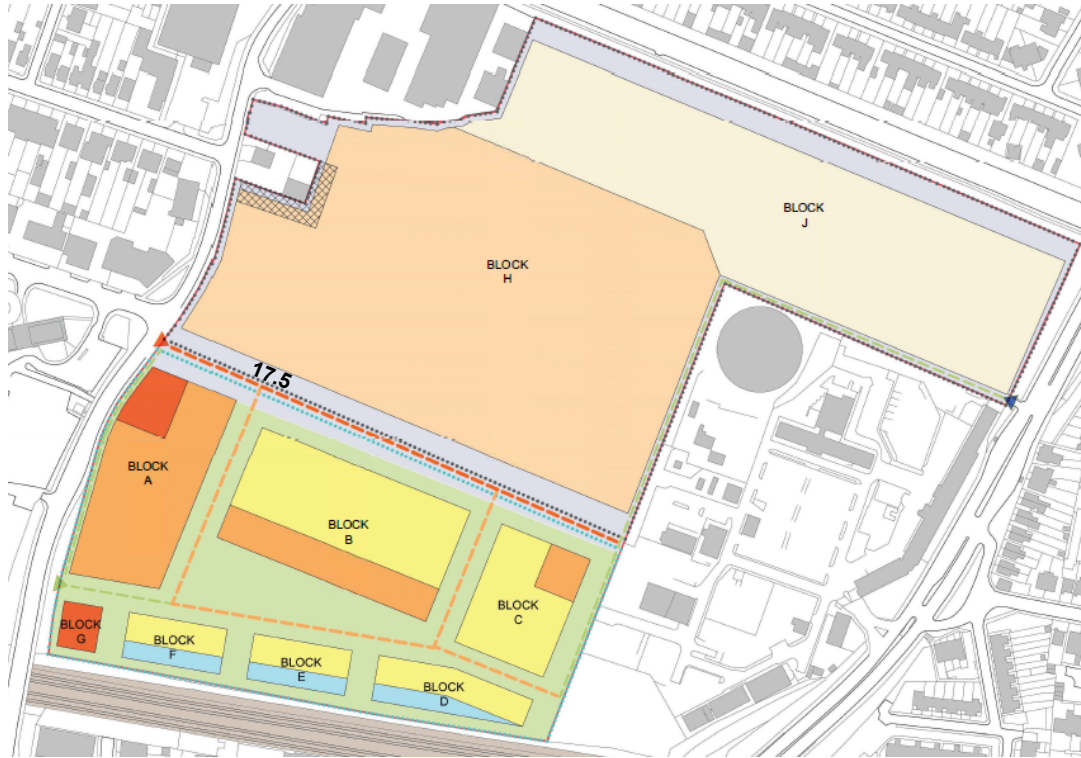


Above: Image taken for the submitted TVIA showing proposal from the west on the Uxbridge Road. (Red wire: Illustrative scheme; Blue wire: Maximum parameter).

15.30

Access road within the site:

Within the site, the proposal would result in new publicly accessible streets and footways. On access into the site, the 'estate road' would provide access to the northern business area and the southern residential area. The image below is taken from the submitted parameter plans:



Above: Image taken for the submitted parameters plans proposed layout parameters with residential Blocks A – G.

The relationship between the residential blocks and the business build zones would comprise the access road into the site with footways and verges referred to as the estate road. There would be a separation distance of between 30 metres to 34 metres between the edge of most of the residential build zones and the business build zones. This would be reduced to between 20 metres and 24 metres on the access junction into the site due to residential Block A being positioned further north than the remaining residential Blocks.

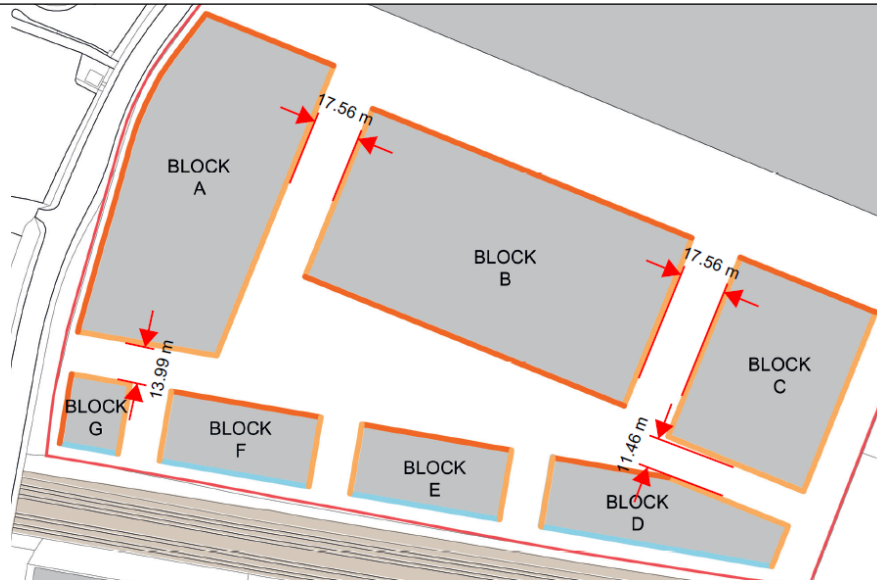
15.31

The submitted Design Code provide the following Mandatory requirements for this estate road:

- Residential Buildings will have at least 1.5m of defensible space.
- A footpath at least 1.5m will be required on both sides of the road
- Significant tree planting will be required on both sides of the road to create a green buffer.
- Low planting will be required on both sides of the road.

Given residential Block A could be up to 25.8 metres high (normally 8 storeys) and have a potential minimum separation distance of 20 metres from the business

	parameter to the north which has a height of up to 23.5 metres, the scale of development when experienced from the estate road could potentially tower over and enclose the street on both sides and would not reflect a high standard of design or be visually attractive. Such concerns were raised at the Design Review Panel. This would result in considerable level of harm when experienced when experienced from the estate road within the site.
	The submitted illustrative scheme shows a business unit positioned at an offset relationship with proposed residential Block A, along with green buffers / footway to the side of the each building. The residential and commercial buildings do overlap by a small amount and at this point the separation distance would be approximately 25 metres. This would potentially be a much more favourable solution regarding this relationship and would comply with planning policy.
15.32	Further east along the estate road the residential Blocks are lower in height and separation distances are increased on a minimum of 30 metres and together with the mandatory design code requirements, the proposal provides an appropriate amount of openness between buildings in this regard for both the illustrative and parameter schemes.
15.33	<p><i>Residential zone:</i></p> <p>Within the residential part, new residential streets would circulate through the site to serve the residential blocks. The submitted parameter plans also include an area of green open space at approximately 2145sqm sqm to the south of Block B; planted buffer zone along the railway line to the south; and a number 'green streets' to provided pedestrian and cycle access. The submitted Design Codes provide the following Mandatory requirements for these residential street:</p> <ul style="list-style-type: none"> • Residential Buildings will have at least 1.5m of defensible space. • A footpath at least 1.5m will be required on both sides of the road. • Tree planting will be required on both sides of the road to create a green buffer. • Tree planting will be required along the linear park.
15.34	<p>Although the above provides some good principles for the Reserved Matters to build upon, some concerns are raised over the separation distances between a number of the residential Blocks. These concerns also relate to the following relationships and also illustrated in the image further below:</p> <ul style="list-style-type: none"> • Block B is shown as being positioned at approximately 17.5 metres from Block A and Block C (up to 4 metres of movement) • Block A is shown as being positioned at approximately 14 metres from Block G and Block F (up to 6 metres of movement). • Block C is shown as being positioned at approximately 11.5 metres from Block G and Block D (up to 4 metres of movement).



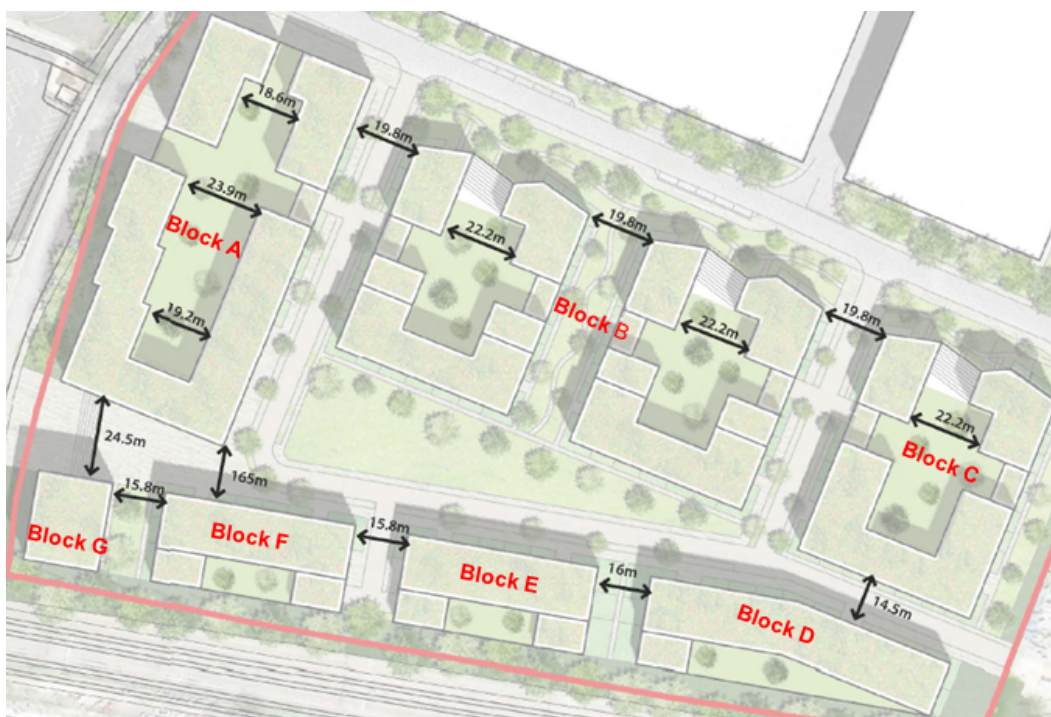
Above: Image taken for the submitted parameters plans proposed layout of the residential parameters with separation distances annotated (degree of movement not included).

15.35

The plans do allow for a degree of movement in these blocks, however at the proposed heights and even at the maximum separation distances, the proposal would be akin to town centre in scale and would appear as high density. That is not to say it is visually harmful in its own right, as close relationships in residential blocks can often be visually acceptable. However, as access is provided between these blocks, the built form in these locations could result in overbearing and dominating features for the future residents and the general public accessing the site. In a worse case scenario. Should the minimum degrees of separation be fulfilled at the Reserved Matters Stage, these overbearing and dominating impacts proposal would not comply with planning policy and result in substantial harm to the character of the area.

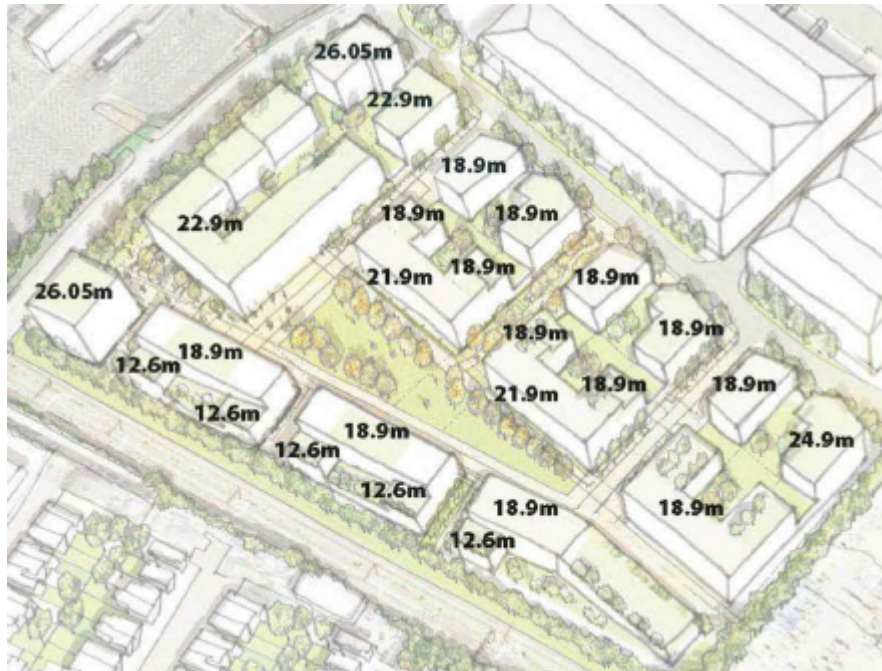
15.36

The image below is taken from the submitted illustrative scheme showing a potential layout of the residential blocks:



Above: Image taken of the submitted illustrative scheme showing a potential layout of the residential part.

The above distances should be considered in relation to the building heights in the illustrative scheme which are presented in the image below:



Above: Image taken for the submitted illustrative scheme showing a potential layout and building heights of the residential part

15.37

This illustrative scheme shows the following separation distances in the areas highlight as a concern:

- Block B being positioned at approximately 19.8 metres from Block A and Block C
- Block A being positioned at approximately 24.5 metres from Block G and 16.5 metres from Block F
- Block C is shown as being positioned at approximately 14.5 metres from Block G and Block D

The illustrative scheme therefore demonstrates the minimum separation distances would not be required to enable the development. At the heights and separation distances shown in the illustrative scheme, the proposal would still be akin to town centre in scale and would appear as high density. The application site is of a size whereby it can to some extent create its own character, and appearing high density is not visually harmful in its own right subject applying principles of good design and being in accordance with planning policy. The illustrative scheme does show breaks in the elevations which would provide a degree of relief to the overbearing impact on the streets. However, there are concerns regarding the separation distance of 14.5 metres between Block C (6 storey) and Block D (6 storey). Given the space between the block would be used for vehicular and pedestrian access through the site, the illustrative scheme when experienced between these buildings would tower over and enclose the street on both sides and would not reflect a high standard of design or be visually attractive. This would result in moderate level of harm when experienced from within the site.

15.38	Appropriate design and long term maintenance of the landscaped areas will need to be secured. The maintenance responsibilities should be allocated to the land owner in all areas other than those areas that would be adopted as part of a public highway
15.39	<p><i>Business zone:</i></p> <p>The proposed business area to the north would not include any public roads, however public access through the site is proposed via a footway / cycle path from the residential part along the eastern boundary onto the Uxbridge Road. The parameters plans include broader build zones across the site which is aimed at providing maximum flexibility to respond to market needs. The submitted illustrative scheme demonstrates a layout which can utilise the proposed floor area in way where the buildings would not completely dominate the site from within. Planning Officers are therefore comfortable with the level of detail provided and consider the appropriate visual amenity form within the site can be achieved through the Reserved Matters.</p>
15.40	<p><i>Conclusion of impacts on the character and appearance of the area:</i></p> <p>Based on the above, the proposal when viewed from the north, east, and south would provide appropriate principles for an acceptable scheme to be delivered through Reserved Matters. However the following conflicts with local and national policy have been identified:</p> <p>Maximum Parameters:</p> <ul style="list-style-type: none"> • Should the proposed business area parameters be fulfilled within the vicinity Wexham Road the proposal would result in an overly dominant and sterile feature in the streetscene and would not be compatible with or respect the surrounding area, and thereby resulting in substantial harm to the existing character or appearance of the area. • Should residential Block A and Commercial Block H be fulfilled in their close relationship, the proposal would result a scale of development when experienced from the estate road would tower over and enclose the street on both sides and would not reflect a high standard of design or be visually attractive. This would result in considerable level of harm when experienced when experienced from the estate road within the site. • Should the minimum degrees of separation between the residential blocks be fulfilled at the Reserved Matters Stage, these overbearing and dominating impacts proposal would not comply with planning policy and result in substantial harm to the character of the area. <p>Based on the above, should the maximum parameters be fulfilled within the vicinity Wexham Road; and / or should the minimum separation distances be fulfilled between the build zones within the site, the proposal would fail to comply with planning policy and would result in sever harm to the existing character or appearance of the area.</p> <p>Illustrative Scheme:</p>

	<ul style="list-style-type: none"> • A harmful dominating visual relationship with the existing residential houses particularly with 100 & 100A Wexham Road; and particularly when viewed from Wexham Road and St Pauls Avenue, thereby resulting in considerable harm to the existing character or appearance of the area • The separation distance of 14.5 meters between Block C (6 storey) and Block D (6 story) would tower over and enclose the street and footways on both sides and would not reflect a high standard of design or be visually attractive. This would result in moderate level of harm when experienced from within the site. <p>Based on the above, the illustrative scheme would fail to comply with planning policy and result in considerable harm to the existing character and appearance of the area.</p>
15.41	In conclusion, at this stage the illustrative plans have demonstrated there would likely be considerable harm to the character and appearance of the area as result of a dominating visual relationship with the surrounding residential houses and the short separation distance between residential Block C (6 storey) and Block D (6 story). As a result this attracts considerable negative weight in the planning balance
	It is accepted the impacts could be worsened should the parameters be fulfilled within the vicinity of the residential boundary, however as it is demonstrated this is not necessarily required, such impacts can be re-assessed at the Reserved Matters Stage
16.0	<u>Impact on Heritage Assets</u>
16.1	The site does not contain any designated Heritage Assets however, the following designated Heritage Assets are relatively close to the site: <ul style="list-style-type: none"> • Slough Station; Grade II Listed Buildings; located circa 415 metres to the west. • Rose and Crown Public House; Grade II Listed Building; located circa 465 metres to the west. • St Bernards School; Grade II Listed Building; located circa 360 metres to the southeast. • St Bernards School Conservation Area; located circa 395 metres to the southeast. • Sussex Place Clifton Road Conservation Area; located circa 345 metres to the south.
16.2	Sections 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 seeks special regard to the desirability of preserving a listed building or its setting and to preserve or enhancing the character or appearance of a conservation area.
16.3	Paragraph 189 of the National Planning Policy Framework requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets'

	importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
16.4	Chapter 16 of the NPPF intends to preserve and enhance the historic environment; paragraph 193 requires local planning authorities to afford great weight to the asset's conservation, irrespective of whether the potential harm is substantial harm, total loss or less than substantial harm.
16.5	Paragraph 196 of the NPPF 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.
16.6	Core Policy 9 of the Core Strategy, (2006 – 2026) Development Plan Document December 2008 states that development will not be permitted unless it: <ul style="list-style-type: none"> • Enhances and protects the historic environment; • Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
16.7	The application does not include a description of the significance of the affected heritage assets and their setting and therefore the proposal fails to meet the requirements of Paragraph 189 of the National Planning Policy Framework.
16.8	The impacts on the designated Heritage Assets have been assessed by the Heritage Advisor (see consultation responses). As this is an outline application and the detail concerning matters of scale, layout and appearance has not been included the Heritage Advisor has requested to be re-consulted at the Reserved Matters Stage to ensure the new information is considered.
16.9	The Heritage Advisor has commented that the Grade II Listed buildings to west at Slough station and the St Bernards Conservation Area to south could be impacted by the proposal. It is accepted that there has already been a detrimental impact to the setting of the Listed Buildings at Slough station by buildings much closer than the proposal site. However, an the proposed residential block in the southwest of the site which could be up to 8 storeys that will be particularly visible along the railway track is of a concern to the setting of these Heritage Assets.
16.10	The proposed development may potentially be visible within the St Bernards Conservation Area rising above the treeline on the north side of the conservation area. The Heritage Advisor asserts It is extremely unlikely that the proposal would affect the setting of the listed buildings although there is some potential to affect the conservation area at its northern edges due to its greater proximity and open character.
16.11	Based on the information submitted, and following on from the Heritage Advice, it is considered the level of harm to the setting of these Heritage Assets would be towards the lower levels of Less than Substantial. Therefore, Paragraph 196 of the NPPF is engaged and the harm should be weighed against the public benefits of the proposal.

