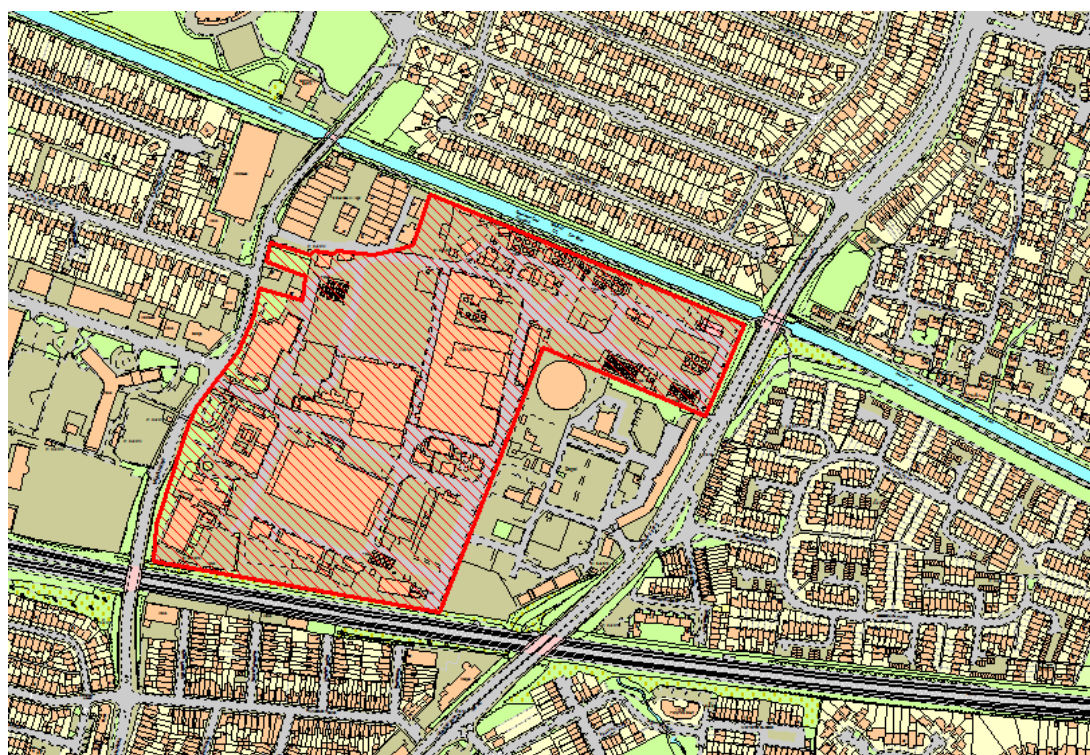


Registration Date:	20-Dec-2019	Application No:	P/00072/096
Officer:	Christian Morrone	Ward:	Central
Applicant:	Fergie Taylor	Application Type:	Major
		13 Week Date:	20 March 2020
Agent:	Mr. Taylor Cherrett, Turley The Pinnacle, 20 Tudor Road, Reading, RG1 1NH		
Location:	Akzonobel Decorative Paints, 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



<b>1.0</b>	<b>SUMMARY OF RECOMMENDATION</b>
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"> <li>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;</li> <li>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;</li> <li>3) finalising the Section 106 including any changes required</li> <li>4) finalising and agree conditions including any changes required</li> <li>5) any minor changes</li> <li>6) consideration of any further neighbour / third party comments and consultations comments</li> </ol> <p>B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 26<sup>th</sup> 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.
	<b><u>PART A: BACKGROUND</u></b>
<b>2.0</b>	<b><u>Proposal</u></b>

<p>2.1</p>	<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"> <li>• construction of floor for business purposes falling under B2 (General Industry), B8 (Storage or Distribution) Use Classes and Data Centre (Sui Generis Use Class);</li> <li>• floor areas would be flexible between the proposed uses. However, the above uses would be limited to: <ul style="list-style-type: none"> <li>▪ B2: 8,361 sqm and B8: 28,428 sqm, or;</li> <li>▪ B8: 36,789, or;</li> <li>▪ B2: 8,361 sqm, B8: 9,290 sqm, Data Centre: 41,806, or;</li> <li>▪ 71,535 sqm Data Centre</li> </ul> </li> <li>• building roof heights above existing ground level to be up to: <ul style="list-style-type: none"> <li>▪ 23.5 metres (ridge) in the central part of the site;</li> <li>▪ reducing to 15 metres (ridge) to the north,</li> <li>▪ reducing again to 3 metres at the northern end of the site by the canal.</li> </ul> </li> <li>• Associated parking.</li> </ul> <p><i>Southern part of site:</i></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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);</li> <li>• building roof heights above existing ground level to be up to: <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 24 metres (7 storey) centrally within the site, and;</li> <li>▪ 13.5 metres (4 storey) along the southern part of the site by the railway boundary.</li> </ul> </li> <li>• Residential amenity space;</li> <li>• car parking between 0.35 and 0.5 spaces per unit;</li> <li>• commercial parking;</li> <li>• Vehicle and pedestrian access and egress via existing Wexham Road;</li> <li>• new pedestrian access to south via Wexham Road and Uxbridge Road;</li> <li>• associated roads; footways; landscaping and tree planting;</li> <li>• open space (approx. 2228sqm).</li> </ul>
<p>3.0</p>	<p><b><u>Application Site</u></b></p>

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	<b><u>Relevant Site History</u></b>
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>



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 1m<sup>3</sup> Cat 5 water supply tank.

Approved with Conditions; Informatives; 10-Jul-2020

P/00072/092 Application for the prior approval for the demolition of established industrial area

Prior Approval; Permission Granted/Inf; 15-Jul-2019

P/17377/001 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

**AkzoNobel Main Offices (on western side of Wexham Road):**

P/00072/097 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.

**100A Wexham Road**

P/13542/015 Conversion of existing tyre shop into 2no. 3 bed houses. Infill exiting openings and addition of new windows.