16.12	<p>The Planning Practice Guidance states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in paragraph 8 of the Framework. It further advises that public benefits should flow from the proposed development and should be of a nature or scale to benefit the public at large and should not just be a private benefit. The public benefits put forward by the applicant are set out below:</p>							
16.13	<table border="1"> <thead> <tr> <th data-bbox="284 409 914 477">Public Benefit</th> <th data-bbox="930 409 1378 477">Allocated weight</th> </tr> </thead> <tbody> <tr> <td data-bbox="284 488 914 1283"> <p>Economic Benefits: Construction Phase:</p> <ul style="list-style-type: none"> • Construction Investment – at least £217 million construction investment; • Gross Employment – up to 1,265 person-years of employment directly supported through construction investment, equating to up to 395 FTE temporary gross jobs per annum during the estimated 4-year construction period; • Net Additional Employment – up to 400 net additional FTE employment opportunities annually generated for workers in the South East during construction, of which up to 150 could be taken up by residents of Slough; • Productivity – Annual average contribution of circa £40.6 million in GVA to the South East economy during the construction period, of which £33.3 million will potentially be concentrated in Slough. </td> <td data-bbox="930 488 1378 1283"> <p>Moderate positive weight should be afforded to this given the temporary nature of the construction jobs.</p> </td> </tr> <tr> <td data-bbox="284 1294 914 2067"> <p>Economic Benefits: Operational Phase:</p> <ul style="list-style-type: none"> • Increased Resident Population and Local Labour Force – Once fully occupied, up to 1,000 new homes could grow the local population by circa 2,380 residents, of which 1,220 people are likely to be economically active residents of working age, with 1,160 of these in employment; • Enhanced Local Spending Power –The Proposed Development’s residents could potentially earn a total income of circa £29.0 million per annum, which will contribute to spending on goods and services, with a spending boost to the local economy resulting. New residents also have the potential to generate one-off expenditure in excess of £5.5 million upon first occupation of new homes. Furthermore, it is estimated that the residents’ annual combined retail and </td> <td data-bbox="930 1294 1378 2067"> <p>Substantial positive weight should be afforded to this.</p> </td> </tr> </tbody> </table>	Public Benefit	Allocated weight	<p>Economic Benefits: Construction Phase:</p> <ul style="list-style-type: none"> • Construction Investment – at least £217 million construction investment; • Gross Employment – up to 1,265 person-years of employment directly supported through construction investment, equating to up to 395 FTE temporary gross jobs per annum during the estimated 4-year construction period; • Net Additional Employment – up to 400 net additional FTE employment opportunities annually generated for workers in the South East during construction, of which up to 150 could be taken up by residents of Slough; • Productivity – Annual average contribution of circa £40.6 million in GVA to the South East economy during the construction period, of which £33.3 million will potentially be concentrated in Slough. 	<p>Moderate positive weight should be afforded to this given the temporary nature of the construction jobs.</p>	<p>Economic Benefits: Operational Phase:</p> <ul style="list-style-type: none"> • Increased Resident Population and Local Labour Force – Once fully occupied, up to 1,000 new homes could grow the local population by circa 2,380 residents, of which 1,220 people are likely to be economically active residents of working age, with 1,160 of these in employment; • Enhanced Local Spending Power –The Proposed Development’s residents could potentially earn a total income of circa £29.0 million per annum, which will contribute to spending on goods and services, with a spending boost to the local economy resulting. New residents also have the potential to generate one-off expenditure in excess of £5.5 million upon first occupation of new homes. Furthermore, it is estimated that the residents’ annual combined retail and 	<p>Substantial positive weight should be afforded to this.</p>	
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	<p>leisure expenditure will equate to £22.9 million, supporting 210 jobs in these sectors across the local and wider impact areas;</p> <ul style="list-style-type: none"> • Employment – The Proposed Development will support up to 660 gross on-site jobs. After accounting for additionality factors, this equates to a net additional up to 685 FTE jobs for workers in the South East, inclusive of up to 235 FTE jobs locally; • Productivity – The Proposed Development will generate a net additional of circa. £65.7 million GVA annually within South East economy, including £53.1 million concentrated locally in Slough; and • Local Authority Revenue – The occupants of the Proposed Development will potentially contribute £1.7 million in Council Tax and between £2.97million to £5.79million in Business Rate payments for collection by Slough Borough Council for each year that it is operational, as well as a total of £5.4 million in New Homes Bonus payments over 4 years. This will help to support the funding of local services. 	
	<p>The provision of up to 1,000 new homes to support the Council meet there housing requirements. Providing a mix of 1, 2, 3 and 4 bed accommodation along with associated A1-A3, D1-D2 uses to ensure a cohesive and sustainable community.</p>	<p>Substantial positive weight should be afforded to this.</p>
	<p>The inclusion of up 250 affordable onsite affordable homes.</p>	<p>Substantial positive weight should be afforded to this.</p>
	<p>The provision of a dedicated spine road, being offered for adoption, to facilitate the delivery of the Mass Rapid Transit route through the site</p>	<p>Neutral weight is allocated to this as it is highways mitigation for the impacts caused.</p>
	<p>The decontamination of a brownfield site, comprising the Localised source removal of gross contamination. Such source removal is likely to include recovery and offsite disposal of buried paint tins, drums and paint waste.</p>	<p>Substantial positive weight should be afforded to this.</p>
	<p>Net biodiversity gains</p>	<p>Limited positive weight should be afforded to this.</p>

	A commitment to mitigating and adapting to the impacts of climate change as demonstrated through the application material.	Some weight can be allocated to this as it is not clear if or what the betterment is compared to the existing situation.
16.14	At this outline stage, the above public benefits are considered to sufficiently compensate the identified 'less than substantial harm' effecting the surrounding heritage assets. However, the impacts and benefits could change at the Reserved Matters, and therefore a further heritage impact assessment will need to take place at Reserved Matters.	
17.0	<u>Impact on neighbouring occupiers</u>	
17.1	The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.	
17.2	This is an outline planning application to include general principles and parameters. Detailed matters of access only and Matters of Scale, Layout, Appearance, and Landscaping are to be dealt with by future reserved matters applications. The application includes maximum parameters of the development which set broad limits heights and positioning for which the proposed development could be built within. It is important to note that the maximum parameters could not be built out in its entirety because the proposed floor areas and number of residential flats are capped to a degree whereby it would be possible to do so. An illustrative scheme has been submitted which demonstrates how the maximum floor areas and maximum number of residential flats would comfortably fall within the maximum parameters. The aim of the maximum parameters to establish general principles around the scale, layout, appearance, and landscaping and provide various design options for the future Reserved Matters applications	
17.3	There are residential properties within close proximity of the application site. To the northwest there are three residential properties adjoining the site 100 Wexham Road and 100A Wexham (comprises two properties). To the north of the site there are a number of houses on the northern side of the canal with south facing windows and south facing rear gardens. To the east of the site there are a number of houses on the eastern side of Uxbridge Road with west facing windows and west facing front gardens. To the south of the site there are a number of houses on the southern side of the railway line with mostly east to west facing windows front and rear windows. The impacts on these properties and those further afield are assessed further below.	
17.4	Following the Environmental Impact Assessment screening and scoping, it was found that the proposal could potentially have significant impacts on terms noise resulting from the HGV movements arising from the 24 hour per day storage and distribution operations.	
17.5	During the construction phase of the development, temporary noise and vibration impacts may occur due to periods of earthworks and remediation, construction of	

	<p>site infrastructure and the construction of substructures. In addition to on-site sources, increased noise may be caused by HGV movements travelling to and from the Proposed Development Site during construction. A quantitative assessment of the construction phase has not been completed at this stage of the application. This information will be provided in the reserved matters stage (secured via condition).</p>
17.6	<p>Impacts during the operation of the development will mainly arise from the commercial element of the development and its 24 hour use. The noise and vibration impacts associated with storage and distribution activity of the commercial development could arise from the HGV movements; loading / unloading; manoeuvring, parking and docking (including full use of the car parks); and staff car parking. This will impact existing receptors to the north (Hazelmere Road) and west (100 and 100a Wexham Road) of the development, and future proposed receptors.</p>
17.7	<p>In the alternative data centre scenario, there is potential for noise and vibration impacts to arise from plant associated with the operation of datacentre, including air handling unit louvres, roof exhausts, roof mounted air conditioning units and emergency generators. There is potential for plant noise to cause impacts to existing and proposed residential receptors, if not adequately mitigated.</p>
17.8	<p>Furthermore, the proposal should not sterilise the existing gas works to the east from nuisance complaints from future residents of the proposed flats (Agent of Change Principle). This is discussed further below.</p>
17.9	<p>Paragraph 180 of the National Planning Policy Framework states that planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.</p>
17.10	<p>The application includes a noise and vibration report which has undergone changes and further clarifications have been sought and these are still under assessment by Council's Environmental Quality Team. Officers consider that if required, noise and vibration generation from within the site could be dealt with by conditions to require the details be submitted with the Reserved Matters where more detail regarding the layout will be available.</p>
17.11	<p>In term of offsite HGV noise, the proposal is estimated to result in a significant increase in HGV movements over a 24 hour period. Given the submitted noise report is still under review, and given there are a number of residential receptors on approach to the site which in combination with the quantum of HGV movements from a 24 hour operation Officers can not be certain as to the extent of what the impact would be at this stage of assessment. Planning Officers are therefore requesting this matter is delegated back to the Planning Manager to determine what level of impact would arise and whether any mitigation is required. It is important to note however that officers are content that the matter can be dealt with by way of conditions on the basis of the information submitted, however would welcome further dialogue on this matter with the applicant on this matter so that any conditions are appropriate rather than covering a worst case scenario that may not be present. Should there be an update on this matter, it will be presented to the Planning Committee on the Amendment Sheet to Committee.</p>

17.12	The following parts of this section provide a detailed assessment of the residential amenity impacts of the surrounding neighbouring properties.																					
17.13	<p><u>100 Wexham Road:</u></p> <p>100 Wexham Road is a residential dwelling positioned towards the northwest corner of the application site. This dwelling is single storey with hipped roof over at the front (west), and due to the site sloping sharply towards the east, the dwelling is two storeys at the rear (east). The property contains driveway parking to the front. To the rear there is another vehicular access to the western side of the property which provides access to a semi basement garage and an external hardstanding area which wrap around the side and rear southern side of the dwelling at a much lower level compared to the Wexham Road. The application site via the hardstanding areas along its southern boundary at approximately the same level.</p>																					
17.14	Based on plans submitted to the Council in 2014 (ref. P/13542/011) the dwelling comprises 3 bedrooms, one lounge, kitchen, separate dining room, bathroom, and separate W.C. There is also a semi basement level comprising a garage and storage areas and a roof void above the ground floor. South (side) facing windows serve the kitchen, bathroom, W.C, and store. North (rear) facing windows serve a dining area and a bedroom. Two windows to the west (front) serve the lounge and a bedroom, and the north (side) window serves a bedroom.																					
17.15	A Lawful Development Certificate for two proposed side facing and one proposed rear facing dormer windows was approved in 2014 (ref. P/13542/011) but has not been implemented at the time of writing. The side facing dormer windows would need to be obscurely glazed to comply with the permitted development regulations. It is therefore accepted that the proposed development would not cause any significant overlooking issue for the occupiers in relation to these south facing windows.																					
17.16	<p>The proposed maximum parameters of the development would then be set at the following separation distance from 100 Wexham Road:</p> <table border="1" data-bbox="344 1429 1313 1749"> <thead> <tr> <th></th> <th>Proposed 3m high parameter</th> <th>Proposed 23.5m high parameter</th> </tr> </thead> <tbody> <tr> <td>South:</td> <td></td> <td></td> </tr> <tr> <td>Distance from southern boundary</td> <td>0m</td> <td>4.8m</td> </tr> <tr> <td>Distance from southern elevation</td> <td>12.3m</td> <td>16.4m</td> </tr> <tr> <td>East:</td> <td></td> <td></td> </tr> <tr> <td>Distance from eastern boundary</td> <td>13.9</td> <td>17.3</td> </tr> <tr> <td>Distance from eastern elevation</td> <td>25.9m</td> <td>29.5m</td> </tr> </tbody> </table>		Proposed 3m high parameter	Proposed 23.5m high parameter	South:			Distance from southern boundary	0m	4.8m	Distance from southern elevation	12.3m	16.4m	East:			Distance from eastern boundary	13.9	17.3	Distance from eastern elevation	25.9m	29.5m
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Distance from eastern boundary	13.9	17.3																				
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17.17	<p><i>Overbearing and overshadowing impacts to external amenity space:</i></p> <p>The external hardstanding area serving 100 Wexham Road is at a much lower level than the ground levels at the front of the house by Wexham Road. The adjoining two storey property at 100A Wexham Road is positioned approximately one metre from the northern boundary together with retaining structure for the Wexham Road, and the relatively high level vegetative boundary treatment to the south already</p>																					

	provide this area with a sense of enclosure and a degree of overbearing impact.
17.18	The external amenity space at 100A Wexham Road provides access to a garage and store to the east side of the dwelling while the larger area of hardstanding to the south appears to be used for general amenity purposes
17.19	Beyond the southern boundary within the application site, there is a grassed area at a similar level to the hardstanding within 100 Wexham Road and further south (between 28 metres – 31 metres, approx.) from the boundary is a single storey building (commercial height) with a multiple mono pitch roof over (saw tooth roof). Offset to the southeast of the southern boundary by approximately 19 metres is much larger two pitched roof storey (commercial height) building. This provides a degree of openness in the vicinity beyond the southern boundary and within the application site.
17.20	The parameter plans propose an area adjoining the southern boundary at approximately 4.8 metres deep to potentially comprise 3 metre high building(s). At a separation distance of approximately 4.8 metres from the southern boundary the parameter plans propose to potentially comprise 23.5 metre high building(s). At these proposed heights and separations distances the proposal is considered significantly worsen the existing sense of enclosure and overbearing impact to a degree that these impacts would be substantial.
17.21	Beyond the eastern boundary there is then a hardstanding area which serves as parking at front of the neighbouring two storey 100A Wexham Road, which then borders with the application site along its southern boundary. In the vicinity beyond the neighbouring 100A Wexham Road within the application site there is a single carriage access road, beyond this are some relatively low level industrial plant and perimeter mesh fencing. This currently provides degrees of openness to the east when viewed from 100 Wexham Road, albeit some obstructed by the neighbouring dwelling which is offset to the southeast.
17.22	The parameter plans propose an area adjoining the southern boundary at approximately 3.6 metres deep to potentially comprise 3 metre high building(s), and at of approximately 17.3 metres from the eastern boundary potentially 23.5 metre high building(s). At these proposed heights and separation distances the proposal is considered to worsen the existing sense of enclosure and overbearing impact, however, not to the same degree as the impacts to the south.
17.23	In terms of overshadowing, nearly all of the external amenity space currently receives more than two hours of sunlight on 21st March. The proposed maximum parameters if fulfilled in the locations close to 100 Wexham Road would result in 15% of the external amenity space receiving more than two hours of sunlight on 21st March. This is considered to result in substantial loss of sunlight to this area.
17.24	The submitted illustrative scheme proposes the area directly to the rear (south) of 100 Wexham Road to comprise a surface level parking area, and a business unit (up to 23.5 metres high) would be offset further east from the rear boundary and projecting southwards. Given the relationship is very oblique coupled with circa 20 metres separation distance from the southeast corner of the hardstanding area, the proposal would appear have a limited to moderate overbearing impact on the