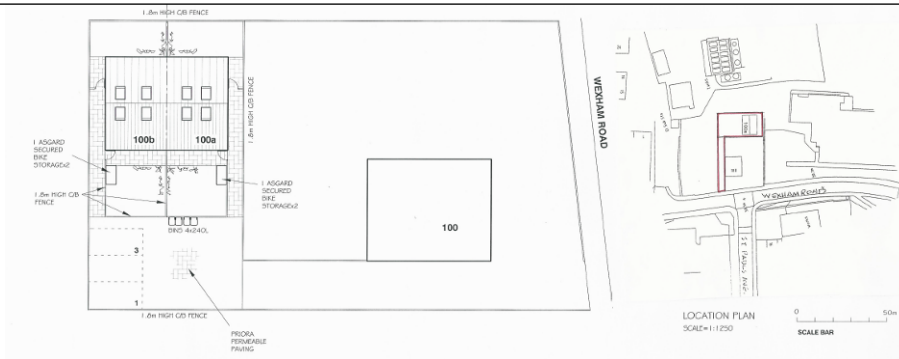
Approved with Conditions; Informatives; 04-Oct-2017

**[Implemented]**

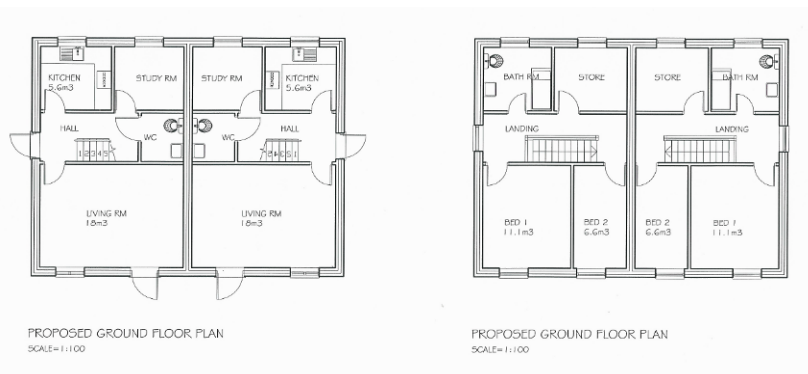
P/13542/010 Erection of new two storey building for use of storage, sale and repair of tyres following demolition of existing tyre garage.

Approved with Conditions; Informatives; 27-Mar-2014

Approved site and block plans:



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 31<sup>st</sup> 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]

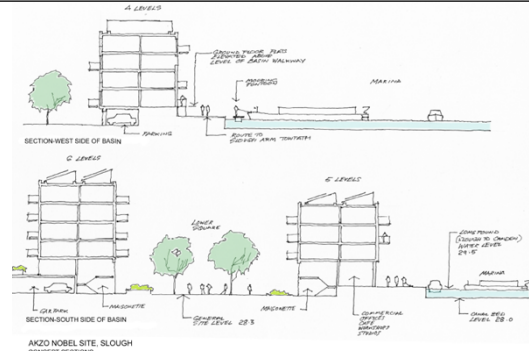
- People living within the new development will be unable to access the towpath and canal without using busy roads (Wexham Road and Uxbridge Road).
- Proposed access to the canal is limited. The canal towpath would provide a safe traffic free cycle route to various nearby locations and those farther 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	<b><u>Consultations</u></b>
	<i>Internal:</i>
6.1	<p><b><u>Contaminated Land Officer</u></b></p> <p>No objection subject to conditions:</p> <p><b>A.</b> 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><b>Sections 5 &amp; 6: Remediation of Known Contamination: Soils &amp; Groundwater and Free Phase</b> 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><b>Section 7.0 Environmental Monitoring &amp; 8.0 Supervision and Reporting</b> introduce additional plans to collect data from environmental monitoring, emissions, etc. A Verification Plan is also presented and considered acceptable.</p> <p><b>Figure 2: Phasing Plan</b> 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><b>G.</b> This letter was reviewed, and its use acknowledged as a support document for the above reports.</p> <p><b>H.</b> I have reviewed both <b>EA's response letter</b> and <b>BWB's response</b> 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"> <li>• Having acceptable noise and vibration levels for the existing neighbouring residents as a result of onsite noise and vibrations.</li> <li>• 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.</li> <li>• Not sterilising the existing gas works to the east from nuisance complaints from future residents of the proposed flats (Agent of Change Principle).</li> </ul> <p>The following issue needs to be addressed before determination:</p> <ul style="list-style-type: none"> <li>• Noise levels for the existing residents from both onsite operations and offsite HGV noise and vibrations.</li> </ul>
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"> <li>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.</li> </ol> <p><i>Vehicular access Primary Street and modelling</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>4. The LHA accept that this future situation occurs in part due to the proposed</li> </ol>

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

- 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

*Summary and Conclusions*

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

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.

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.

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.

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 <a href="http://www.aoa.org.uk/policy-campaigns/operations-safety/">http://www.aoa.org.uk/policy-campaigns/operations-safety/</a>)</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"> <li>• Self contained or separate access is preferable. Freehold is preferred.</li> <li>• Parking allocation for the AH to be equitable.</li> <li>• Affordable housing to be acquired by RPs with 100% nomination rights to the Council.</li> </ul>
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 &amp; 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 &amp; 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:

<b>Facility</b>	<b>Population @ 2,500</b>	<b>Population @ 2,500</b>
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"> <li>• have an adverse effect on the integrity of Burnham Beeches Special Area of Conservation</li> </ul> <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"> <li>• financial contributions towards the Burnham Beeches Access Management Scheme, to mitigate for the effects of recreation pressure at the site.</li> </ul> <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"> <li>• Landscape</li> <li>• Best and most versatile agricultural land and soils</li> <li>• Protected Species</li> <li>• Local sites and priority habitats and species</li> <li>• Ancient woodland and veteran trees</li> <li>• Environmental enhancement</li> <li>• Access and Recreation</li> <li>• Rights of Way, Access land, Coastal access and National Trails</li> <li>• Biodiversity duty</li> </ul>
<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 &amp; 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"> <li>• 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</li> <li>• Lighting scheme. The applicant should consider the risks of glare from the</li> </ul>

	<p>development adversely affecting train drivers' view of the railway signals.</p> <ul style="list-style-type: none"> <li>• Suitable trespass proof fence adjacent to Network Rail's boundary</li> </ul>
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.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a></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 <a href="http://www.aoa.org.uk/policy-campaigns/operations-safety/">http://www.aoa.org.uk/policy-campaigns/operations-safety/</a>)</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"> <li>• High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment</li> <li>• 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)</li> <li>• Above ground gas sites and equipment.</li> </ul> <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"> <li>• 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.</li> </ul> <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 &amp; 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 &amp; River Trust, the applicant and Planning Officers to address these:</p> <ul style="list-style-type: none"> <li>• Improvement to the canal towpath as a walking and cycling route</li> <li>• Access to the canal</li> <li>• Biodiversity gains</li> <li>• Land stability</li> <li>• Flood risk</li> <li>• Contamination</li> </ul>
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>
<b>7.0</b>	<b><u>PART B: PLANNING APPRAISAL</u></b>
7.1	<b><u>Town and Country Planning (Environmental Impact Assessment) Regulations 2017</u></b>
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"> <li>• Traffic and Transportation</li> <li>• Noise</li> <li>• Air Quality</li> </ul>

7.4	These Environmental Considerations are addressed in detail within the relevant headings in the Planning Assessment section of this report.
<b>8.0</b>	<b><u>Policy Background</u></b>
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"> <li>• ProPG: Planning &amp; Noise: Professional Practice Guidance on Planning &amp; Noise. New Residential Development. May 2017</li> </ul>
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"> <li>• Limited</li> <li>• Moderate</li> <li>• Considerable</li> <li>• Substantial</li> </ul>
8.3	<p><u>Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036</u></p> <p>On 1<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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"> <li>• 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.</li> <li>• Affordable housing to be policy compliant. Affordable housing to include some family homes.</li> <li>• Deal with soil contamination. Decontamination may take some time because of the past use of the site.</li> </ul> <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"> <li>• Land use</li> <li>• Supply of housing</li> <li>• Impact on biodiversity and ecology</li> <li>• Contaminated Land</li> <li>• Highways and parking</li> <li>• Air Quality</li> <li>• Housing mix</li> <li>• Impact on the character and appearance of the area</li> </ul>

	<ul style="list-style-type: none"> <li>• Impact on Heritage Assets</li> <li>• Impact on amenity of neighbouring occupiers</li> <li>• Living conditions for future occupiers of the development</li> <li>• Crime prevention</li> <li>• Sustainable design and construction</li> <li>• Surface water drainage</li> <li>• Land stability</li> <li>• Interference with Telecommunication Signals</li> <li>• Health and Safety</li> <li>• Environmental Considerations</li> <li>• Affordable housing and Infrastructure</li> <li>• Section 106 Requirements</li> <li>• Equalities Considerations</li> <li>• Presumption in Favour of Sustainable Development</li> </ul>
<b>9.0</b>	<b><u>Land Use</u></b>
9.1	<p>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.</p>
9.2	<p>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.</p>
9.3	<p>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.</p>
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"> <li>• B2: 8,361 sqm and B8: 28,428 sqm, or;</li> <li>• B8: 36,789, or;</li> <li>• B2: 8,361 sqm, B8: 9,290 sqm, Data Centre: 41,806;</li> </ul>

	<ul style="list-style-type: none"> <li>• 71,535 sqm Data Centre</li> </ul> <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	<p><i>Type of housing:</i></p> <p>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 &amp; 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 &amp; South Bucks (October 2019) sets out detailed house mix requirements for Slough</p>
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.
<b>10.0</b>	<b><u>Supply of housing</u></b>
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 &amp; 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.
<b>11.0</b>	<b><u>Impact on biodiversity and ecology</u></b>
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"> <li>• make financial contributions towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and</li> <li>• 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.</li> </ul> <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"> <li>• Contamination (e.g. dog fouling, litter, spread of plant pathogens);</li> <li>• Increased fire risk;</li> <li>• Trampling/wear (e.g. loss of vegetation, soil compaction, erosion, damage to trees from climbing);</li> <li>• Harvesting (e.g. fungi, wood);</li> <li>• Difficulties in managing the site (e.g. maintaining the grazing regime);</li> <li>• Disturbance (e.g. affecting the distribution of livestock and deer);</li> <li>• Fragmentation;</li> <li>• Hydrological impacts (water availability and flow);</li> <li>• Air quality.</li> </ul>
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"> <li>1. Appropriate Natural Green Space within Slough</li> <li>2. Suitable Alternative Natural Green Space outside Slough</li> <li>3. Financial contributions towards the Burnham Beeches Access Management Scheme</li> </ol>
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.
<b>12.0</b>	<b><u>Contaminated Land</u></b>
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.
<b>13.0</b>	<b><u>Highways and parking</u></b>
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	<b>Access:</b>  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:

	<b>Existing 2019 Survey Data</b>	<b>Theoretical Lawful Use</b>	<b>Proposed</b>
<b>Total Vehicle</b>	34	2276	3387
<b>Proportion of which HGVs</b>	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 provided 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"> <li>• Delivery and Servicing Management Plan,</li> <li>• Construction &amp; Environmental Management Plan,</li> <li>• Heavy Goods Vehicle Management Plan.</li> </ul>

	<p>These should be conditioned or secured within the section 106 as appropriate.</p>																
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"> <li>• Production of a residents ‘Travel Welcome Pack’, prepared in accordance with Slough Borough Council’s template</li> <li>• 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.</li> <li>• 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.</li> <li>• Discounts at local bike shops; A contribution £10,000 is sought via S106 to enable this group to be set up and coordinated</li> <li>• 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</li> <li>• ‘Cycle to Work’ schemes and loans for public transport season tickets; Cost TBA</li> <li>• A website/social media page for the development with a Travel Plan page. This should link with the Councils Travel pages; Cost TBA</li> </ul> <p>Summary of Travel Plan Contributions:</p> <table data-bbox="438 1361 1236 1668"> <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 Plan</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 Plan	£TBA	Residential Travel Plan monitoring	£TBA	Commercial Travel Plan monitoring
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£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):
  - 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>

<b>14.0</b>	<b><u>Air Quality</u></b>
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 <sub>2</sub> air quality objective (40µg/m <sup>3</sup> ). 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

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).