	hardstanding area serving 100 Wexham Road.																																																			
17.25	The submitted illustrative scheme proposes the area of east of the side boundary at 100 Wexham Road to comprise surface level HGV docking areas and as such would not have any significant impacts on the hardstanding area serving 100 Wexham Road.																																																			
17.26	<p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100 Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> a severe sense of enclosure, overbearing impact, and loss of sunlight on the external hardstanding areas <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> a limited to moderate overbearing impact on the external hardstanding areas <p>These overbearing impacts are assessed on the living conditions of the occupiers in combination with the remaining identified neighbour amenity impacts within the conclusion of impacts at 100 Wexham Road.</p>																																																			
17.27	<p><i>Internal daylight:</i></p> <p>The table below identifies the noticeable daylight impacts from the proposed maximum parameters at 100 Wexham Road:</p> <table border="1"> <thead> <tr> <th colspan="4">Noticeable daylight impacts at 100 Wexham Road from maximum parameters</th> </tr> <tr> <th rowspan="2">Measurement Type</th> <th colspan="3">Impacts on VSC/NSL *</th> </tr> <tr> <th colspan="3">(All values in %)</th> </tr> <tr> <th>Affected Room</th> <th>Existing</th> <th>Proposed</th> <th>Loss from existing</th> </tr> </thead> <tbody> <tr> <td>Dining Room (rear)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Vertical Sky Component (VSC)</td> <td>36.5</td> <td>19.5</td> <td>46.6</td> </tr> <tr> <td>No Sky Line (NSL)</td> <td>99.7</td> <td>37.9</td> <td>62</td> </tr> <tr> <td>Bedroom 1 (rear)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Vertical Sky Component (VSC)</td> <td>36.6</td> <td>20.6</td> <td>43.7</td> </tr> <tr> <td>No Sky Line (NSL)</td> <td>98.5</td> <td>62</td> <td>37</td> </tr> <tr> <td>Kitchen</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Vertical Sky Component (VSC)</td> <td>36.8</td> <td>15.9</td> <td>58.8</td> </tr> <tr> <td>No Sky Line (NSL)</td> <td>97</td> <td>79</td> <td>18.6</td> </tr> </tbody> </table> <p>*VSC reduced by 20% and to below 27 would be noticeable. *NSL reduced by 20% would be noticeable. NSL of 80% and above normally considered satisfactory</p> <p>Dining and Bedrooms:</p> <p>With regard to the proposed maximum parameters there would be a loss in the Vertical Sky Components of more than 20% (up to 46%) and the resulting Vertical Sky Components would be below 27% (as low as 19.5%). In terms of the No Sky</p>	Noticeable daylight impacts at 100 Wexham Road from maximum parameters				Measurement Type	Impacts on VSC/NSL *			(All values in %)			Affected Room	Existing	Proposed	Loss from existing	Dining Room (rear)				Vertical Sky Component (VSC)	36.5	19.5	46.6	No Sky Line (NSL)	99.7	37.9	62	Bedroom 1 (rear)				Vertical Sky Component (VSC)	36.6	20.6	43.7	No Sky Line (NSL)	98.5	62	37	Kitchen				Vertical Sky Component (VSC)	36.8	15.9	58.8	No Sky Line (NSL)	97	79	18.6
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Line, there would be losses of more than 20% (up to 62%), and the resulting No Sky Lines would be significantly below 80% (as low as 32%). The proposal would therefore result in a noticeable loss of daylight within a bedroom and the dining room and when considering the detailed results within the tables below, this would be to a degree where the loss in daylight to these areas would be quite substantial. It is recognised that the affected rooms are not living rooms, however they dining rooms and bedrooms are still habitable rooms, and given the loss of daylight to these area is significantly below the normally sought 27% for VSC and 80% NSL for new dwellings, the proposal would result in substantial harm on the occupiers using these rooms.

Kitchen:

With regard to the proposed maximum parameters there would be a loss in the Vertical Sky Components of more than 20% (up to 58.8%) and the resulting Vertical Sky Components would be below 27% (as low as 15.9%). In terms of the No Sky Line, there would not be a loss of more than 20% (measured at 18.6%), and the resulting No Sky Lines would be just below 80% (measured at 79%). The resulting daylight impacts within the kitchen should not be noticeable because the loss in the No Sky Line would be less than 20 percent.

17.28

Internal sunlight:

The table below identifies the noticeable loss of sunlight from the proposed maximum parameters at 100 Wexham Road:

Noticeable sunlight impacts at 100 Wexham Road from maximum parameters						
(All values in %)						
Affected Room	Existing APSH		Proposed APSH		%Losses	
	Annual	Winter	Annual	Winter	Annual	Winter
Dining Room	59	19	23	0	61	100
Bedroom 1 (rear)	57	17	26	1	54.4	94.1
Kitchen	83	28	39	2	53	92.9

- Sunlight to rooms - occupiers of an existing would notice a loss of sunlight if a window receives:
- Less than 25% of the Annual Probable Sunlight Hours (APSH) during the whole year, of which 5% APSH must be in the winter period; and
 - Receives less than 0.8 times its former sunlight hours in either time period

The proposed maximum parameters if fulfilled in the locations close to 100 Wexham Road would result in substantial losses of sunlight serving the dining room, rear bedroom, and kitchen. This is considered to result in considerable harm on the occupiers of 100 Wexham Road.

The submitted daylight and sunlight report demonstrates the impacts from the illustrative scheme would fall within the limits recommended by the British Research Establishment and therefore there should be no noticeable loss of daylight or sunlight in the regard.

17.29	<p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100 Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road <p>These impacts are assessed on the living conditions of the occupiers in combination with the remaining identified neighbour amenity impacts within the conclusion of impacts at 100 Wexham Road.</p>
17.30	<p><i>Outlook:</i></p> <p>To the east, the windows serving the rear dining area and bedroom currently benefit from a relatively good level of outlook due to a good degree openness due east. As proposed, these windows would be set away from the 23.5 metres high parameters by approximately 29.5 metres. should the parameters be fulfilled in this location, it would result in a substantial loss of outlook when compared to the existing situation. The resulting outlook from the dining room and bedroom windows would still benefit approximately 29.5 metres of good outlook before a potential 23.5 metres high building potentially spanning beyond the boundaries of the 100 Wexham Road would such as the height, loom over and appear as an over dominate and overbearing feature. It is accepted that this is not a typical suburban area, and with this in mid it is still considered to result in a poor level of outlook caused by a considerable overbearing impact.</p>
17.31	<p>To the south, the parameter plans propose to potentially comprise 23.5 metre high building(s) at approximately 16.4 metres from the windows within the southern elevation which serves a kitchen. The impacts would be similar in nature as described above however, would be worsened due to the closer relationship with the window. This would result in a poor level of outlook due to a substantial overbearing impact. It is recognised that kitchens without dining rooms are not habitable rooms and this will be considered below when assessing the cumulative impacts on the living conditions of the occupiers.</p>
17.32	<p>With regard to the illustrative scheme, when considering the orientation of the windows at 100 Wexham Road in relation to the oblique positioning of the business unit to the to the south east, together with ample separation distance and the urban setting of the area, the proposal would unlikely result in any significant impacts on the outlook from windows at 100A Wexham Road.</p>
17.33	<p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100 Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • a poor level of outlook from the rear (east) facing windows serving a dining room and a bedroom caused by a considerable overbearing impact. • a poor level of outlook from the side (south) facing windows serving a kitchen caused by a considerable overbearing impact. <p>These overbearing impacts are assessed on the living conditions of the occupiers in combination with the remaining identified neighbour amenity impacts within the</p>

	conclusion of impacts at 100 Wexham Road.
17.34	<p>Privacy:</p> <p>Approximately 120 metres to the south would be the proposed residential flats which would have a height of up to 28.5 metres (normally 8 storey), are considered to be far enough away prevent any significant overbearing or privacy issues. However, further assessment will be carried out at the Reserved Matters Stage.</p>
17.35	Given the application does not include a detailed layout, it is not possible to identify if there would be any privacy issues at this stage, and such an assessment will need to be carried out at the Reserved Matters stage.
17.36	<p><i>Noise and vibrations:</i></p> <p>As stated at the beginning of this section, the noise and vibration report is subject to further review. Following discussions with the Councils Environmental Quality Team, Officers consider that if required, noise and vibration generation from with the site could be dealt with by conditions to require the details be submitted with the Reserved Matters where more detail regarding the layout will be available.</p>
17.37	<p><i>Conclusion of impacts at 100 Wexham Road:</i></p> <p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100 Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • a substantial sense of enclosure, overbearing impact, and loss of sunlight on the external hardstanding areas • a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road • a poor level of outlook from the rear (east) facing windows serving a dining room and a bedroom caused by a considerable overbearing impact. • a poor level of outlook from the side (south) facing windows serving a kitchen caused by a considerable overbearing impact <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> • a limited overbearing impact on the external hardstanding areas <p>When considering the nature and degree of the above impacts from the on the habitable and non habitable areas of 100 Wexham Road, the impacts as demonstrated by the illustrative scheme would likely result in limited but meaningful overbearing on the living conditions of these neighbouring occupiers to a degree whereby the resulting living conditions would conflict with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework. The level harm associated with the development as demonstrated by the illustrative scheme would likely be at a scale to attract limited negative weight in the planning balance. Noise and vibration impacts can be appropriately mitigated by condition to be addressed with the submission with the Reserved Matters.</p>

	It is accepted the impacts could be worsened should the parameters be fulfilled within the vicinity of the residential boundary, however as it is demonstrated this is not necessarily required, such impacts can be re-assessed at the Reserved Matters Stage.																					
17.38	<p><u>100A Wexham Road:</u></p> <p>This building is currently unoccupied (at the time of writing) and is being converted from a tyre repair garage into two, three bed residential flats. The property is a two storey building with an additional pitch roof; access is from Wexham Road via the north side of 100 Wexham Road. Planning permission to convert the building into a dwelling has been implemented and when finished this would comprise front gardens (north) with parking beyond, small rear gardens, and access to each flat from each side (east and west). The windows to the front would serve the living areas and bedrooms, and the windows at the rear and side serve a small kitchen and study room at ground floor and a bathroom, store and circulation area at first floor, which are all considered non habitable areas.</p>																					
17.39	Beyond the eastern boundary within the application site, there is a single carriage access road, beyond this some relatively low level industrial plant and perimeter mesh fencing.																					
17.40	<p>The proposed maximum parameters of the development would then be set at the following separation distance from 100 Wexham Road:</p> <table border="1" data-bbox="343 1086 1311 1406"> <thead> <tr> <th></th> <th>Proposed 3m high parameter</th> <th>Proposed 23.5m high parameter</th> </tr> </thead> <tbody> <tr> <td>South:</td> <td></td> <td></td> </tr> <tr> <td>Distance from southern boundary</td> <td>0m</td> <td>4.8m</td> </tr> <tr> <td>Distance from southern elevation</td> <td>3.3m</td> <td>8.1m</td> </tr> <tr> <td>East:</td> <td></td> <td></td> </tr> <tr> <td>Distance from eastern boundary</td> <td>0</td> <td>3.3m</td> </tr> <tr> <td>Distance from eastern elevation</td> <td>1.3m</td> <td>4.6m</td> </tr> </tbody> </table>		Proposed 3m high parameter	Proposed 23.5m high parameter	South:			Distance from southern boundary	0m	4.8m	Distance from southern elevation	3.3m	8.1m	East:			Distance from eastern boundary	0	3.3m	Distance from eastern elevation	1.3m	4.6m
	Proposed 3m high parameter	Proposed 23.5m high parameter																				
South:																						
Distance from southern boundary	0m	4.8m																				
Distance from southern elevation	3.3m	8.1m																				
East:																						
Distance from eastern boundary	0	3.3m																				
Distance from eastern elevation	1.3m	4.6m																				
17.41	<p><i>Overbearing and overshadowing impacts to external areas:</i></p> <p>The garden area to the rear (south) serving 100A Wexham Road measures at 3.3 metres deep to the southern boundary and is enclosed by a 2 metre high (approx.) boundary wall. This already provides this area with a sense of enclosure and a degree of overbearing impact.</p>																					
17.42	Beyond the southern rear boundary, the parameter plans propose an area adjoining the southern boundary at approximately 4.8 metres deep to potentially comprise 3 metre high building(s). At a separation distance of approximately 4.8 metres from the southern boundary the parameter plans propose to potentially comprise 23.5 metre high building(s). At these proposed heights and separations distances the proposal is considered significantly worsen the existing sense of enclosure and overbearing impact to a degree that these impacts would be substantial.																					
17.43	The garden area to the front serving 100A Wexham Road measures approximately																					

	<p>5.9 metres deep and is adjoined by its parking area to the north at approximately 8.2 metres and therefore this area is much more open compared to the rear. Beyond the southern boundary within the application site, there is a relatively level hardstanding area, which fronts two pitched roof storey building (commercial height) approximately 13.7 metres from the boundary. Beyond the northern boundary is area of grass and shrubs and therefore the area beyond the southern boundary is relatively open.</p>
17.44	<p>Beyond the eastern side boundary, the parameter plans propose an area adjoining the eastern boundary at approximately 3.3 metres deep to potentially comprise 3 metre high building(s). At a separation distance of approximately 3.3 metres from the eastern boundary the parameter plans propose to potentially comprise 23.5 metre high building(s). At these proposed heights and separations distances the proposal is considered result in a substantial sense of enclosure and overbearing impact on the rear gardens.</p>
17.35	<p>In terms of overshadowing, nearly all of the external amenity space receives more than two hours of sunlight on 21st March. The proposed maximum parameters if fulfilled in the locations close to 100A Wexham Road would result in 0% of the external amenity space receiving more than two hours of sunlight on 21st March. This is considered to result in substantial loss of sunlight to this area.</p>
17.36	<p>The submitted illustrative scheme proposes the area directly to the rear (south) of 100A Wexham Road to comprise a surface level parking area, and a business unit (up to 23.5 metres high) closely offset from the side and rear boundaries and projecting southwards. Given the relationship appears very close to the rear garden boundary, the business unit as shown on the illustrative scheme and at the height set by the parameters would cause considerable overbearing impacts on the rear gardens. The business unit would be separated further away from the front gardens and at an oblique but the potential height at 23.5 metres is such that there would be a moderate overbearing impact on the front gardens. The submitted daylight and sunlight report asserts there would be no overshadowing on the external areas at 100A Wexham Road.</p>
17.37	<p>The submitted illustrative scheme proposes the area east of the side boundary at 100 Wexham Road to comprise surface level HGV docking areas and as such would not have any significant overbearing impacts other than described above.</p>
17.38	<p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100A Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • a substantial sense of enclosure, overbearing impact, and loss of daylight on the front and rear gardens <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> • considerable overbearing impacts on the rear gardens • moderate overbearing impacts to the front gardens. <p>These overbearing impacts are assessed on the living conditions of the occupiers in combination with the remaining identified neighbour amenity impacts within the</p>

	conclusion of impacts at 100A Wexham Road.
17.39	<p><i>Internal daylight and sunlight:</i></p> <p>The submitted daylight and sunlight report demonstrates all rooms would not meet the guidance set by British Research Establishment and the loss of daylight and sunlight to nearly all the rooms would be very excessive and fall well outside the guidance. There are too many breaches in the guidance to clearly document in this report, however, these details can be viewed in Appendix 03 of the submitted Daylight and Sunlight Report. This is considered to result a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road</p>
17.40	<p>The submitted daylight and sunlight report demonstrates the impacts from the illustrative would also not meet the guidance set by British Research Establishment for the kitchens, studies and first floor stores. Given the breaches are relatively minor within non habitable rooms; the proposed illustrative scheme would result in a limited loss of daylight serving the internal areas at 100A Wexham Road. In terms of sunlight to windows, the proposed illustrative scheme complies with the British Research Establishment guidance.</p>
17.41	<p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100 Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> • a limited loss of daylight serving the kitchens, studies and first floor stores at 100A Wexham Road <p>These impacts are assessed on the living conditions of the occupiers in combination with the remaining identified neighbour amenity impacts within the conclusion of impacts at 100A Wexham Road.</p>
17.42	<p><i>Outlook:</i></p> <p>The living rooms and bedroomrooms at 100A Wexham Road are served by front (north) facing windows which are orientated 90 degrees from the main part of the application site, and therefore there would be oblique views overlooking the 23.5 metre high parameter areas. Given the close relationship with these front facing windows together with extent of the parameters extending well beyond the northern boundary of 100A Wexham Road, the parameters, if fulfilled in this area would result in an undesirable level of outlook from these windows by virtue of a limited to moderate overbearing impact.</p>
17.43	<p>To the rear (south), there are rear facing windows serving a small kitchen and small study at ground floor, and at first floor the rear facing windows serve a bathroom and store. The outlook from kitchen and study currently face onto a small rear garden area at approximately 3.3 metres deep and enclosed by approximately a 2 metre high wall to the rear, and therefore the outlook from these windows is not</p>

	<p>particularly good. Due to the orientation of the parameter height being positioned in front of these windows at the heights and separation distances, the kitchen and study at ground floor would result in a poor level of outlook due to a substantial overbearing impact. It is recognised that kitchens without dining rooms are not habitable rooms and this will be considered below when assessing the cumulative impacts on the living conditions of the occupiers.</p>
17.44	<p>The rear facing first floor windows are obscurely glazed to serve a bathroom and store, and therefore so not offer an particular notable merit in terms of outlook, an the proposal is not considered to significantly impact this outlook from such windows.</p>
17.45	<p>The submitted illustrative scheme proposes the area directly to the rear (south) of 100A Wexham Road to comprise a surface level parking area a business unit (up to 23.5 metres high) and closely offset from the side (east) and rear (south) boundaries and projecting southwards. Given the relationship appears very close to the ground floor rear kitchen and study, the business unit as shown on the illustrative scheme and at the height set by the parameters would cause moderate to considerable overbearing impacts on these windows.</p>
17.46	<p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100A Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • limited to moderate overbearing impact on the front windows serving living rooms and bedrooms; • substantial overbearing impact on the rear windows serving the kitchens and study. <p>The submitted illustrative scheme wold have the following impacts:</p> <ul style="list-style-type: none"> • Moderate to considerable overbearing impacts on the kitchens and studies <p>These overbearing impacts are assessed on the living conditions of the occupiers in combination with the remaining identified neighbour amenity impacts within the conclusion of impacts at 100A Wexham Road.</p>
17.47	<p>Privacy:</p> <p>Given the application does not include a detailed layout and window positioning, it is not possible to identify if there would be any privacy issues at this stage, and such an assessment will need to be carried out at the Reserved Matters stage.</p>
17.48	<p><i>Noise and vibrations:</i></p> <p>As stated at the beginning of this section, the noise and vibration report is subject to further review. Following discussions with the Councils Environmental Quality Team, Officers consider that if required, noise and vibration generation from with the site could be dealt with by conditions to require the details be submitted with the Reserved Matters where more detail regarding the layout will be available.</p>

17.49	<p><i>Conclusion of impacts:</i></p> <p>Based on the above, should the proposed parameters be fulfilled within the vicinity of 100A Wexham Road, the proposal would result in:</p> <ul style="list-style-type: none"> • a substantial sense of enclosure, overbearing impact, and loss of daylight on the front and rear gardens; • a substantial loss of daylight and sunlight serving all internal areas at 100A Wexham Road; • limited to moderate overbearing impact on the front windows serving living rooms and bedrooms; • substantial overbearing impact on the rear windows serving the kitchens and study; • limited to moderate overbearing impact on the front windows serving living rooms and bedrooms; • substantial overbearing impact on the rear windows serving the kitchens and study; <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> • considerable overbearing impacts on the rear gardens; • moderate overbearing impacts to the front gardens; • moderate to considerable overbearing impacts on the kitchens and studies; • a limited loss of daylight serving the kitchens, studies and first floor stores at 100A Wexham Road; • moderate to considerable overbearing impacts on the kitchens and studies <p>When considering the nature and degree of the above impacts from the on the habitable and non-habitable areas of 100 Wexham Road, the impacts as demonstrated by the illustrative scheme would likely result in considerable impacts on the living conditions of these neighbouring occupiers to a degree whereby the resulting living conditions would conflict with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework. The level harm associated with the development as demonstrated by the illustrative scheme would likely be at a scale to attract considerable negative weight in the planning balance. Noise and vibration impacts can be appropriately mitigated by condition to be addressed with the submission with the Reserved Matters.</p> <p>It is accepted the impacts could be worsened should the parameters be fulfilled within the vicinity of the residential boundary, however as it is demonstrated this is not necessarily required, such impacts can be re-assessed at the Reserved Matters Stage.</p>
17.50	<p><u>Properties to the north in Hazelmere Road:</u></p> <p>To the north of the site there are a number of houses on the northern side of the canal with south facing windows and south facing rear gardens border the Grand Union Canal. The front elevations and front gardens of these houses are separated from the application site by a minimum distance of approximately 38 metres (min) and 27 metres (min) respectively.</p>

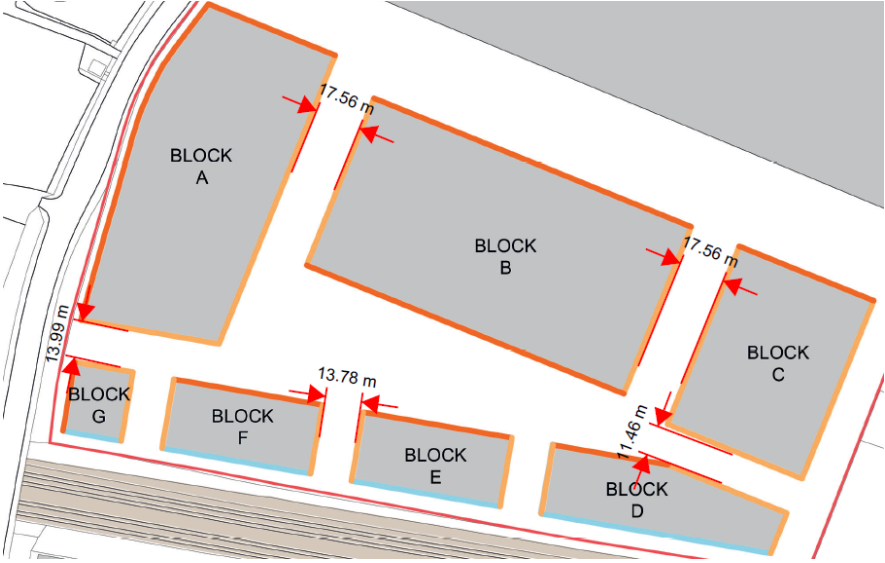
17.51	<p><i>Overbearing, daylight, sunlight and outlook impacts:</i></p> <p>The proposed maximum parameters border the canal with a height of up to 3 metres; and then at approximately 13 metres from the canal boundary, the height would step up to maximum of 15 metres. Approximately 76 metres from the canal boundary the height steps up to a maximum of 23.5 metres. Given the minimum separation distance of the rear gardens and rear elevations in Hazelmere Road from the site boundary is 38 metres and 27 metres respectively; there would be ample separation distances to prevent any unacceptable overbearing impacts on the occupiers of these properties.</p>
17.52	<p>The submitted daylight and sunlight assessment confirms the proposal would not result in any noticeable loss of daylight or sunlight to the internal and external rear gardens in Hazelmere Road for both the maximum parameters and the submitted illustrative scheme.</p>
17.53	<p><i>Privacy:</i></p> <p>The submitted design and access statement indicates the northern elevations on the business units shown on the submitted illustrative would include windows serving ancillary offices. These windows would be positioned at a minimum distance of approximately 40 metres from the rear gardens and 53 metres from the rear elevations of the houses to the north in Hazelmere Road. This would be ample separation distances to prevent any unacceptable loss of privacy for the occupiers of these properties.</p>
17.54	<p><i>Noise:</i></p> <p>As stated at the beginning of this section, the noise and vibration report is subject to further review. Following discussions with the Councils Environmental Quality Team, Officers consider that if required, noise and vibration generation from with the site could be dealt with by conditions to require the details be submitted with the Reserved Matters where more detail regarding the layout will be available.</p>
17.55	<p><i>Conclusion of impacts on the properties to the north in Hazelmere Road:</i></p> <p>Subject to appropriate conditions the proposal at this stage would appear to comply with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework. A further assessment will take place at the Reserved Matters Stage.</p>
17.56	<p><u>Properties at 51 – 61 Goodman Park:</u></p> <p>To the east of the site there are a number of houses on the eastern side of Uxbridge Road in Goodman Park with west facing windows and west facing front gardens. The front elevations and front gardens of these houses are separated from the application site by a minimum distance of approximately 43 metres (min) and 38 metres (min) respectively.</p>

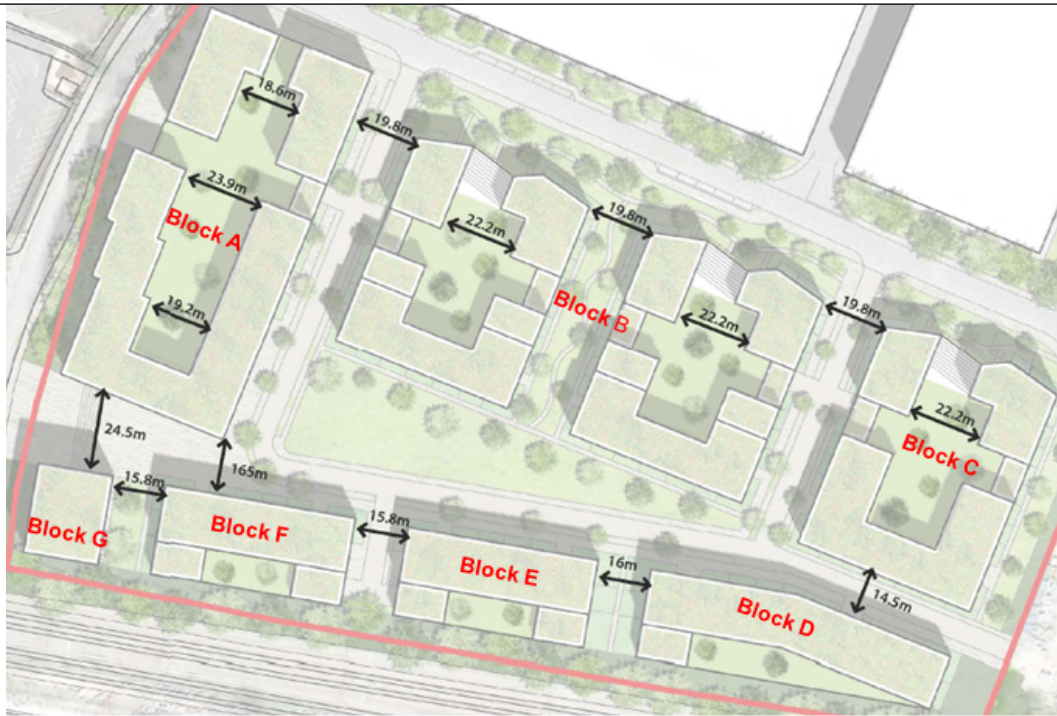
17.57	<p><i>Overbearing, daylight, sunlight and outlook impacts:</i></p> <p>The proposed maximum parameters boarder the eastern site boundary at a height of up to 3 metres; and then at approximately 2 metres from the boundary, the height would step up to maximum of 15 metres. Given the minimum separation distance of the front elevations and front gardens in Goodman Park from the site boundary is approximately 43 metres (min) and 38 metres (min) respectively; there would be ample separation distances to prevent any unacceptable overbearing impacts on the occupiers of these properties.</p>
17.58	<p>The submitted daylight and sunlight assessment confirms the proposal would not result in any noticeable loss of daylight or sunlight to the internal and external area of the properties in Goodman Park for both the maximum parameters and the submitted illustrative scheme.</p>
17.59	<p><i>Privacy:</i></p> <p>There no plans indicating there would be any west facing windows. Should any be proposed at the Reserved Matters Stage, they will be assessed accordingly.</p>
17.60	<p><i>Noise:</i></p> <p>As stated at the beginning of this section, the noise and vibration report is subject to further review. Following discussions with the Councils Environmental Quality Team, Officers consider that if required, noise and vibration generation from with the site could be dealt with by conditions to require the details be submitted with the Reserved Matters where more detail regarding the layout will be available.</p>
17.61	<p><i>Conclusion of impacts on the properties at 51 – 61 Goodman Park:</i></p> <p>At this stage the proposal would appear to comply with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework. A further assessment will take place at the Reserved Matters Stage.</p>
17.62	<p><u>Colonial Road, Australia Road, Canada Road, and India Road:</u></p> <p>To the south of the site there are a number of houses on the southern side of the railway line with mostly east to west facing windows front / rear windows. There is also number of north facing windows within the side elevations of the end of terrace properties adjacent to the railway line. The properties are separated from the application site by minimum distance of approximately 40 metres.</p>
17.63	<p><i>Overbearing, daylight, sunlight and outlook impacts:</i></p> <p>The application proposes Residential Blocks D, E, F, and G to be sited east to west along the southern part of the site. Blocks D, E, & F relate more closely with the houses to the south would have a height up to 14.5 metres (normally 4 storeys) at approximately between 4.7 metres to 6.5 metres from the southern edge of the application site. These Blocks would then incorporate a set back to north (approx. 10 metres) where they would step up in height to a maximum of 21 metres (normally 6 storeys).</p>

17.64	This positioning would result in a separation distance of approximately 46 metres from the 14.5 metres (normally 4 storeys) parameter and approximately 56 metres from the 21 metres (normally 6 storeys) parameter. These would provide ample separation distances to prevent any unacceptable overbearing impacts on the occupiers of these properties.
17.65	The submitted daylight and sunlight assessment confirms the proposal would not result in any noticeable loss of daylight or sunlight to the internal and external area of the properties to the south for both the maximum parameters and the submitted illustrative scheme.
17.66	<p><i>Privacy:</i></p> <p>The proposed residential Blocks would likely include south facing windows. The above separation distances are considered to be great enough away prevent any significant privacy issues. However, further assessment will be carried out at the Reserved Matters Stage where more details will be available.</p>
17.67	<p><i>Noise:</i></p> <p>As stated at the beginning of this section, the noise and vibration report is subject to further review. Following discussions with the Councils Environmental Quality Team, Officers consider that if required, noise and vibration generation from with the site could be dealt with by conditions to require the details be submitted with the Reserved Matters where more detail regarding the layout will be available.</p>
17.68	<p><i>Conclusion of impacts on the properties in Colonial Road, Australia Road, Canada Road, and India Road:</i></p> <p>At this stage the proposal would appear to comply with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework. A further assessment will take place at the Reserved Matters Stage.</p>
17.69	<u>National Grid site:</u>
17.70	Adjoining the site to the east is the National Grid site which is currently being used as a depot for the management, repair and maintenance of the gas network. The site is currently occupied by the gas supplier Cadent and comprises a depot accommodating a mixed range of office and storage buildings, open storage, and parking areas and plant. A gas holder is positioned in the north-west corner of the site, adjoining the application site which is currently not in operation and is due to be decommissioned and removed.
17.71	Paragraph 182 of the National Planning Policy Framework requires new development to be integrated effectively with existing businesses without having unreasonable restrictions placed on them as a result of development permitted. Where the operation of an existing business could have a significant adverse effect on new development in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed

17.72	<p>Although Cadent have raised no objections to the proposal in relation to a local high pressure gas main, Officers are aware that the site is in 24 hour operation and following confirmation from Cadent, they have confirmed gas venting is carried out twice per year for ten minutes each time as part of regular maintenance. Although this a noise generating, the Council's Environmental Quality Team and the Resilience and Enforcement Team have confirmed that this would not be unacceptable for future resident and would not result in restrictions on the Cadent site.</p>
17.73	<p>Cadent have commented that the noise levels in the winter months can be quite high during the winter months due the gas pipes distributing a high volume of Gas to the local network, and recommend noise surveys during these months is carried out. The Council's Environmental Quality Team and the Resilience and Enforcement Team also recommend this. The Council's Environmental Quality Team have recommended this can be secured by condition. Please refer to the section 'impact on living conditions' for an assessment on the future residential occupiers.</p>
17.74	<p><u>Remaining neighbouring properties:</u></p> <p>The remaining properties with the vicinity of the site are considered to be set away from the proposed development by a distance great enough to prevent any unacceptable impacts in terms of overbearing, privacy, daylight, and sunlight. Following discussions with the Councils Environmental Quality Team Noise officers consider noise generation from with the site can be dealt with by conditions and at the Reserved Matters Stage where more detail regarding the layout will be available.</p>
17.75	<p>In term of offsite HGV noise, the proposal is estimated to result in a significant increase in HGV movements over a 24 hour period. Given the submitted noise report is still under review, and given there are a number of residential receptors on approach to the site which in combination with the quantum of HGV movements from a 24 hour operation Officers can not be certain as to the extent of what the impact would be at this stage of assessment. Planning Officers are therefore requesting this matter is delegated back to the Planning Manager to determine what level of impact would arise and whether any mitigation is required. It is important to note however that officers are content that the matter can be dealt with by way of conditions on the basis of the information submitted, however would welcome further dialogue on this matter with the applicant on this matter so that any conditions are appropriate rather than covering a worst case scenario that may not be present. Should there be an update on this matter, it will be presented to the Planning Committee on the Amendment Sheet to Committee.</p>
17.76	<p><u>Conclusion of impacts on neighbour amenity:</u></p> <p>Based on the above, the impacts on neighbouring residential amenity at 100 and 100A Wexham Road would not comply with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework. Subject to appropriate noise mitigation which can be secured by condition the level harm associated with the development on these living conditions as demonstrated by the illustrative scheme would likely be at</p>

	a scale to attract considerable negative weight in the planning balance. It is accepted the impacts could be worsened should the parameters be fulfilled within the vicinity of the residential boundaries, however as it is demonstrated this is not necessarily required, such impacts can be re-assessed at the Reserved Matters Stage.
17.77	In term of offsite HGV noise, Planning Officers recommend this matter is delegated back to the Planning Manager to determine whether this impact would be acceptable in relation to the planning balance taking account of the unrestricted nature of the existing use and traffic which could have been generated by the existing use or whether any mitigation is required. Should there be an update on this matter, it will be presented to the Planning Committee on the Amendment Sheet to Committee.
18.0	<u>Living conditions for future occupiers of the development</u>
18.1	The National Planning Policy Framework states that planning should create places with a high standard of amenity for existing and future users.
18.2	Core policy 4 of Council's Core Strategy seeks high density residential development to achieve " <i>a high standard of design which creates attractive living conditions.</i> "
18.3	Policy H14 of the Adopted Local Plan seeks an appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities.
18.4	Policy OSC5 of the Adopted Local Plan Within new housing developments of two hectares and over, public open space with equipped play area(s) will be required at a level appropriate to the type of development. The design, layout, and equipment specification of play spaces are to be in accordance with the requirements of the Borough Council.
18.5	<p>Access:</p> <p>The submitted parameter plans propose inductive pedestrian routes, cycle ways and road within between the Residential Blocks to the south of the site. Pedestrian and cycle access from the street would be gained from via a dedicated shared pedestrian / cycle footpath that would link the Wexham Road towards the southeast corner of the site and the Uxbridge Road towards the northwest of the site. This link route would connect to the internal network of roads / footways.</p>
18.6	The submitted Design Code requires a minimum of a 1.5 metres defendable area around the perimeter of the Residential Blocks and guides towards an average of eight flats per core. While 1.5 metres is not ideal defendable area in most cases, Planning Officers are satisfied many of the units could achieve far more than this, and this minimum provides a good fall back in more difficult areas. Planning Officers are satisfied these principles could provide acceptable means of access that would assist in providing good living conditions.