- 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):
- 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.
- 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.
- 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.
- 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

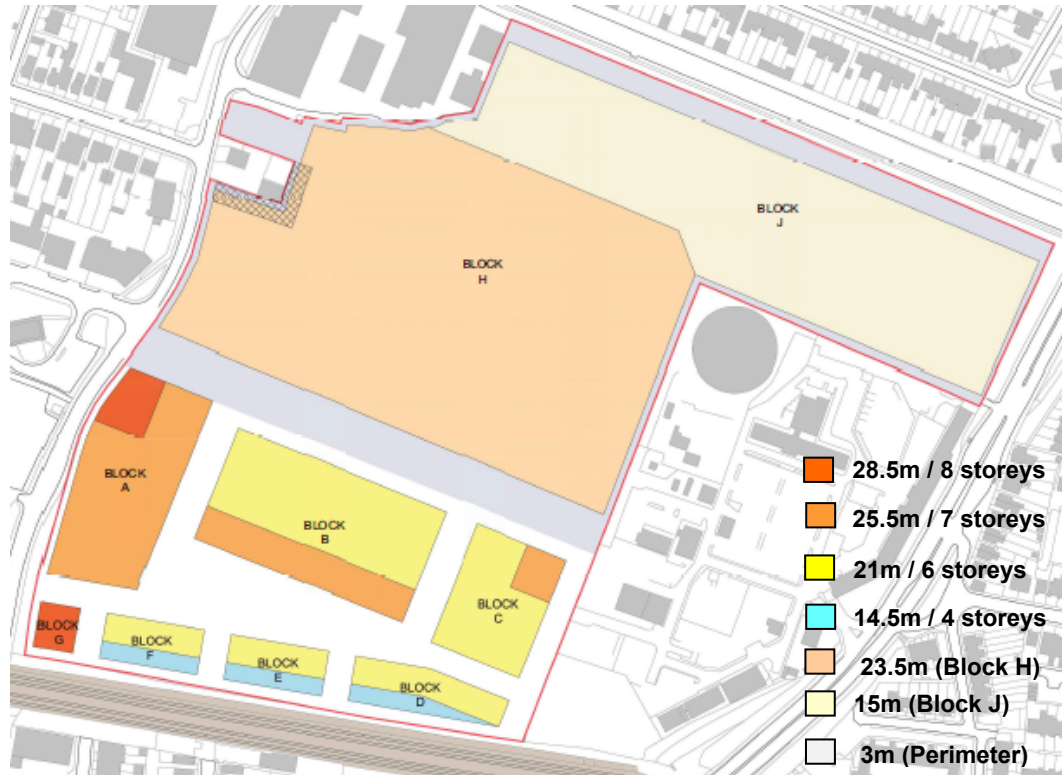
	<p>this development.</p> <p>xxi. £80,000 towards the development of a dedicated EV Rapid Charger network for EV Taxi/Licensed Private Hire Vehicles in and around the Town Centre. The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, 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"> <li>• Individual gas fired boiler &lt;40mgNOx/kWh</li> <li>• Spark ignition CHP engine 95mgNOx/Nm3</li> <li>• Gas turbine 20mgNOx/Nm3</li> <li>• Compression ignition engine 400mgNOx/Nm</li> </ul>
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.
<b>15.0</b>	<b><u>Impact on the character and appearance of the area</u></b>
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> <ul style="list-style-type: none"> <li>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;</li> <li>b) a comprehensive landscaping scheme is included which is appropriate to the canal setting and enhances its nature conservation value; and</li> <li>c) access to the canal corridor is maintained and, where appropriate, provision of new or improved access will be sought.</li> </ul> <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 &amp; buildings, Resources &amp; 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"> <li>• The character of the development should not be town centre in terms of scale and appearance.</li> <li>• Street based development wanted i.e. no tall buildings or point blocks.</li> <li>• New buildings to be generally no higher than 6 storey; no higher than 3 storey near the canal.</li> <li>• Open space and green infrastructure to be in accordance with Council's policy.</li> <li>• High quality design including public realm; use building materials that last.</li> <li>• Long term maintenance/management of public realm to be secured.</li> <li>• Take advantage of the canal side environment for homes to look out onto it and enhance the canalside area.</li> </ul>
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"> <li>1. there are no significant concerns regarding the density of proposed housing;</li> <li>2. the proposal should reinforce the identity of the canal to maximise its unique landscape value;</li> <li>3. the proposal does not demonstrate a clear relationship to the site edges, resulting in what appears to be an island site;</li> <li>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;</li> <li>5. the relationship with the western edge should seek to clearly articulate a response to the surrounding natural and built environment;</li> <li>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;</li> <li>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;</li> <li>8. The podium gardens with car parking below at ground level is a sensible option for this site.</li> </ol> <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>
15.23	<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>
15.24	<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 &amp; 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.

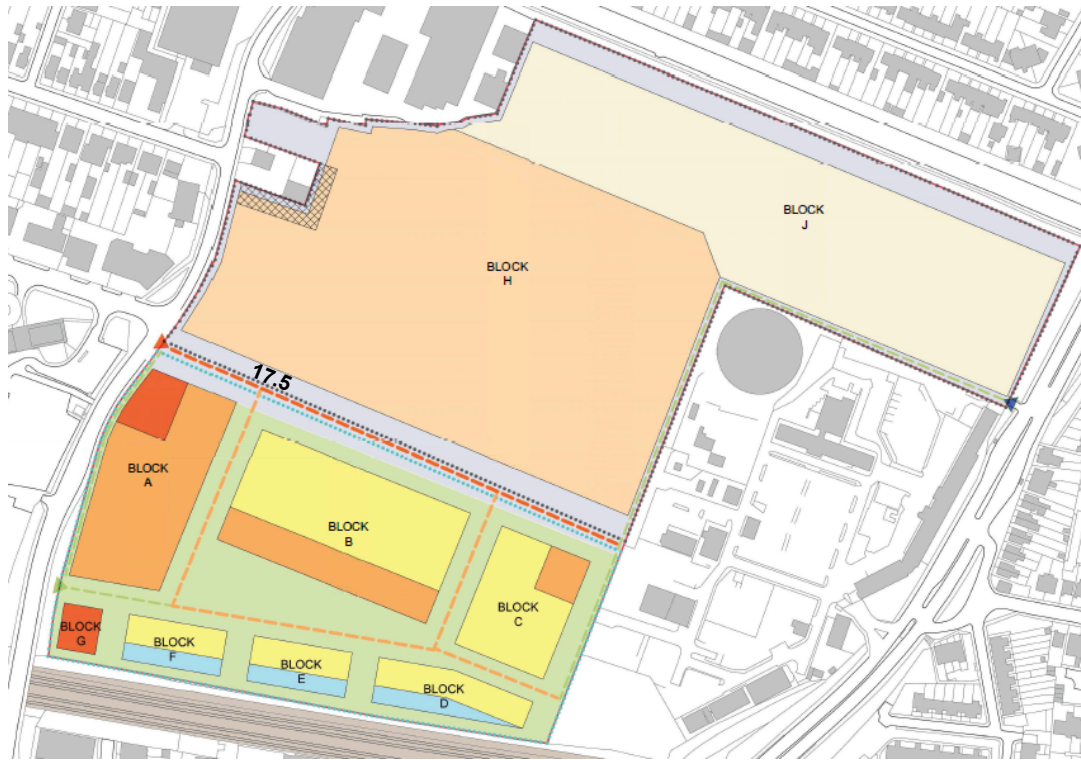


Above: Image taken for the submitted TVIA showing proposal from the west on the Uxbridge Road. (Red wire: Illustrative scheme; Blue wire: Maximum parameter).