18.7	<p><i>Flat size, outlook, and privacy:</i></p> <p>While the internal layout is not being approved at this outline stage, the submitted illustrative scheme; Design Code; and Design and Access Statement provide indicative layouts. The applicant asserts these layouts have been developed to comply with the Nationally Described Space Standards and the submitted Design Code provides guidance in this regard and this is secured as part of the design coding.</p>
18.8	<p>In terms of outlook, there are some close relationships between the Residential Blocks, and of particular concern are the separation distances annotated on the submitted development zone parameter plans:</p>  <p>Above: Image taken for the submitted parameters plans proposed layout of the residential parameters with separation distances annotated.</p> <ul style="list-style-type: none"> • Block B is shown as being positioned at approximately 17.5 metres from Block A and Block C (up to 4 metres of movement) • Block C is shown as being positioned at approximately 11.5 metres from Block G and Block D (up to 4 metres of movement). • Blocks E, F, & G are shown as being positioned at approximately 13.8 metres from apart up to 4 metres of movement). • Block A is shown as being positioned at approximately 14 metres from Block G and Block F (up to 6 metres of movement).
18.9	<p>Should the minimum separation distances be proposed at the Reserved Matters Stage, then there would likely be poor outlook and privacy issues between some of the Blocks. However, submitted illustrative scheme demonstrates the minimum separation distances would not be required to enable the development, but there would still be some short separation distances between the residential blocks. These distances are shown in the image below:</p>



Above: Image taken of the submitted illustrative scheme showing a potential layout of the residential part

The above distances should be considered in relation to the building heights in the illustrative scheme which are presented in the image below:



Above: Image taken for the submitted illustrative scheme showing a potential layout and building heights of the residential part

18.20

Based on the illustrative scheme, the 14 metres distance between Block C and Block D is short when considering the height of 6 storeys for each block. Given the windows in these opposing elevations are shown as single aspect flats, the outlook serving the units on the ground and first floors would be poor. Furthermore, the distance of approximately 14 metres would not normally provide an appropriate window to window separation to prevent a loss of privacy or provide good outlook. It is considered that approximately 37 flats would be affected by poor outlook and / or poor levels of privacy as a result of this relationship.

18.21	The distances between Blocks D – G would be approximately 16 metres which is short when considering the height of 6 storeys for each block. Given the windows in these opposing elevations would serve single aspect flats, the outlook and privacy serving issues would be similar to described above. It is considered that approximately 29 flats would be affected by poor outlook and / or poor levels of privacy.
18.22	The 15.5 metres distance between Block A and Block F is short. However, this relationship is isolated to towards the ends of the block where dual aspect flats would be positioned.
18.23	The internal courtyards generally provide reasonable separation distances, the most challenging being 18.9 metres in northern part of Block A where opposing elevations would be 7 storey and 6 storey above the podium level courtyard. A similar relationship occurs in the southern part of Block where opposing elevations at 6 storeys above the podium level courtyard would be separated by 18.9 metres. The separation distances are acceptable for the purposes of privacy, and given they are isolated at each end of Block A and the distances are greater centrally within Block A, the resulting outlook would likely be acceptable.
18.24	Based on the above, it has been demonstrated through the submitted illustrative scheme that the proposal would result in some deficiencies in approximately 66 flats. Planning Officers are satisfied the dwelling would comply with the Nationally Described Space Standards.
18.25	<p><i>Daylight and sunlight:</i></p> <p>The submitted Daylight and Sunlight Report includes a façade study based on the illustrative scheme to provide an indication how much daylight would fall on the plane of the windows serving the proposed residential units. This is referred to as the Vertical Sky Component. The British Research Establishment guidelines states that if a Vertical Sky Component is:</p> <ul style="list-style-type: none"> • at least 27% conventional window design will usually give reasonable results; • between 15% and 27% special measures (larger windows, changes to room layout) are usually needed to provide adequate daylight; • between 5% and 15% it is very difficult to provide adequate daylight unless very large windows are used; • less than 5% it is often impossible to achieve reasonable daylight
18.26	The submitted Daylight and Sunlight Report demonstrates that within the illustrative scheme, the majority of the windows would achieve a Vertical Sky Component of at least 27%. However there are windows, particularly those facing into the courtyards and those with a close relationships with neighbouring blocks where the Vertical Sky Component would fall below 27%, some falling as low as 8%.
18.27	When applying the Vertical Sky Component to single aspect flats as shown on the

	<p>illustrative floor plans, approximately 188 flats would receive a Vertical Sky Component of less than 27%. The submitted Design Code has been updated to require any rooms served by windows which receive a Vertical Sky Component of less than 27% to incorporate special measures to maximise daylight.</p>
18.28	<p><i>Sunlight to internal rooms</i></p> <p>The British Research Establishment guidelines states that a dwelling will appear reasonably internally sunlit provided:</p> <ul style="list-style-type: none"> • At least one main window faces within 90 degrees of due south; and • Centre of one main living room window can receive 25% of Annual Probable Sunlight Hours (APSH) including 5% APSH in the winter months. • Where groups of dwellings are planned the layout should aim to maximise the number of living rooms that meet the above recommendations. <p>No information regarding internal sunlight levels has been included within the submitted daylight and sunlight assessment as the applicant asserts it would not be possible to do so until the layout of the development is confirmed. The illustrative floors plans show there would be circa 175 single aspect north facing flats. Given the information available at this time, it would logical to conclude that at least 175 single aspect north facing flats would not receive the recommended levels of sunlight.</p>
18.29	<p><i>Sunlight to external private amenity areas:</i></p> <p>The British Research Establishment guidelines recommend at least half of an external amenity space should receive at least two hours of direct sunlight on March 21st. The submitted Daylight and Sunlight Assessment demonstrates there would be some deficiencies in sunlight to private external amenity areas within the illustrative scheme. 49% of the courtyard in Block A and 39% of the courtyard of Block B would receive would receive 2 hours or more of sunlight, and the courtyards serving the remaining Blocks would exceed he standard. If the courtyard is divided into private garden areas, then the garden areas in the southern parts of the courtyards would not receive the 2 hours or more of sunlight.</p>
18.30	<p><i>Sunlight to external public amenity areas:</i></p> <p>The submitted Daylight and Sunlight Assessment demonstrates public amenity areas would receive at least half of an external amenity space should receive at least two hours of direct sunlight on March 21st. These areas therefore meet the British Research Establishment guidelines.</p>
18.31	<p><i>Conclusion of daylight and sunlight impacts:</i></p> <p>Given the layout and scale are Reserved Matters, a full daylight and sunlight assessment to determine the internal daylight and sunlight levels for each individual flat has not been undertaken. However, based on the illustrative scheme and the information available within the submitted Daylight and Sunlight Assessment,</p>

	<p>Planning Officers consider there would likely be following breaches in relation to the British Research Establishment guidelines:</p> <ul style="list-style-type: none"> • Approximately 188 flats would receive a Vertical Sky Component of less than 27% • A minimum of 175 flats, due to them being single aspect and north facing would not receive the recommended levels of daylight • Less than half (39%) of the private courtyard amenity space in Block B would receive 2 hours or more of sunlight • If the courtyard is divided into private garden areas, then the garden areas in the southern parts of the courtyards would not receive the 2 hours or more of sunlight. <p>Paragraph 123 of the National Planning Policy Framework requires local planning authorities to take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site as long as the resulting scheme would provide acceptable living standards. As such, the likely levels daylight and sunlight serving the proposal will be assessed further below in combination with all the planning consideration in relation to living conditions.</p>
18.32	<p><i>Recreation / open space</i></p> <p>Core Policy 8 requires new developments to provide appropriate public space. The Local Plan for Slough recognises that the access to, and enjoyment of, leisure facilities is important to the quality of life and the provision of open space of an adequate size and location within residential developments is important due to its recreational (particularly active play) and amenity value. Local Plan Policy OSC5 requires new housing developments of two hectares and over, to include public open space with equipped play area(s) at a level appropriate to the type of development. Paragraph 6.20 states that in housing schemes over two hectares which comprise largely of homes suitable for family occupation around 10% of the total site area is required as public open space. In all cases the level of open space provision required would be influenced by the nature of development including density, anticipated occupants of the units and their likely demand for facilities.</p>
18.33	<p>As set out below within the Section 106 part of this planning assessment, in accordance with the Developers Guide, it is concluded that a scheme of this size would be required to provide onsite public open space and a financial contribution of £608,950 towards open space / play space/ recreation.</p>
18.34	<p>The Emerging Local Plan for Slough requires Open space and green infrastructure to be in accordance with Council's policy.</p>
18.35	<p>Field's in Trust Guidance recommends that developments of more than 501 dwellings incorporate the following onsite facilities. The guidance states that it may be appropriate to relax the quantity guidelines where (existing) facilities support a high intensity of usage (e.g. MUGAs, Synthetic Turf Pitches supported by floodlighting).</p>

	Facility	Dimensions	Buffer
	Local Areas for Play (LAP)	10 x 10 metres	5 metres from dwelling boundary
	Locally Equipped Areas for Play (LEAP)	20 x 20 metres	20 metres from habitable room
	Neighbourhood Equipped Areas for Play (NEAP)	31.6 x 31.6 metres	30 metres from dwelling boundary
	Multi Use Games Areas (MUGAs)	40 x 20 metres	30 metres from dwelling boundary
18.36	<p>Since the planning application was submitted Planning Officers have requested further information to demonstrate how the development could incorporate an appropriate amount of onsite open space and play space in accordance with Local Plan Policy OSC5, the above Fields in Trust recommendations for both the residential part and the business part, and the required external play space for the nursery.</p>		
18.37	<p>The residential part of the site measures approximately 42,000 square meters and the applicant asserts the residential part could accommodate up to 5,873 square metres of public open space, and illustrative plans have been submitted to demonstrate this. These plans include areas of open space that are between buildings and / or form the wide grass verge for the estate road. Planning Officer's consider these area should not be regarded as public open space for the purposes of Policy OSC5 because they either form important buffer areas for residential properties or would provide poor quality public open space for people to use. However it is acknowledged they are important spaces and provided merit to the scheme.</p>		
18.38	<p>The triangular area centrally within the residential part of the site could accommodate up to 2,228 square metres of good quality public open space which translates as 5.3% of the residential area. In reference to the Fields in Trust guidance, the illustrative plans demonstrate the following facilities can be accommodated on the site:</p> <ul style="list-style-type: none"> • 4 x privately accessible LAP (one within each private courtyard) • 2 x publicly accessible LAP • 1 x publicly accessible LEAP <p>The provision of one publicly accessible LAP and one publicly accessible LEAP including pieces of equipment suitable for children with disabilities is secured by condition.</p>		
18.39	<p>It has not been possible to include a NEAP or a MUGA within the site. In accordance with Fields in Trust guidance, it may be appropriate to relax the quantity guidelines where (existing) facilities support a high intensity of usage (e.g. MUGAs, Synthetic Turf Pitches supported by floodlighting). The guidance state that appropriate walking distances for a MUGA is 700 metres while a NEAP is 1,000 metres.</p>		

18.40	<p>The following existing public open spaces are located close to the application site:</p> <ul style="list-style-type: none"> • Bower Playing Fields approximately 1.07km (walking distance) to the west from the centre of the residential site that would take approximately 11 – 15 minutes from to walk to. • Bloom Park approximately 1.2km (walking distance) to the east and from the centre of the residential part of the site; it would take approximately 15 minutes to walk to. • Upton Lea recreation ground is located approximately 1.4km (walking distance) to the north and from the centre of the residential part of the site; it would take approximately 18 minutes to walk to. 						
18.41	<p>Following discussions with the Council Leisure and Parks Team, a Neighbourhood Equipped Area for Play (NEAP) and a Multi Use Games Areas (MUGA), can be provided within Upton Leas Park at a cost of £122,000 for the MUGA and £140,000 for the NEAP. This should be funded by the applicant outside of the developer contributions required by the developers guide.</p>						
18.42	<p>Following with and with Sport England and The Council Leisure and Parks Team, it is agreed that the £608,950 required by the Developer’s Guide should be allocated as follows:</p> <table border="1" data-bbox="355 976 1302 1173"> <tr> <td data-bbox="355 976 539 1055">£262,000:</td> <td data-bbox="547 976 1302 1055">Play equipment suitable for children with disabilities at Salt Hill Park.</td> </tr> <tr> <td data-bbox="355 1059 539 1093">£140,000:</td> <td data-bbox="547 1059 1302 1093">3G junior football pitch in Salt Hill Park</td> </tr> <tr> <td data-bbox="355 1097 539 1173">£206,950:</td> <td data-bbox="547 1097 1302 1173">Improvements to pitches and changing facilities at Upton Court Park.</td> </tr> </table>	£262,000:	Play equipment suitable for children with disabilities at Salt Hill Park.	£140,000:	3G junior football pitch in Salt Hill Park	£206,950:	Improvements to pitches and changing facilities at Upton Court Park.
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£140,000:	3G junior football pitch in Salt Hill Park						
£206,950:	Improvements to pitches and changing facilities at Upton Court Park.						
18.43	<p>With regard to the overall quantum of public open space, Local Plan Policy OSC5 seeks 10% of the residential area in cases where the development comprises largely of homes suitable for family occupation. This application proposes approximately 5.3% of the residential area as public open space. Given the proposal is for flatted housing where the indicative mix illustrates a 66% of units would be two, three and four bedroom flats the 10% onsite public open space sought by Policy OSC5 is relevant to this application. A provision of 5.3% is considerably lower than the provision sought by Policy OSC5 and given the site can not accommodate the onsite facilities sought by the Fields in Trust guidance also demonstrates a shortfall in public open space As such it is considered the site would not offer the future community ample onsite open space and recreation facilities to a degree where proposal would wholly comply with Local Plan Policy OSC5 and Core Policy 8, and is considered lead to a considerable amount of harm in relation to the quality of life for the future residents. A considerable amount of harm should therefore be applied to the planning balance.</p>						
18.44	<p><i>Noise Impacts:</i></p> <p>Adjoining the site to the east is the National Grid site which is currently being used as a depot for the management, repair and maintenance of the gas network. The site is currently occupied by the gas supplier Cadent and comprises a depot accommodating a mixed range of office and storage buildings, open storage, and</p>						

	parking areas and plant. A gas holder is positioned in the north-west corner of the site, adjoining the application site which is currently not in operation and is due to be decommissioned and removed.
18.45	Officers are aware that the site is in 24 hour operation and following confirmation from Cadent, they have confirmed that night time use by operatives is limited to emergencies which are a rare occurrence. Cadent have also confirmed that gas venting is carried out twice per year for ten minutes each time as part of regular maintenance, and that during the winter months the noise levels in the winter months can be quite high during the winter months due the gas pipes distributing a high volume of Gas to the local network, and recommend noise surveys during these months is carried out.
18.46	The Council's Environmental Quality Team and the Resilience and Enforcement Team have confirmed that the due to the limited gas venting that occurs, it would not cause any unacceptable noise or odour issues for future resident. The gas distribution may cause noise disturbance issues and have recommended conditions to ensure a noise survey is carried during the winter months and any mitigation to be included.
18.47	To the south the Great Western Railway line, this is operational 24 hours per day. The Council's Environmental Quality Team has recommended conditions to ensure a noise survey is carried out and any mitigation to be included.
18.48	As a result of the proposed business uses in the northern part of the site, there would like be noise generation that should be mitigated so as not to sterilise or result in poor living conditions for the residential part of the site. The Council's Environmental Quality Team has recommended conditions to ensure a noise report is carried out and any mitigation to be included.
18.49	<p><i>Conclusion on living conditions:</i></p> <p>This is an outline application to include principal points of access only, the access and layout of each Residential Block is not included and will be subject to Reserved Matters. The application proposes up to 1,000 dwellings. The parameter plans propose development zones within Block (Block A – G) which could potentially have very close separation distances that could cause poor living conditions in terms of privacy, outlook, daylight, sunlight, and the provision of public open space with play facilities. In order to demonstrate the proposal could accommodate up to 1,000 dwellings the application includes a Daylight and Sunlight Assessment, a Noise Assessment, and an illustrative scheme which includes a site layout, internal layout of flats (no rooms); and 3D masses. Based on the information provided, Planning Officers consider the following issues would likely arise should a scheme for 1,000 dwellings come forward at the Reserved Matters:</p> <ul style="list-style-type: none"> • As a result of the short separation distances between Block C and Block D, and Blocks D – G, approximately 66 flats would likely be served by windows that would likely provide poor levels outlook and privacy. • A minimum of 175 flats, due to them being single aspect and north facing would unlikely receive the recommended levels of sunlight • Approximately 188 flats would receive a Vertical Sky Component of less