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

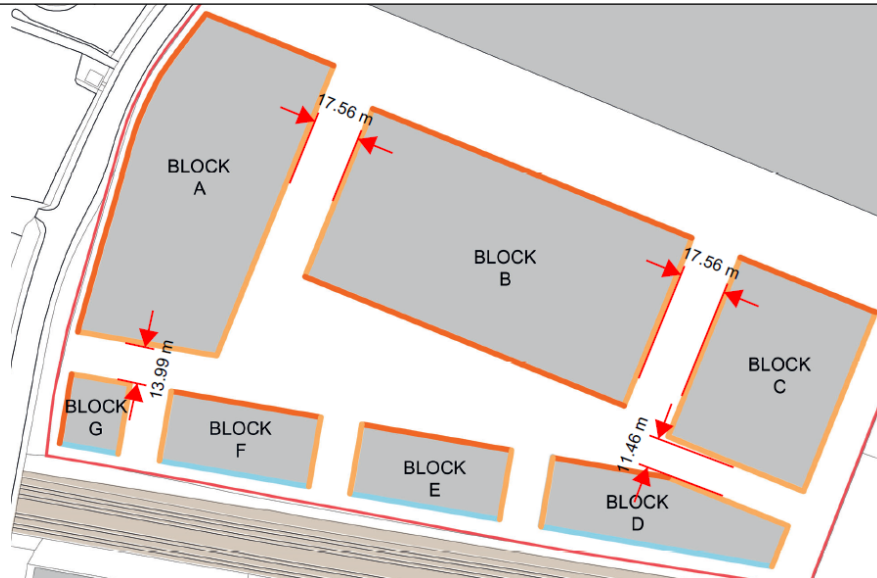
The submitted Design Code provide the following Mandatory requirements for this estate road:

- 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"> <li>• Residential Buildings will have at least 1.5m of defensible space.</li> <li>• A footpath at least 1.5m will be required on both sides of the road.</li> <li>• Tree planting will be required on both sides of the road to create a green buffer.</li> <li>• Tree planting will be required along the linear park.</li> </ul>
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"> <li>• Block B is shown as being positioned at approximately 17.5 metres from Block A and Block C (up to 4 metres of movement)</li> <li>• Block A is shown as being positioned at approximately 14 metres from Block G and Block F (up to 6 metres of movement).</li> <li>• Block C is shown as being positioned at approximately 11.5 metres from Block G and Block D (up to 4 metres of movement).</li> </ul>





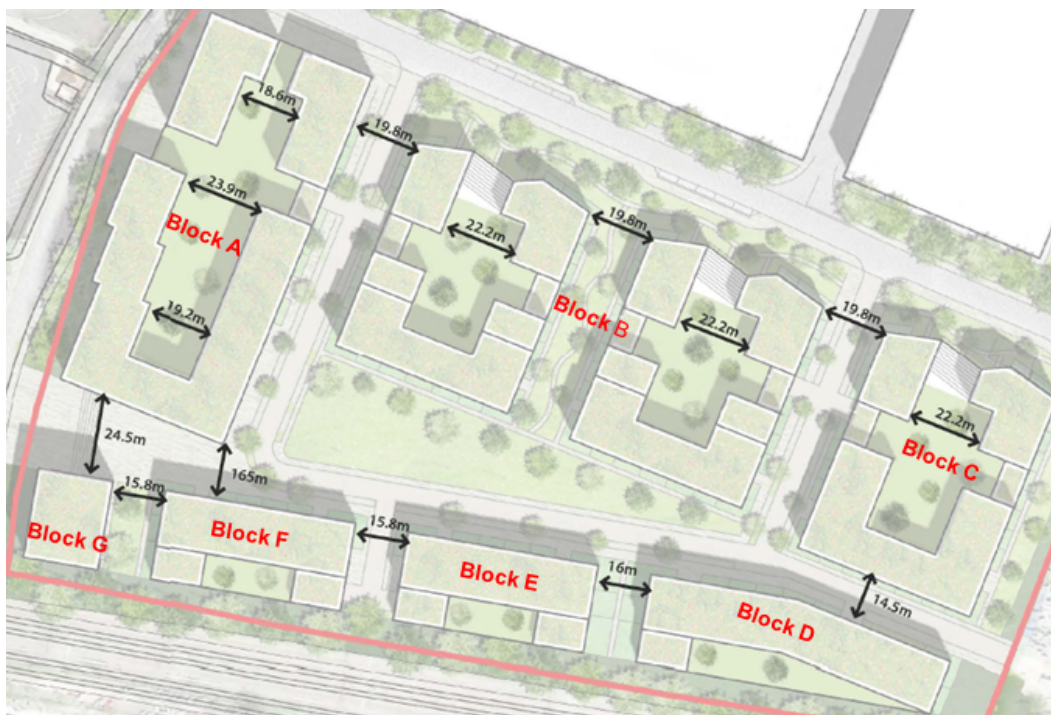
Above: Image taken for the submitted parameters plans proposed layout of the residential parameters with separation distances annotated (degree of movement not included).

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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <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"> <li>• A harmful dominating visual relationship with the existing residential houses particularly with 100 &amp; 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</li> <li>• 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.</li> </ul> <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
<b>16.0</b>	<b><u>Impact on Heritage Assets</u></b>
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"> <li>• Slough Station; Grade II Listed Buildings; located circa 415 metres to the west.</li> <li>• Rose and Crown Public House; Grade II Listed Building; located circa 465 metres to the west.</li> <li>• St Bernards School; Grade II Listed Building; located circa 360 metres to the southeast.</li> <li>• St Bernards School Conservation Area; located circa 395 metres to the southeast.</li> <li>• Sussex Place Clifton Road Conservation Area; located circa 345 metres to the south.</li> </ul>
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"> <li>• Enhances and protects the historic environment;</li> <li>• Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;</li> </ul>
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="284 398 914 477"><b>Public Benefit</b></th> <th data-bbox="930 398 1378 477"><b>Allocated weight</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="284 477 914 1283"> <p>Economic Benefits: Construction Phase:</p> <ul style="list-style-type: none"> <li>• Construction Investment – at least £217 million construction investment;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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.</li> </ul> </td> <td data-bbox="930 477 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 1283 914 2074"> <p>Economic Benefits: Operational Phase:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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</li> </ul> </td> <td data-bbox="930 1283 1378 2074"> <p>Substantial positive weight should be afforded to this.</p> </td> </tr> </tbody> </table>	<b>Public Benefit</b>	<b>Allocated weight</b>	<p>Economic Benefits: Construction Phase:</p> <ul style="list-style-type: none"> <li>• Construction Investment – at least £217 million construction investment;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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.</li> </ul>	<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"> <li>• 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;</li> <li>• 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</li> </ul>	<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"> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul>	
	<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.	
<b>17.0</b>	<b><u>Impact on neighbouring occupiers</u></b>	
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 1310 1749"> <thead> <tr> <th></th> <th><b>Proposed 3m high parameter</b></th> <th><b>Proposed 23.5m high parameter</b></th> </tr> </thead> <tbody> <tr> <td><b>South:</b></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><b>East:</b></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>		<b>Proposed 3m high parameter</b>	<b>Proposed 23.5m high parameter</b>	<b>South:</b>			Distance from southern boundary	0m	4.8m	Distance from southern elevation	12.3m	16.4m	<b>East:</b>			Distance from eastern boundary	13.9	17.3	Distance from eastern elevation	25.9m	29.5m
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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"> <li>a severe sense of enclosure, overbearing impact, and loss of sunlight on the external hardstanding areas</li> </ul> <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> <li>a limited to moderate overbearing impact on the external hardstanding areas</li> </ul> <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" data-bbox="280 1167 1370 1783"> <thead> <tr> <th colspan="4"><b>Noticeable daylight impacts at 100 Wexham Road from maximum parameters</b></th> </tr> <tr> <th rowspan="2"><b>Measurement Type</b></th> <th colspan="3"><b>Impacts on VSC/NSL *</b></th> </tr> <tr> <th colspan="3"><b>(All values in %)</b></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>	<b>Noticeable daylight impacts at 100 Wexham Road from maximum parameters</b>				<b>Measurement Type</b>	<b>Impacts on VSC/NSL *</b>			<b>(All values in %)</b>			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:

<b>Noticeable sunlight impacts at 100 Wexham Road from maximum parameters</b>						
<b>(All values in %)</b>						
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"> <li>• a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road</li> </ul> <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 of 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-dominant and overbearing feature. It is accepted that this is not a typical suburban area, and with this in mind 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 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"> <li>• a poor level of outlook from the rear (east) facing windows serving a dining room and a bedroom caused by a considerable overbearing impact.</li> <li>• a poor level of outlook from the side (south) facing windows serving a kitchen caused by a considerable overbearing impact.</li> </ul> <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	<p>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.</p>
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"> <li>• a substantial sense of enclosure, overbearing impact, and loss of sunlight on the external hardstanding areas</li> <li>• a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road</li> <li>• a poor level of outlook from the rear (east) facing windows serving a dining room and a bedroom caused by a considerable overbearing impact.</li> <li>• a poor level of outlook from the side (south) facing windows serving a kitchen caused by a considerable overbearing impact</li> </ul> <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> <li>• a limited overbearing impact on the external hardstanding areas</li> </ul> <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><b>Proposed 3m high parameter</b></th> <th><b>Proposed 23.5m high parameter</b></th> </tr> </thead> <tbody> <tr> <td><b>South:</b></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><b>East:</b></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>		<b>Proposed 3m high parameter</b>	<b>Proposed 23.5m high parameter</b>	<b>South:</b>			Distance from southern boundary	0m	4.8m	Distance from southern elevation	3.3m	8.1m	<b>East:</b>			Distance from eastern boundary	0	3.3m	Distance from eastern elevation	1.3m	4.6m
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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"> <li>• a substantial sense of enclosure, overbearing impact, and loss of daylight on the front and rear gardens</li> </ul> <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> <li>• considerable overbearing impacts on the rear gardens</li> <li>• moderate overbearing impacts to the front gardens.</li> </ul> <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"> <li>• a substantial loss of daylight and sunlight serving the internal areas at 100A Wexham Road</li> </ul> <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> <li>• a limited loss of daylight serving the kitchens, studies and first floor stores at 100A Wexham Road</li> </ul> <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"> <li>• limited to moderate overbearing impact on the front windows serving living rooms and bedrooms;</li> <li>• substantial overbearing impact on the rear windows serving the kitchens and study.</li> </ul> <p>The submitted illustrative scheme wold have the following impacts:</p> <ul style="list-style-type: none"> <li>• Moderate to considerable overbearing impacts on the kitchens and studies</li> </ul> <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"> <li>• a substantial sense of enclosure, overbearing impact, and loss of daylight on the front and rear gardens;</li> <li>• a substantial loss of daylight and sunlight serving all internal areas at 100A Wexham Road;</li> <li>• limited to moderate overbearing impact on the front windows serving living rooms and bedrooms;</li> <li>• substantial overbearing impact on the rear windows serving the kitchens and study;</li> <li>• limited to moderate overbearing impact on the front windows serving living rooms and bedrooms;</li> <li>• substantial overbearing impact on the rear windows serving the kitchens and study;</li> </ul> <p>The submitted illustrative scheme would have the following impacts:</p> <ul style="list-style-type: none"> <li>• considerable overbearing impacts on the rear gardens;</li> <li>• moderate overbearing impacts to the front gardens;</li> <li>• moderate to considerable overbearing impacts on the kitchens and studies;</li> <li>• a limited loss of daylight serving the kitchens, studies and first floor stores at 100A Wexham Road;</li> <li>• moderate to considerable overbearing impacts on the kitchens and studies</li> </ul> <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 boarder 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>