	<p>than 27% and therefore could have substandard daylight if no special measures are incorporated.</p> <ul style="list-style-type: none"> • Less than half (39%) of the private courtyard amenity space in Block B would receive 2 hours or more of sunlight. • If the courtyard is divided into private garden areas, then the garden areas in the southern parts of the courtyards would not receive the 2 hours or more of sunlight. • Providing 5.3% of the residential area as public open space would not wholly comply with development plan policy and is considered to lead to a considerable amount of harm in relation to the life style and quality of life of the future residents. It is unlikely this can be addressed at the Reserved Matters. <p>Based on the above and on the limited information available at this time, it appears approximately 800 of flats could be capable of being policy compliant in terms of privacy, outlook, daylight, and sunlight, while the remaining 200 would need special attention and some may not be able meet normal policy standards at all. Planning Officers are satisfied the dwelling would comply with the Nationally Described Space Standards.</p>
18.50	<p>At this stage planning officers are satisfied that the large majority of the proposed flats would be policy compliant, however given meaningful proportion could potentially result in poor living conditions.</p> <p>Furthermore, providing 5.3% of the residential area as public open space is not considered to lead to a good quality of life of the future residents. As such the proposal can not be considered to comply with the living condition and open space requirements of the local development and the National Planning Policy Framework. At this Outline stage it is recommended considerable harm is allocated to the planning balance.</p>
19.0	<u>Crime prevention</u>
19.1	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.
19.2	A third party representation has objected to the proposal because the high density of development would result in increase footfall and therefore antisocial behaviour along the canal. Planning Officers accept the use of the canal towpath would likely be intensified as a result of the proposal; however this alone would not necessarily result in crime or antisocial behaviour. The nature of the canal towpath is that it is secluded and this provides its intrinsic benefits, and the proposal has limited ways in which it could remedy what is an embedded issue without impacting its secluded nature. In order to provide a degree of natural surveillance over the canal towpath while maintaining its merit, the design code includes the requirement to include the ancillary offices overlooking the canal.
19.3	The Crime Prevention Officer from Thames Valley Police has assessed the application and raised concerns over the density of the development and the relatively ambiguous nature of the outline application that could potentially allow for

	a scheme to come forward that could achieve appropriate crime prevention measures.										
19.4	<p>The submitted Design Code assert the following:</p> <ul style="list-style-type: none"> • a 1.5 metre defensible area around the perimeter of the Residential Blocks; • an average of eight flats per core; • the principles of Secured by Design would be met for the residential part; <p>Given the scale and layout of the will be dealt with at Reserved Matters, and given the intentions set out in the Design Code, Planning Officers are consider that at this stage the crime prevention aspect of the scheme could be policy compliant. Neutral weight should therefore be allocated the planning balance.</p>										
20.0	<u>Economic Impact</u>										
20.1	<p>The site is located within a defined Business Area (Mill Street-Petersfield Avenue-ICI) as identified on the Proposals Map (2010). Core Strategy policy 5 (employment) requires there to be no loss of existing business areas to non-employment uses. Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration to replace any businesses that are lost.</p>										
	<p>Given this is an outline application to allow a various combinations of employment uses; it is not possible to be definitive about the economic benefits that would be created by the proposed uses at this stage. The submitted Economic Impact Assessment provides an example based on the following scenario that could be achieved through the parameters of this application:</p> <table border="1" data-bbox="635 1245 1019 1442"> <thead> <tr> <th>Use Class</th> <th>Floor Area</th> </tr> </thead> <tbody> <tr> <td>B2:</td> <td>8,360 sqm</td> </tr> <tr> <td>B8:</td> <td>28,430 sqm,</td> </tr> <tr> <td>A1 / A3:</td> <td>970 sqm</td> </tr> <tr> <td>D1</td> <td>530</td> </tr> </tbody> </table>	Use Class	Floor Area	B2:	8,360 sqm	B8:	28,430 sqm,	A1 / A3:	970 sqm	D1	530
Use Class	Floor Area										
B2:	8,360 sqm										
B8:	28,430 sqm,										
A1 / A3:	970 sqm										
D1	530										
20.2	<p>In the above scenario, the proposed development,</p> <p><i>Construction Phase:</i></p> <ul style="list-style-type: none"> • Construction Investment – at least £217 million construction investment; • Gross Employment – up to 1,265 person-years of employment directly supported through construction investment, equating to up to 395 FTE temporary gross jobs per annum during the estimated 4-year construction period; • Net Additional Employment – up to 400 net additional FTE employment opportunities annually generated for workers in the South East during construction, of which up to 150 could be taken up by residents of Slough; • Productivity – Annual average contribution of circa £40.6 million in GVA to the South East economy during the construction period, of which £33.3 million will potentially be concentrated in Slough. 										

	<p><i>Operational Phase:</i></p> <ul style="list-style-type: none"> • Increased Resident Population and Local Labour Force – Once fully occupied, up to 1,000 new homes could grow the local population by circa 2,380 residents, of which 1,220 people are likely to be economically active residents of working age, with 1,160 of these in employment; • Enhanced Local Spending Power –The Proposed Development’s residents could potentially earn a total income of circa £29.0 million per annum, which will contribute to spending on goods and services, with a spending boost to the local economy resulting. New residents also have the potential to generate one-off expenditure in excess of £5.5 million upon first occupation of new homes. Furthermore, it is estimated that the residents’ annual combined retail and leisure expenditure will equate to £22.9 million, supporting 210 jobs in these sectors across the local and wider impact areas; • Employment – The Proposed Development will support up to 660 gross on-site jobs. After accounting for additionality factors, this equates to a net additional up to 685 FTE jobs for workers in the South East, inclusive of up to 235 FTE jobs locally; • Productivity – The Proposed Development will generate a net additional of circa. £65.7 million GVA annually within South East economy, including £53.1 million concentrated locally in Slough; and • Local Authority Revenue – The occupants of the Proposed Development will potentially contribute £1.7 million in Council Tax and between £2.97million to £5.79million in Business Rate payments for collection by Slough Borough Council for each year that it is operational, as well as a total of £5.4 million in New Homes Bonus payments over 4 years. This will help to support the funding of local services.
20.3	<p>The proposal could also result in the entire northern part of the site being developed as a Data Centre. No information has been provided regarding the economic impacts in such scenario. However it is clear that such a Data Centre would be an employment use, albeit at much lower employment density. However, much of the employment on the site has reduced over the years and other than the Research and Development facility which is expected vacate soon, onsite employment has now ceased. Therefore the change of use to a Data Centre would provide an increase in employment levels.</p>
20.4	<p>Changing the use on the southern part of the site from Business to Residential Flats would result in the loss of approximately 4.2 hectares of land allocated for business purposes and fail comply with the Local Development to the extent that it would be a departure. However some weight is allocated to the emerging local plan and Paragraph 118 of the National Planning Policy Framework which both encourage housing on this brownfield site.</p>
20.5	<p>In order to increase employment opportunities for local residents, it is recommended that a skills development programme for the construction phase is an obligation within the Section106. It is also recommended that further investigation into how local employment and local procurement is promoted within the Section 106. Discussions are also taking place to determine if a financial contribution towards local employment training and business promotion is appropriate and can be funded with the viability surplus.</p>

20.6	As established above and within the land use section, the proposal would not comply with Core Policy 5, and the application is treated as a departure from the local development plan. However, given the site would be regenerated to provide likely significant economic benefits as set out above, Planning Officers consider substantial positive weight is allocated to the planning balance.
21.0	<u>Sustainable design and construction</u>
21.1	Core Policy 8 combined with the Developers Guide Part 2 requires developments of 50 or more dwellings be designed and constructed as better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically developments should be designed and constructed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulation in terms of carbon emissions. In addition to better than Building Regulations, proposals should incorporate energy generation from low or zero carbon sources on site or nearby (i.e. if CHP or district heating is available nearby). The level of energy generation from these low or zero carbon sources should be equivalent to approximately 10% of the developments carbon emissions. For residential development this is defined by the carbon emissions figure of 10 - 15% lower than TER as described above.
21.2	With regard to the commercial part, commercial development of 10,000 sqm or more will be expected to achieve a BREEAM rating of excellent along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions.
21.3	The applicant has agreed these targets can be met and can be secured by condition, which is acceptable. Given the existing site accommodates old industrial buildings that would be replaced with more energy efficient modern buildings which meet the carbon mission standards set by development plan standards, at this stage some positive weight should be allocated the planning balance. Further assessment of this weighting can take place at the reserved matters stage where more information on the type of buildings and associated carbon emissions are known.
22.0	<u>Surface water drainage</u>
22.1	Paragraph 165 of the National Planning Policy Framework requires Major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.
22.2	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.
22.3	The applicant has worked closely with the Lead Local Flood Authority and the principles of a suitable drainage strategy have now been agreed. The detailed aspects of the drainage system are secured by condition. Neutral weight should therefore be allocated the planning balance.

23.0	<u>Environmental Considerations</u>
23.1	<p>A detailed Screening Opinion advising on whether an Environmental Impact Assessment (EIA) is required was issued by the Council by the Local Planning Authority on 20/08/2019. Here it was found the proposal would fall within the remit of the EIA regulations due to the number of HGV movements that proposal could generate. Scoping was then agreed informally on 02/10/2019 to include the following EIA topics within the ES:</p> <ul style="list-style-type: none"> • Traffic and Transportation • Air Quality • Noise
23.2	<p>The EIA has been undertaken and an Environmental Statement (ES) submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This requires certain development-related issues to be assessed to establish whether they would have any significant effect on the environment.</p>
23.3	<p>The ES comprises:</p> <ul style="list-style-type: none"> • Volume I: Main Assessment Text and Figures – the main body of the ES, detailing the results of environmental investigations, effects arising and proposed mitigation measures; • Volume II: Transport Assessment; Air Quality Assessment; Noise Assessment • Volume III: Non-Technical Summary <p>The ES informs readers of the nature of the Proposed Development and the likely environmental effects. It also presents the measures proposed to eliminate, reduce or mitigate any likely significant adverse effects on the environment (referred to as ‘mitigation’ measures). The ES identifies environmental effects during the demolition and construction phase, and on completion and occupation of the Proposed Development.</p>
23.4	<p>The significance of effects has been defined with reference to specific standards, accepted criteria and legislation where available. Effects have been classified as being:</p> <ul style="list-style-type: none"> • Adverse – detrimental or negative effects to an environmental / socioeconomic resource or receptor (a component of the natural, created or built environment that is affected by an impact); • Negligible – imperceptible effects to an environmental / socio-economic resource or receptor. These effects are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error. These effects are unlikely to influence decision making; or • Beneficial – advantageous or positive effect to an environmental / socioeconomic resource or receptor.

23.5	<p>Where adverse or beneficial effects have been identified, these have primarily been assessed against the following regularly used scales (and are further defined within Volumes I and II of this ES):</p> <ul style="list-style-type: none"> • Minor – slight, very short or highly localised effect of no significant consequence; • Moderate – limited effect (by extent, duration or magnitude), which may be considered significant; or • Major – Considerable effect (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legislation, policy or standards.
	<p>It is accepted that this existing industrial site operation are relatively low key. The impact of the development on each of the above matters has been considered for the development compared to both the full lawful use of the site and the current underutilisation of the site. The conclusions in the Non-Technical Summary are then drawn from the current underutilisation of the site in line with EIA guidance.</p>
23.6	<p><i>Traffic and Transportation:</i></p> <p>The Non-Technical Summary within the submitted ES concludes there would be a moderate adverse impact during the construction phase and a minor adverse impact during the operation phase.</p>
23.7	<p><i>Air Quality:</i></p> <p>The Non-Technical Summary within the submitted ES has strayed away from the standard EIA wording to describe the effects of the development. The Non-Technical Summary concludes that with mitigation in place (a Construction and Environment Management Plan), there would not be a significant impact. During the operational phase the impacts would be either negligible or acceptable for all existing receptors and further mitigation is accordingly not required. It is concluded the hat the site would be suitable for the proposed development.</p>
23.8	<p>Air quality modelling has been undertaken it is concluded that the existing and proposed sensitive residential receptors would not be exposed to unacceptable levels of pollution as a result of the traffic movements or plant.</p>
23.9	<p>Due to the number of diesel generators associated with the datacentre, it is required that the applicant submits a permit application, therefore emission impacts will be addressed further during the Environment Agency permitting process.</p>
23.10	<p>There would be an increase in traffic movements through the Air Quality Management Areas and therefore the proposal would result in an increase in pollution in these areas, however, this impact would be acceptable subject to appropriate mitigation. The applicant has calculated a damage cost which will be used to fund a mitigation package to mitigate this impact.</p>

23.11	Based on the above and subject to suitable damage costs and mitigation package the proposal would comply with the air quality requirements of Core Policy 8 of the Core Strategy, the National Planning Policy Framework, and the Council's Low Emission Strategy.
23.12	<p><i>Noise:</i></p> <p>The Non Technical Summary within the submitted ES concludes that with mitigation (a Construction and Environment Management Plan), there would not be a significant impact. During the operational phase the impacts could be a major-moderate adverse and significant in respect of a single off site receptor. It is concluded that this can be mitigated and further additional mitigation and negotiations are ongoing to determine an appropriate mitigation strategy.</p>
23.14	Planning Officers accept the Construction and Environment Management Plan could acceptably mitigate the impact to a degree the construction phase would comply with the residential amenity standards required by Core Policy 8 of the Core Strategy and Local Plan Policy EN1, and the National Planning Policy Framework.
23.15	<p>The proposal was considered to fall within the remit of the EIA regulations due to the number of HGV movements that proposal could generate. The proposal is estimated to result in a significant increase in HGV movements over a 24 hour period. Given the submitted noise report is still under review, and given there are a number of residential receptors on approach to the site which in combination with the quantum of HGV movements from a 24 hour operation Officers can not be certain as to the extent of what the impacts would at this stage of assessment . Planning Officers are therefore requesting this matter is delegated back to the Planning Manager to determine what level of impact would arise and whether any mitigation is required. As outlined above, officers can apply an absolute worst case scenario on this matter and appropriate conditions can be recommended, however additional information may negate the need to have to rely on this scenario if the impact is demonstrated to be less than the worst case. Should there be an update on this matter, it will be presented to the Planning Committee on the Amendment Sheet to Committee.</p>
24.0	<u>Land stability</u>
24.1	Paragraphs 170 and 178 of the National Planning Policy Framework requires a site to be suitable for its proposed use taking account any risks arising from land instability. Paragraphs 179 states that where a site is affected by land stability issues, responsibility for securing a safe development rests with the applicant and/or landowner
24.2	The Canal and River Trust initially raised concerns over the impact on the stability of the canal bank, and how this would impact their asset and also lead to flooding within the site. The applicant has been working closely with the Canal and River Trust to ensure the risks are reduced to a minimum. The Canal and River Trust have now agreed that a method statement could be secured by condition. It has also been agreed that in order to reduce the risk of flooding as a result of a canal breach, applicant contributions should be secured to provide groves in the canal bank and stop planks that can be dropped in the canal either before or during a

	flood event. The Canal and River Trust are currently costing the project and this will form part of the Section 106.
24.3	Based on the above, Planning Officers are satisfied the risk around land stability have and will be appropriately considered and the proposal can be developed without undue risk around land stability.
25.0	<u>Interference with Telecommunication Signals</u>
25.1	<p>Local Plan Policy EN6 states:</p> <p>All large buildings or structures will only be permitted if they are designed in such a way so as to reduce the potential for interference with telecommunications signals. Where it is anticipated that disruption to television services and other telecommunications services will be a problem either because of:</p> <p>a) the proposed development's height or mass, or b) the materials selected,</p> <p>Planning permission will only be granted subject to a condition requiring the applicant to take appropriate measures to restore any loss of quality of reception.</p>
25.2	Given the scale of the development it is recommended this matter is secured by condition.
26.0	<u>Health and Safety</u>
26.1	Adjoining the site to the east is the National Grid site and former gas works. The site is currently occupied by the gas supplier Cadent and comprises a depot accommodating a mixed range of office and storage buildings, open storage, and parking areas. A gas holder is positioned in the north-west corner of the site, adjoining the application site which is currently not in operation and is due to be removed.
26.2	As result, of the neighbouring gas pipe lines and gas holder, the site is located within a major hazard site and two major accident hazard pipelines. The Health and Safety Executive has assessed the application in relation to the Hazard Zone and commented that provided the workplace developments marked on the Parameter Plan that fall within the Inner Consultation HSE zone have less than 3 occupied storeys and, providing for less than 100 occupants in each building, then HSE would not advise on safety grounds, against this proposal.
26.3	As the application is at outline stage and the particular layout of the business part is yet to be confirmed, and given the Hazard Zone encroaches into a relatively small part of the site, it would not be reasonable to apply a restrictive condition at this stage because there potentially may not be any buildings positioned within the Hazard Zone. The Health and Safety Executive has requested to be re-consulted at the Reserved Matters Stage, where if appropriate a restrictive condition can be applied. An informative is added in this regard.

	<p>Following discussions with Cadent, it has come to light that the gas mains within the neighbouring site are vented twice per year as part of regular maintenance further venting may take place in the rare occurrence of an emergency. The Health and Safety Executive were re-consulted in relation to the gas venting at the neighbouring Cadent Site. In response the Health and Safety Executive commented that their 'risk assessments of pipelines do not consider specific infrastructure which is connected to the pipeline, such as pressure reduction stations and gas venting, as risks associated with those are no greater than those from the pipeline. Cadent Gas, the pipeline operator, is responsible for the safe operation of the pipeline and if you have not done so, we suggest that you consult them on this matter so that they can review the safety of their operations in the event that the proposed development of residential flats goes ahead'.</p>
26.4	<p>Cadent have confirmed the gas 'venting is carried out under strict risk assessment and method statement controls, incorporating health and safety protocols as required by the Health and Safety Executive and all governing gas safety regulations. The gas venting is controlled over a period of around 10 minutes and gas is vented at height (at least 3m above ground level), which allows vented gas to quickly rise and dissipate, ensuring low concentrations in the air and that the process does not pose any significant risk to 3rd parties outside the Cadent premises'.</p>
26.5	<p>Based on the above, there is no evidence to suggest proposal is considered to have unacceptable impacts in terms of the safety of the proposed future users and occupiers of the proposed development.</p>
27.0	<u>Affordable housing and Infrastructure</u>
27.1	<p>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 infrastructures must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the applicant will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.</p>
27.2	<p><i>Education:</i></p> <p>As the proposal would consist of more than 100 dwellings a bespoke contribution is provided by the Education Authority based on the location of the development and occupancy rates in local schools within the school catchment area.</p> <ul style="list-style-type: none"> ▪ Early Years: Accommodation for an 82 place nursery on site with internal floor area of 352 m2 and external play space of at least 488m2 ▪ Primary: £1,943,520 ▪ Secondary: £502,061 ▪ Post 16: £502,061 ▪ SEND: £761,121 <p>Total: £3,168,718. Plus onsite nursery.</p>

27.3	Discussions between the applicant, the Early Years Team, and Planning Officers have taken place to establish how the external play space can be accommodated for the nursery. Illustrative plans have been provided which show the external play space can be accommodated to the southeast of Block A. This would result in less public open space, and this has been assessed and waited within the 'impact on living conditions' part of this planning assessment.																				
27.4	The external play space measures approximately 450 square meters which is less than the 488 square metres requested, however, the Early Years Team have confirmed this would be an acceptable amount. The nursery along with the external space will be secured by condition																				
27.5	<p><i>Open Space / Recreation:</i></p> <p>As the proposal is less than 2 hectares and over 70 dwellings the updated Developer Guide Part 2, (September 2017) states the requirement will be dependent upon the location of the site, type of residential accommodation, proximity to and type of existing public open space/play areas and the Council's open space and recreation facility studies. The Applicant Guide advises the following:</p> <ul style="list-style-type: none"> • normally a contribution of £750 per dwelling for a development of mainly family houses with no existing open space/play area nearby; • occasionally on-site provision of public open space and play equipment with a financial contribution for long term maintenance. <p>Based on the number of residential units proposed, the type of housing being 'family type housing' and flats, the mix of bedroom numbers, and the provision of onsite amenity space, the following financial contributions is deemed appropriate.</p> <table border="1" data-bbox="379 1279 1286 1597"> <thead> <tr> <th>Unit type</th> <th>Contribution per unit</th> <th>No. of Units based on indicative mix</th> <th>Contributions based on indicative mix</th> </tr> </thead> <tbody> <tr> <td>3 bed +</td> <td>£750</td> <td>285</td> <td>£213,750</td> </tr> <tr> <td>2 bed</td> <td>£600</td> <td>377</td> <td>£226,200</td> </tr> <tr> <td>1 bed / Studio</td> <td>£500</td> <td>338</td> <td>£169,000</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£608,950</td> </tr> </tbody> </table> <p>Plus: final design, access agreement, and maintenance strategy of the onsite public open space</p>	Unit type	Contribution per unit	No. of Units based on indicative mix	Contributions based on indicative mix	3 bed +	£750	285	£213,750	2 bed	£600	377	£226,200	1 bed / Studio	£500	338	£169,000	Total			£608,950
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Total			£608,950																		
27.6	Planning Officers are currently working with the Council's leisure and parks team to identify where to priorities any contributions. Sport England who are not a statutory consultee for this application, but providing an advisory role has identified likely areas for demand and has recommended to seek an appropriate amount towards one or more of the remaining listed above, especially for swimming pools where there appears to be clear evidence of need:																				

	Facility	Population @ 2,500	Population @ 3,500																		
	3G Artificial Grass Pitches:	£96,690	£135,365																		
	Indoor Bowls:	£49,423	£69,192																		
	Swimming Pools:	£548,863	£768,409																		
27.7	<p>Following with and with Sport England and The Council Leisure and Parks Team, it is agreed that the £608,950 required by the Developer's Guide should be allocated as follows:</p> <table border="1" style="margin-left: 40px;"> <tr> <td>£262,000:</td> <td>Play equipment suitable for children with disabilities at Salt Hill Park.</td> </tr> <tr> <td>£140,000:</td> <td>3G junior football pitch in Salt Hill Park</td> </tr> <tr> <td>£206,950:</td> <td>Improvements to pitches and changing facilities at Upton Court Park.</td> </tr> </table>			£262,000:	Play equipment suitable for children with disabilities at Salt Hill Park.	£140,000:	3G junior football pitch in Salt Hill Park	£206,950:	Improvements to pitches and changing facilities at Upton Court Park.												
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27.8	<p>As set out within the impacts on living conditions part of this planning assessment, a Neighbourhood Equipped Area for Play (NEAP) and a Multi Use Games Areas (MUGA), should be provided within Upton Leas Park at a cost of £122,000 for the MUGA and £140,000 for the NEAP. This should be funded by the applicant outside of the developer contributions required by the developers guide as it is required to mitigate for the deficient open space and play space require on site.</p>																				
27.9	<p><i>Affordable Housing:</i></p> <p>Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. In accordance with the updated Developer Guide Part 2, (September 2017), as the proposal is over 70 units the application would attract a 40% onsite affordable housing provision:</p> <ul style="list-style-type: none"> • 6% Slough Affordable Rent (otherwise known as target rent); • 19% Slough Living Rent; • 15% Shared Ownership. <p>Following discussion with the Council's Housing Team preferred mix within tenures within the above percentages is broadly as below:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Unit size</th> <th>Rented % mix</th> <th>Shared Ownership % mix</th> </tr> </thead> <tbody> <tr> <td>1 bedroom apartments (2p)</td> <td>15%</td> <td>35%</td> </tr> <tr> <td>2 bedroom apartments/houses (4p)</td> <td>50%</td> <td>60%</td> </tr> <tr> <td>3 bedroom houses/apartments (6/5p)</td> <td>30%</td> <td>5%</td> </tr> <tr> <td>4 bedroom houses (8/7p)</td> <td>5%</td> <td></td> </tr> <tr> <td>Total number of units</td> <td>100%</td> <td>100%</td> </tr> </tbody> </table>			Unit size	Rented % mix	Shared Ownership % mix	1 bedroom apartments (2p)	15%	35%	2 bedroom apartments/houses (4p)	50%	60%	3 bedroom houses/apartments (6/5p)	30%	5%	4 bedroom houses (8/7p)	5%		Total number of units	100%	100%
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27.10	<p>Viability:</p>																				

	Pursuant to paragraph 57 of the National Planning Policy Framework, Core Policy 4 of the Core Strategy and the Slough Developer's Guide, the applicant submitted a financial viability assessment (FVA) on 11/05/2020. The FVA asserts securing 40% onsite affordable housing units would render the scheme unviable and therefore undeliverable, however, providing 20% onsite affordable housing units along with £7m towards 'Section 106 Costs', and such an offer was put forward.																												
27.11	The FVA has been reviewed by the Council's specialist where a number of issues were not agreed upon, mainly relating to land value and sale prices. Following further evidence provided by both the Council's specialist and the developer, evidence based values are now agreed and it is recommended that the proposal could provide 25% onsite affordable housing units with an additional £7m towards 'Section 106 Costs', to which the developer has now agreed to.																												
27.12	<p>Following further discussions with the Council's Housing Team, Officers consider the provision of 25% onsite affordable housing units at the mix set out below and £7m towards 'Section 106 Costs' would be acceptable. When considered in the context of the recent delivery of affordable housing in the Borough, absence of a 5 year housing supply and increased emerging housing targets, the proposed 25% onsite affordable housing units is a welcome proposition and is capable of being afforded considerable weight to the benefits given to the provision of new housing, in the planning balance, in NPPF terms.</p> <table border="1" data-bbox="354 1003 1302 1317"> <thead> <tr> <th>Unit type</th> <th>Slough Affordable Rent</th> <th>Slough Living Rent</th> <th>Shared Ownership</th> </tr> </thead> <tbody> <tr> <td>1b2p</td> <td>12</td> <td>41</td> <td>32</td> </tr> <tr> <td>2b4p</td> <td>14</td> <td>46</td> <td>35</td> </tr> <tr> <td>3b5p</td> <td>9</td> <td>29</td> <td>22</td> </tr> <tr> <td>4b</td> <td>1</td> <td>5</td> <td>4</td> </tr> <tr> <td>Total</td> <td>36</td> <td>121</td> <td>93</td> </tr> <tr> <td>Grand Total</td> <td>250</td> <td></td> <td></td> </tr> </tbody> </table>	Unit type	Slough Affordable Rent	Slough Living Rent	Shared Ownership	1b2p	12	41	32	2b4p	14	46	35	3b5p	9	29	22	4b	1	5	4	Total	36	121	93	Grand Total	250		
Unit type	Slough Affordable Rent	Slough Living Rent	Shared Ownership																										
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4b	1	5	4																										
Total	36	121	93																										
Grand Total	250																												
27.13	<p><i>Vacant Building Credit:</i></p> <p>The applicant submitted an application for Vacant Building Credit (VBC) on 24/06/2020. However following discussions with Officers, it has been agreed to adopt a viability led approach toward the affordable housing provision.</p>																												
27.14	<p><u>Section 106 Requirements</u></p> <p>Based on the planning assessment of all the material planning considerations and based on the information available this time, the proposal would currently attract the following planning obligations:</p> <p><i>Financial:</i></p> <table border="1" data-bbox="280 1921 1374 2078"> <tr> <td>Education:</td> <td>£3,168,718.</td> </tr> <tr> <td>Recreation / open space:</td> <td>£608,950</td> </tr> </table>	Education:	£3,168,718.	Recreation / open space:	£608,950																								
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	Mitigation for the open space and play space require on site:	£262,000
	Mitigation for the impact on Burnham Beeches Special Area of Conservation	£378,780
	Highways mitigation / Air quality mitigation	£1,675,000
	Canal Stop Planks	TBC
	Local Employment Training and Business Promotion Contribution:	TBC
	<p><i>Non financial:</i></p> <ul style="list-style-type: none"> • Highways and air quality mitigation; • construction and adoption of the relevant internal roads/footways/verges; • highway junction works; • signalised pedestrian crossing; • onsite open space access agreement; • local employment and local procurement is promoted within the Section 106; • onsite affordable housing units; • onsite EV car clubs; • viability review mechanism; • Residential Travel Plan; • Commercial Travel Plan. 	
30.0	<u>Equalities Considerations</u>	
31.1	<p>Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:</p> <ul style="list-style-type: none"> • Remove or minimise disadvantages suffered by people due to their protected characteristics; • Take steps to meet the needs of people with certain protected characteristics; and; • Encourage people with protected characteristics to participate in public life (et al). 	
31.2	<p>The proposal would provide new residential accommodation at a mix of dwelling sizes that would all be compliant with the Nationally Described Space Standards. Planning Officers are currently negotiating a provision of wheelchair user dwellings,</p>	

	wheelchair accessible parking spaces and the Design Code will be updated accordingly. At this outline stage these provisions are considered appropriate and would comply with local and national planning policies.
31.3	It has been established that there would be a deficient amount of public open space and play areas within the site given the quantum of two, three, and four bed flats that the development could provide. Onsite provision of a Local Area of Play and a Local Equipped Area for Play is secured by condition and includes a provision for children with disabilities. Financial contributions have been secured to provide the play areas which can not be accommodated on the site to be provided within Upton Lea Park, which is relatively local to the site within walking distance. Further financial contributions in line with Council policy have been secured towards a new 3G junior pitch at Slat Hill Park, new play equipment within Slat Hill Park for children with disabilities and improvements to pitches and changing facilities at Upton Court Park. A further assessment at Reserved Matters will take place in regard to the provision of public open space within the site.
31.4	Five percent of the homes are required to be An appropriate provision of on site community uses and retail uses are provided within the application site and a nursery with external play space is secured by condition.
31.5	As part of the highways mitigation, improved pedestrian and cycle route and infrastructure are include to provide appropriate links to the train station and town centre. These include a new toucan crossing adjacent to the site and across Wexham Road and dropped kerbs where needed. The internal layout will be assessed at Reserved Matters
31.6	It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.
31.7	In relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics if the occupier/individual does not have access to a car parking space in the development, however there is good access to public transport and local facilities. A justification for the level of car parking is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy.
40.0	<u>Presumption in Favour of Sustainable Development</u>
41.1	The application has been evaluated the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local

	<p>Planning Authority cannot demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law should be applied.</p>
41.2	<p>The report identifies that there are a number of outstanding issues to resolve which are listed below. Assuming these will be these be satisfactorily addressed, Planning Officers consider the proposal would comply with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some conflicts with the Development Plan, namely:</p> <ol style="list-style-type: none"> 1) The likely harmful impact in the character of the area as a result of the dominating visual relationship with the existing residential houses particularly when viewed from Wexham Road and St Pauls Avenue and the separation between Block C (6 storey) and Block D (6 story) that would tower over and enclose the street and footways (considerable negative weight) 2) The likely impacts on the residential amenity at 100 and 100A Wexham Road (considerable negative weight) 3) The likely sub-standard living conditions and quality of life issues in terms of onsite public open space, daylight, sunlight, outlook and privacy for a small proportion of flats (considerable negative weight) <p>The report also identifies that there would be the following benefits:</p> <ol style="list-style-type: none"> 1) Onsite net gains in biodiversity which is a policy requirement (limited positive weight) 2) The provision of up to 1000 new homes at a time where the housing need cannot be met (substantial positive weight) 3) The provision of up to 250 (or 25%) onsite affordable housing units (substantial positive weight) 4) Creating likely significant employment opportunities as well substantial direct and indirect economic benefits (substantial positive weight) 5) Decontamination of the site (substantial positive weight) 6) Replacing old industrial buildings with more energy efficient modern buildings which meet the carbon mission standards set by development plan standards (some positive weight). <p>Based on the above and at this stage of assessment, the Local Planning Authority consider that the adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole and tilted in favour of the supply of housing. On balance, it is recommended the application be delegated to the Planning Manager:</p> <p>A) For approval subject to:-</p> <ol style="list-style-type: none"> 1) achieve acceptable mitigation for the impact on Burnham Beeches Special Area of Conservation which satisfies Planning Officers and Natural England, and to complete the associated Appropriate Assessment; 2) further consideration of offsite HGV noise and to agree any mitigation Environmental Quality Team and/or apply appropriate conditions as

	<p>necessary;;</p> <ol style="list-style-type: none"> 3) finalise the Section 106 including any changes required 4) finalise and agree conditions including any changes required 5) any minor changes 6) consideration of any further neighbour / third party comments and consultations comments <p>B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 26th May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.</p>
<p>42.0</p>	<p>CONDITIONS (DRAFT):</p> <ol style="list-style-type: none"> 1. Compliance with reserved matters <p>With the exception of enabling works, no development within any individual part hereby permitted shall commence until approval has been obtained in writing from the Local Planning Authority of the details of the layout, scale, external appearance and landscaping (the reserved matters) of the development within that phase or sub-phase. The development shall not be carried out otherwise than in accordance with the approved details relating to that phase or sub-phase</p> <p>Reason: To prevent the accumulation of planning permissions: 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 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p> <p><u>Timing for Reserved Matters:</u></p> 2. The development shall not commence until a phasing plan has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include details of the construction phase and sub-phases and timeframes including any enabling works. The phasing plan shall be submitted prior to commencement of works on site and the development shall be carried out in accordance with the phasing plan thereafter. <p>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).</p> 3. An application for approval of the reserved matters in respect of the first individual part of the development shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. <p>Reason: To prevent the accumulation of planning permissions: 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 92(2) of the Town</p>

and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. The first individual part of the development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of 3 years from the date of approval of the last of the reserved matters to be approved in respect of that individual part , whichever is the later.

Reason: To prevent the accumulation of planning permissions: 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 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

5. Subsequent parts of the development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved in respect of that phase or sub phase, whichever is the later.

Reason: To prevent the accumulation of planning permissions: 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 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

6. Approved plans for the parameters of development

The development/application relates to the following site:

- a) Site Location Plan shown on Drawing No. AA7818 - 2000, Dated 11/11/2019; Rec'd 19/11/2019

The development hereby permitted shall not exceed the approved parameter plans and drawings comprising:

- a) Parameter Plan Uses – AA718 – 2002 Rev A
- b) Parameter Plan Development Zones – AA7818 – 200
- c) Parameter Plan Access and Movement – AA7818 – 2004
- d) Parameter Plan Public Realm – AA7818 – 2005
- e) Parameter Plan Maximum Building Heights – AA7818 – 2006
- f) Parameter Plan Composite – AA7818 – 2007 Rev A
- g) ITB15068-GA-001 Rev E - SITE ACCESS AND INTERNAL ACCESS
- h) ITB15068-GA-002 Rev D - PEDESTRIAN / CYCLE / EMERGENCY ACCESS ONTO UXBRIDGE ROAD

REASON To ensure that the site is developed in accordance with the principles of 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.

7. Design Code for the residential part

Prior to the submission of the first reserved matters application for the residential development a detailed Design Code for the residential part of the development shall be submitted to and approved by the Local Planning Authority. The detailed Design Code shall include the following:

- a. principles for determining the quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using recycled construction materials
- b. principles of built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas
- c. principles of hard and soft landscaping including the inclusion of important trees and hedgerows and also including boundary treatments and refuse storage
- d. principles for determining the design of structures (including street lighting, lighting and boundary treatments for commercial premises, street furniture and play equipment)
- e. principles for determining the design of the public realm, areas of public open space, areas for play (including LEAPs, NEAPs, and MUGAs), and any areas such as community gardens, allotments or other.
- f. principles for determining the design and layout of the sports provision as appropriate
- g. principles for conservation of flora and fauna interests and encouragement of biodiversity
- h. principles of a hierarchy of streets and spaces
- i. principles for the alignment, width and surface materials (quality, colour and texture) proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties
- j. principles for on-street and off-street residential and commercial vehicular parking and/or loading areas
- k. principles of cycle parking and storage
- l. integration of strategic utility requirements, landscaping and highway design

The details to be submitted in the reserved matters applications for each individual part of the residential development shall be in accordance with the principles established in the approved Design Code.