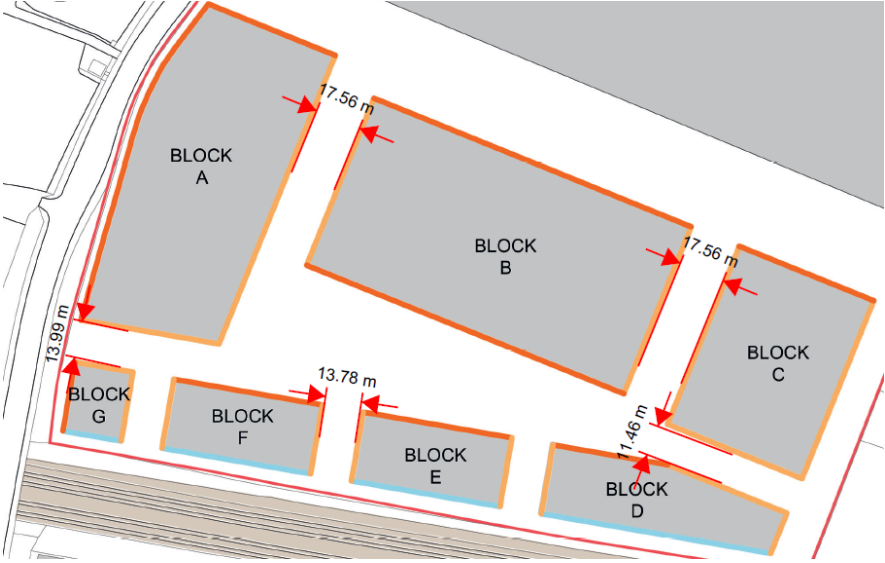


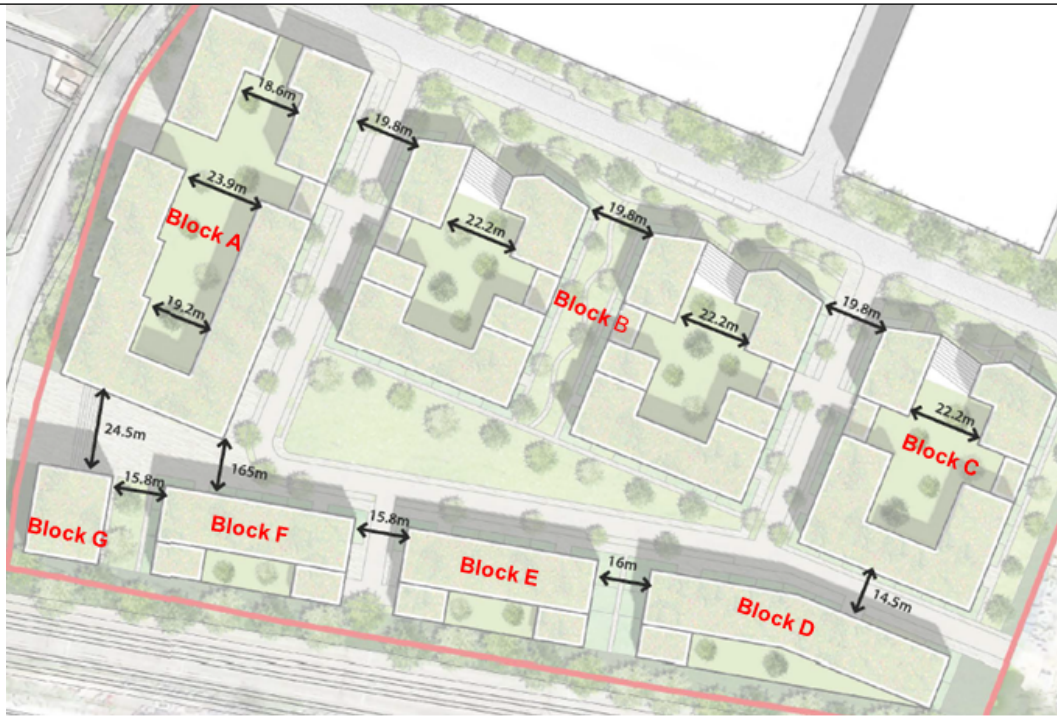
17.57	<p><i>Overbearing, daylight, sunlight and outlook impacts:</i></p> <p>The proposed maximum parameters boarder the eastern site boundary at a height of up to 3 metres; and then at approximately 2 metres from the boundary, the height would step up to maximum of 15 metres. Given the minimum separation 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, &amp; 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	<i>Privacy:</i>  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.
17.67	<i>Noise:</i>  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.
17.68	<i>Conclusion of impacts on the properties in Colonial Road, Australia Road, Canada Road, and India Road:</i>  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.
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.
<b>18.0</b>	<b><u>Living conditions for future occupiers of the development</u></b>
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><b>Access:</b></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"> <li>• Block B is shown as being positioned at approximately 17.5 metres from Block A and Block C (up to 4 metres of movement)</li> <li>• Block C is shown as being positioned at approximately 11.5 metres from Block G and Block D (up to 4 metres of movement).</li> <li>• Blocks E, F, &amp; G are shown as being positioned at approximately 13.8 metres from apart up to 4 metres of movement).</li> <li>• Block A is shown as being positioned at approximately 14 metres from Block G and Block F (up to 6 metres of movement).</li> </ul>
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"> <li>• at least 27% conventional window design will usually give reasonable results;</li> <li>• between 15% and 27% special measures (larger windows, changes to room layout) are usually needed to provide adequate daylight;</li> <li>• between 5% and 15% it is very difficult to provide adequate daylight unless very large windows are used;</li> <li>• less than 5% it is often impossible to achieve reasonable daylight</li> </ul>
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"> <li>• At least one main window faces within 90 degrees of due south; and</li> <li>• Centre of one main living room window can receive 25% of Annual Probable Sunlight Hours (APSH) including 5% APSH in the winter months.</li> <li>• Where groups of dwellings are planned the layout should aim to maximise the number of living rooms that meet the above recommendations.</li> </ul> <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"> <li>• Approximately 188 flats would receive a Vertical Sky Component of less than 27%</li> <li>• A minimum of 175 flats, due to them being single aspect and north facing would not receive the recommended levels of daylight</li> <li>• Less than half (39%) of the private courtyard amenity space in Block B would receive 2 hours or more of sunlight</li> <li>• 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.</li> </ul> <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>

	<b>Facility</b>	<b>Dimensions</b>	<b>Buffer</b>
	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"> <li>• 4 x privately accessible LAP (one within each private courtyard)</li> <li>• 2 x publicly accessible LAP</li> <li>• 1 x publicly accessible LEAP</li> </ul> <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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>						
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.
£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.						
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"> <li>• 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.</li> <li>• A minimum of 175 flats, due to them being single aspect and north facing would unlikely receive the recommended levels of sunlight</li> <li>• Approximately 188 flats would receive a Vertical Sky Component of less</li> </ul>

	<p>than 27% and therefore could have substandard daylight if no special measures are incorporated.</p> <ul style="list-style-type: none"> <li>• Less than half (39%) of the private courtyard amenity space in Block B would receive 2 hours or more of sunlight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <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>
<b>19.0</b>	<b><u>Crime prevention</u></b>
19.1	<p>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.</p>
19.2	<p>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.</p>
19.3	<p>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</p>