8. Bat mitigation

The development hereby approved shall be carried out in accordance with Chapters 6 and 7 of the Bat Surveys and Mitigation Strategy for Low Impacts report (Report RT-MME-15044), Dated May 2020.

Reason: In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Core Strategy and the requirements of the National Planning Policy Framework.

9. Ecological mitigation, compensation and enhancements

Alongside each Reserved Matter Application in respect of Layout, specific details of the ecological mitigation, compensation and enhancements pursuant to the following documents shall be submitted to and approved by the local planning authority:

- a. Ecological Impact Assessment, dated May 2020 (Report No: RT-MME-152589-01); Rec'd 28/05/2020
- b. Framework Biodiversity Enhancement Strategy Rev A Dated May 2020 (Report RT-MME-150948); Rec'd 28/05/2020
- c. Chapter 7 of the Bat Surveys and Mitigation Strategy for Low Impacts report (Report RT-MME-15044), Dated May 2020.

The submitted details shall include ecological mitigation, compensation and enhancements for the Reserved Matter applied for and an in principle demonstration of how remaining ecological mitigation, compensation and enhancements as set out in the above documents can be achieved for the remaining redevelopment of the site.

The development hereby approved shall be carried out in accordance with the approved details for the individual part applied for and retained at all times in the future.

Reason: In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Core Strategy and the requirements of the National Planning Policy Framework.

9. Archaeology (Note: Berkshire Archaeology to agree condition) :

All works of demolition and site clearance shall be carried out in accordance with the approved Written Scheme of Investigation (Project specification for an archaeological evaluation, Rev 17/3/2020, Rev 3, Ref: 19e142ev and MOLA Written Scheme of Investigation for an Archaeological Evaluation ref. WRS20 Issue 1 dated 30 June 2020).

Within 18 months of the demolition and site clearance works being completed the post investigation assessment programme set out in the Written Scheme of Investigation will have been undertaken and provision made for the analysis, publication, dissemination of results and archive deposition

REASON: To ensure that any archaeological remains are properly recorded in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the

requirements of the National Planning Policy Framework

10. Contaminated Land Remediation Strategy

The development hereby approved shall be carried in full accordance the approved Remediation Scheme for Contamination Report Reference: BGCL-CL19019/001/v5 March 2020.

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

11. Contaminated Land Watching Brief

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework. The site is known to be highly contaminated and further investigation is planned. This has the potential to raise additional issues not covered by the Remedial Strategy.

12. Contaminated Land Verification Report

Prior to the first occupation of each individual part of the development, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

13. Confirmation of Gas and/or Vapour Protection

Should gas and/or vapour protection measures be specified and required 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 carried out and adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008

14. Piling Environment Agency

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority in consultation with the Environment Agency. The development shall be carried out in accordance with the approved details.

REASON To ensure that the proposed foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N6 of 'The Environment Agency's approach to groundwater protection'.

15. Piling Thames Water

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

Reason: The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure. The condition is required to protect local underground water utility infrastructure and to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of the National Planning Policy Framework

16. Surface Water Drainage

Alongside each reserved matters submissions for each individual part of the site, a detailed surface water drainage scheme for the site, based on the principles set within the approved "BWB - Panattoni UK Developments Ltd, Akzo Nobel, Slough, Sustainable Drainage Statement P07" (05.06.2020, Ref. ANS-BWB-ZZ-XX-RP-CD-0001_SDS) has been submitted and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The submitted details shall include:

- a) A technical summary highlighting any changes to the design from that within the approved Drainage Strategy.
- b) Detailed drainage plans to include type, layout and dimensions of drainage features including references to the drainage calculations.
- c) Detailed drainage calculations demonstrating the peak runoff rates comply with

Table 3.1 from the “BWB - Panattoni UK Developments Ltd, Akzo Nobel, Slough, Sustainable Drainage Statement P07 (Ref. ANS-BWB-ZZ-XX-RP-CD-0001_SDS)”.

- d) Detailed drainage calculations demonstrating the existing volumes are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.
- e) Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- f) Maintenance regimes for the entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- g) The surface water drainage strategy follows the drainage hierarchy for the outfall as per Building Regulations Part H requirement. The drainage scheme shall also provide sufficient level of treatment in accordance with the SuDS Manual.
- h) Evidence that a suitable foul drainage strategy is in place and that a discharge/connection agreement is in place with the foul water sewerage undertaker.

The approved development shall be carried out, managed and maintained in accordance with approved details at all times in the future.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of the National Planning Policy Framework.

17. Interference with Telecommunication Signals

Prior to the occupation for each individual part of the site, a report and any mitigation in relation to interference with any existing or approved and extant telecommunication signals shall be carried out by a competent person and be submitted to and approved in writing by the Local Planning Authority. Any agreed details for mitigation shall be fully implemented before that individual part the development is commenced.

REASON: to reduce the potential for interference with existing and proposed telecommunications signals, in with Local Plan Policy EN6, and the requirements of the National Planning Policy Framework

18. Construction Traffic Management Plan

A Construction Traffic Management Plan for each individual part of the development shall be submitted to and approved by the Planning Authority in consultation with Highways England and the Local Highway Authority in writing before development commences. This should include; construction traffic routes, off-loading, parking, turning provision, visitors and construction vehicles

(to a minimum Euro 6/VI Standard), measures to be made on site, measures to prevent mud from being deposited on the highway, and a programme for construction. The agreed details shall be fully implemented before that individual part the development is commenced and retained throughout the construction phase for each part.

REASON In the interest of minimising danger and inconvenience to local and strategic highway users and in the interests of air quality and to ensure minimal disruption is caused neighbouring businesses and residents in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019

19. Wheelchair User Dwellings

A minimum of 5% of the total residential units within the development shall be provided as Wheelchair Adaptable Homes and shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings. The detailed plans of these dwellings shall be submitted to and approved in writing by the local planning authority Alongside the reserved matters submissions for the residential development hereby approved details of the. The Wheelchair Adaptable Homes shall be shown on the submitted plans and shall be implemented in accordance with the approved plans.

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

20. Tree Protection

Prior to the commencement of each individual part the development hereby approved, a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- I. Location and installation of services/ utilities/ drainage.
- II. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- III. Details of construction within the RPA or that may impact on the retained trees.
- V. A full specification for the installation of boundary treatment works.
- V. A full specification for the construction of any roads, parking areas and

driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.

- VI. Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- II. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- III. A specification for scaffolding and ground protection within tree protection zones.
- X. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- X. Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- XI. Boundary treatments within the RPA
- III. Methodology and detailed assessment of root pruning
- III. Arboricultural supervision and inspection by a suitably qualified tree specialist
- V. Reporting of inspection and supervision
- IV. Methods to improve the rooting environment for retained and proposed trees and landscaping.

The development thereafter shall be implemented in strict accordance with the approved details.

Please see informative for the relevant British Standards.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework (2019).

21. Details and Samples of materials

Prior to any above ground works on each individual part of the site details of the facing materials including paint colours, cladding, stonework, brickwork (including patterns/ detailing) down pipes, gutters, edging details to flat roofs, balustrades, balconies, glazed facades, and aluminium framing; including the

details of bond, colour, mortar mix and mortar colour on all external facades and roofs of the buildings, all set out clearly coordinating each material / detail to each part of the building(s) 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 relevant part applied for shall be used or occupied prior to the implementation of the approved details. The development of each relevant part thereof shall be carried out strictly in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

22. Street Furniture

Prior to any above ground works on each individual part of the site details of the locations of the benches, litter bins and way-finding signage shall be submitted to and approved in writing by the local planning authority, prior to occupation of the relevant block. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The development within the relevant part of the site applied for shall be carried out in accordance with the approved details prior to the occupation of that part of the development and shall be permanently retained and maintained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

23. Boundary Treatment

Prior to any above ground works on each individual part of the site details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates shall be submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. The approved details shall be maintained and retained at all times in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework (2019).

24. Landscaping Details

Prior to any above ground works, a detailed landscaping scheme for that individual part of the development shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority in consultation with their landscape specialist and Heathrow Safeguarding. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- I. a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- II. location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) Sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
- III. location, type and materials to be used for hard landscaping including specifications, where applicable;
- IV. a schedule detailing sizes and numbers/densities of all proposed trees/plants and to include species which attract Bumble Bees;
- V. specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- VI. types and dimensions of all boundary treatments
- VII. an overall design to minimise its attractiveness to hazardous species of birds in relation to bird strike

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Please see informative for the relevant British Standards and bird strike advice

note.

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

25. Designing out crime

No residential development above ground floor level within any individual part shall commence until evidence has been provided to demonstrate how the applicant has used reasonable endeavours to incorporate measures to comply with Secured by Design Gold Award for the relevant phase or development block or part thereof. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of any development above ground within the relevant phase or development block. The development within the relevant residential part shall be carried out in accordance with the approved Secured by Design Application, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

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

26. Lighting Scheme

No development above ground floor level within any phase shall commence until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of:

- I. The lighting units, shielding, and mounting
- II. Hours of use
- III. Method of control (e.g. PIR, timer)
- IV. Vertical and horizontal illuminance levels including on the permitted residential buildings and land and the on existing neighbouring residential buildings land.
- V. The scheme shall demonstrate there would be no in unacceptable increase in light on neighbouring habitable windows over the ambient background lighting.
- VI. Coordination and compliance with the relevant conditions relating to designing out crime and ecology.

The development within the relevant part of the site applied for shall be carried out in accordance with the approved details prior to the occupation of that part of the development and shall be permanently retained and maintained thereafter.

REASON In the interests of safeguarding the amenities of neighbouring

properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

27. Thames Water wastewater network upgrades

No residential properties shall be occupied until confirmation has been provided that either:

- I. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or-
- II. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. The development shall be carried out in accordance with the approved details.

Please see informatives for further details.

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 in accordance with the requirements of the National Planning Policy Framework.

28. Thames Water supply network upgrades

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

- I. all water network upgrades required to accommodate the additional flows to serve the development have been completed; or –
- II. a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. The development shall be carried out in accordance with the approved details.

Please see informatives for further details

REASON - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development in accordance with the requirements of the National Planning Policy Framework.

29. Air Quality associated with Data Centre end use

Should a reserved matters application be made for Data Centre use on all or any part of the Commercial land, an Air Quality assessment demonstrating that ambient concentrations of applicable pollutants during the operation of the proposed facility (s) would not result in significant impact at relevant sensitive receptors, shall be submitted and approved by the Local Authority alongside the first Reserved Matters applications.

REASON: to protect sensitive receptors from pollution in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

30. Bird Hazard Management Plan Heathrow Safeguarding

Alongside each reserved matters application a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Please see informatives for further details.

REASON: It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with the National Planning Policy Framework (2019).

31. Height Limitation on Buildings and Structures Heathrow Safeguarding

No building or structure of the development hereby permitted shall exceed 127m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome in accordance with the National Planning Policy Framework (2019).

32. Approved non residential land uses within the residential part

Notwithstanding the information in the approved plans and subject to the

provisions within the relevant conditions set out in this planning permission, the following specified land uses are permitted within the specified floorspace:

- Class A1 (Shops)
- Class A3 (Food and Drink)
- Class D1 (Non-residential Institutions)
- Class D2 (Assembly and Leisure);

The maximum permitted floorspace for which the Class A1 (Shops) and Class A3 (Food and Drink) are allowed are limited to less than 1000 square meters floorspace for each unit.

REASON: To ensure no major retail uses are provided on the site that would affect the viability of the town centre, in accordance with Core Policies 1 and 5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2019).

33. Quantum of Car Parking

The private residential car parking provision for the development shall be at a ratio between 0.35 and 0.5 spaces per dwelling excluding car club spaces and public car parking spaces. 5% of all spaces shall be designed to wheelchair accessible standards.

The parking spaces shall be fully completed prior to first occupation of the relevant residential blocks, and permanently retained thereafter.

REASON: To control the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

34. Quantum of Cycle Parking

The private residential cycle parking provision for the development shall be at a ratio of 1 cycle parking space per dwelling excluding any public or visitor cycle parking.

The cycle parking spaces shall be fully completed prior to first occupation of the relevant residential blocks, and permanently retained thereafter.

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

35. Internal loading / servicing

There shall be no occupation within any part of the development until the details of the internal loading and turning provisions for delivery and refuse vehicles for that part of the development have been submitted to and approved in writing by the Local Planning Authority. The unloading and loading facilities shall be provided in accordance with approved plans and retained thereafter.

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

36. Servicing and Delivery Plan

Prior to first occupation of any residential or commercial use within each Development block, phase or relevant part thereof, a site servicing strategy or Delivery and Servicing Plan(DSP) for the relevant phase or block, including vehicle tracking, for the relevant Development Plot 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 or block. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

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).

37. Telecommunications Equipment

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

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).
Conditions yet to be drafted:

- Noise in relation to existing neighbours from operations within the site

- Noise in relation to existing neighbours from offsite HGV movements
- Noise in relation to proposed residential occupiers
- Employment and Residential Travel Plans,
- Construction & Environmental Management Plan,
- Heavy Goods Vehicle Management Plan.
- EV Car Parking
- Car plan management plan
- Parking for affordable housing units
- Parking for business part to be policy compliant
- Play equipment spec / maintenance- include play equipment for children with disabilities.
- House of operation for retail etc – layout stage?
- House of operation for northern part – dependant on offsite HGV noise
- Sustainable Development residential part
- Sustainable Development business part
- Restriction on PD for commercial in the residential part
- Hours of operation for commercial in the residential
- Odour Abatement System for A1 / A3
- final design, access agreement, and maintenance strategy of the onsite public open space
- The nursery along with the external space will be secured by condition.

Informative:

1. The proposed development is likely to be delivered in distinct phases. Where a condition refers to an 'individual part' this is defined as a separate and distinct phase of the development. Reserved Matters and conditions may be discharged in a phased manner relevant to the 'individual parts' of the development.
2. Commencement of Development excludes the following enabling works; demolition, remediation, site levelling, site servicing, below ground infrastructure and the main site access road and are applicable to the development as a whole.
3. The Applicant will need to ensure that demolition and construction works are undertaken in accordance with the licensable mitigation strategy undertaken using a Bat Low Impact Class Licence (LICL), with the site being registered by an ecological consultant who is registered to use the LICL. This LICL is to be agreed in advance of works with Natural England.
4. The Health and Safety Executive has assessed the application in relation to the Hazard Zone and commented that provided the workplace developments marked on the Parameter Plan that fall within the Inner Consultation HSE zone have less than 3 occupied storeys and, providing for less than 100 occupants in each building, then HSE would not advise on safety grounds, against this proposal.

As the application is at outline stage and the particular layout of the business part is yet to be confirmed, and given the Hazard Zone encroaches into a relatively small part of the site, it would not be reasonable to apply a restrictive

condition at this stage because there potentially may not be any buildings positioned within the Hazard Zone. The Health and Safety Executive will be re-consulted at the Reserved Matters Stage, where if appropriate a restrictive condition can be applied.

5. With regard to the Environment Agency requiring further details for piling, the Principal Aquifer at the surface in the Taplow Gravel Formation is significantly contaminated. It is proposed that residual contamination will be left contained within a permeable reactive barrier installed around the site. The potential for connecting this contamination with the Principal Aquifer in The Chalk below the site is increased by the use of piling and this should be acknowledged in a revised conceptual model for this site. A Piling Risk Assessment should be submitted for this development to address the risk of connecting two aquifers. This report should also address the need for piles to terminate within the clay - present at the top of the Lambeth Group.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework. The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact will cause deterioration of a quality element of the Lower Thames Gravels groundwater body.).

6. With regard to the Landscaping Condition, the following British Standards should be referred to:
 - a) BS: 3882:2015 Specification for topsoil
 - b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
 - c) BS: 3998:2010 Tree work – Recommendations
 - d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
 - e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
 - f) BS: 5837 (2012) Trees in relation to demolition, design and construction – Recommendations
 - g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
 - h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
 - i) BS: 8601:2013 Specification for subsoil and requirements for use maintenance that are compliant with best practise; and
 - j) Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below. “An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the

interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

7. With regard to the Tree Protection Condition, The following British Standards should be referred to:
 - a) BS: 3998:2010 Tree work – Recommendations
 - b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
8. With regard to the condition requiring Thames Water wastewater network upgrades, the developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
9. With regard to the condition requiring Thames Water supply network upgrades the developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
10. With regard to the condition requiring a Bird Hazard Management Plan, this must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for birds typically runs from March to June. The owner/occupier must comply with the relevant regulations and obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.
11. With regard to the landscaping condition, the development is close to the airport and the landscaping which it includes may attract birds which in turn may create

an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

12. With regard to the condition limiting height in relation to Heathrow Safeguarding, See Advice Note 1 'Safeguarding an Overview' for further information (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

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MEMBERS' ATTENDANCE RECORD 2020/21
PLANNING COMMITTEE

COUNCILLOR	27/5	24/6	29/7	26/08 Ext.	9/9	14/10	11/11	9/12	13/1	10/2	10/3	14/4
Dar	P	P	P									
M. Holledge	P	P	P									
Davis	P	P	Ap									
Gahir	P	P	P									
Mann	P	P	P									
Minhas	P	P	P									
Plenty	P	P	P									
Sabah	P	P	P									
Smith	P	P	P									

P = Present for whole meeting
Ap = Apologies given

P* = Present for part of meeting
Ab = Absent, no apologies given

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