	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"> <li>• a 1.5 metre defensible area around the perimeter of the Residential Blocks;</li> <li>• an average of eight flats per core;</li> <li>• the principles of Secured by Design would be met for the residential part;</li> </ul> <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>										
<b>20.0</b>	<b><u>Economic Impact</u></b>										
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
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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"> <li>• Construction Investment – at least £217 million construction investment;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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.</li> </ul>										

	<p><i>Operational Phase:</i></p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul>
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.
<b>21.0</b>	<b><u>Sustainable design and construction</u></b>
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.
<b>22.0</b>	<b><u>Surface water drainage</u></b>
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	<b><u>Environmental Considerations</u></b>
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"> <li>• Traffic and Transportation</li> <li>• Air Quality</li> <li>• Noise</li> </ul>
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"> <li>• 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;</li> <li>• Volume II: Transport Assessment; Air Quality Assessment; Noise Assessment</li> <li>• Volume III: Non-Technical Summary</li> </ul> <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"> <li>• 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);</li> <li>• 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</li> <li>• Beneficial – advantageous or positive effect to an environmental / socioeconomic resource or receptor.</li> </ul>

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"> <li>• Minor – slight, very short or highly localised effect of no significant consequence;</li> <li>• Moderate – limited effect (by extent, duration or magnitude), which may be considered significant; or</li> <li>• Major – Considerable effect (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legislation, policy or standards.</li> </ul>
	<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 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. 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>
<b>24.0</b>	<b><u>Land stability</u></b>
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	<p>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</p>

	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.
<b>25.0</b>	<b><u>Interference with Telecommunication Signals</u></b>
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.
<b>26.0</b>	<b><u>Health and Safety</u></b>
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>
<b>27.0</b>	<b><u>Affordable housing and Infrastructure</u></b>
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"> <li>▪ 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</li> <li>▪ Primary: £1,943,520</li> <li>▪ Secondary: £502,061</li> <li>▪ Post 16: £502,061</li> <li>▪ SEND: £761,121</li> </ul> <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"> <li>• normally a contribution of £750 per dwelling for a development of mainly family houses with no existing open space/play area nearby;</li> <li>• occasionally on-site provision of public open space and play equipment with a financial contribution for long term maintenance.</li> </ul> <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><b>Total</b></td> <td></td> <td></td> <td><b>£608,950</b></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	<b>Total</b>			<b>£608,950</b>
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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:																				

	<b>Facility</b>	<b>Population @ 2,500</b>	<b>Population @ 3,500</b>																		
	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" data-bbox="354 483 1302 680"> <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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£206,950:	Improvements to pitches and changing facilities at Upton Court Park.																				
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"> <li>• 6% Slough Affordable Rent (otherwise known as target rent);</li> <li>• 19% Slough Living Rent;</li> <li>• 15% Shared Ownership.</li> </ul> <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" data-bbox="368 1554 1283 1944"> <thead> <tr> <th><b>Unit size</b></th> <th><b>Rented % mix</b></th> <th><b>Shared Ownership % mix</b></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><b>Total number of units</b></td> <td><b>100%</b></td> <td><b>100%</b></td> </tr> </tbody> </table>			<b>Unit size</b>	<b>Rented % mix</b>	<b>Shared Ownership % mix</b>	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%		<b>Total number of units</b>	<b>100%</b>	<b>100%</b>
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27.10	<p>Viability:</p>																				

	<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.</p>																												
27.11	<p>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.</p>																												
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 1300 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		
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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><b><u>Section 106 Requirements</u></b></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="284 1921 1372 2072"> <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"> <li>• Highways and air quality mitigation;</li> <li>• construction and adoption of the relevant internal roads/footways/verges;</li> <li>• highway junction works;</li> <li>• signalised pedestrian crossing;</li> <li>• onsite open space access agreement;</li> <li>• local employment and local procurement is promoted within the Section 106;</li> <li>• onsite affordable housing units;</li> <li>• onsite EV car clubs;</li> <li>• viability review mechanism;</li> <li>• Residential Travel Plan;</li> <li>• Commercial Travel Plan.</li> </ul>	
<b>30.0</b>	<b><u>Equalities Considerations</u></b>	
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"> <li>• Remove or minimise disadvantages suffered by people due to their protected characteristics;</li> <li>• Take steps to meet the needs of people with certain protected characteristics; and;</li> <li>• Encourage people with protected characteristics to participate in public life (et al).</li> </ul>	
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.
<b>40.0</b>	<b><u>Presumption in Favour of Sustainable Development</u></b>
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"> <li>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 <b>(considerable negative weight)</b></li> <li>2) The likely impacts on the residential amenity at 100 and 100A Wexham Road <b>(considerable negative weight)</b></li> <li>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 <b>(considerable negative weight)</b></li> </ol> <p>The report also identifies that there would be the following benefits:</p> <ol style="list-style-type: none"> <li>1) Onsite net gains in biodiversity which is a policy requirement <b>(limited positive weight)</b></li> <li>2) The provision of up to 1000 new homes at a time where the housing need cannot be met <b>(substantial positive weight)</b></li> <li>3) The provision of up to 250 (or 25%) onsite affordable housing units <b>(substantial positive weight)</b></li> <li>4) Creating likely significant employment opportunities as well substantial direct and indirect economic benefits <b>(substantial positive weight)</b></li> <li>5) Decontamination of the site <b>(substantial positive weight)</b></li> <li>6) Replacing old industrial buildings with more energy efficient modern buildings which meet the carbon mission standards set by development plan standards <b>(some positive weight).</b></li> </ol> <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"> <li>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;</li> <li>2) further consideration of offsite HGV noise and to agree any mitigation Environmental Quality Team and/or apply appropriate conditions as</li> </ol>

	<p>necessary;;</p> <ol style="list-style-type: none"> <li>3) finalise the Section 106 including any changes required</li> <li>4) finalise and agree conditions including any changes required</li> <li>5) any minor changes</li> <li>6) consideration of any further neighbour / third party comments and consultations comments</li> </ol> <p>B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 26<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.</p>
<p><b>42.0</b></p>	<p><b>CONDITIONS (DRAFT):</b></p> <ol style="list-style-type: none"> <li>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> </li> <li>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> </li> <li>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> </li> </ol>

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.
- IV. 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](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
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](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
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/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)).