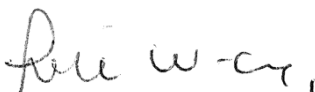


Date of issue: Tuesday, 1 September 2020

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dar (Chair), M Holledge, Davis, Gahir, Mann, Minhas, Plenty, Sabah and Smith)
<b>DATE AND TIME:</b>	WEDNESDAY, 9TH SEPTEMBER, 2020 AT 6.30 PM
<b>VENUE:</b>	VIRTUAL MEETING
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	NICHOLAS PONTONE 07514 939 642

NOTICE OF MEETING

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



**JOSIE WRAGG**  
Chief Executive

**AGENDA**

**PART 1**

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

**CONSTITUTIONAL MATTERS**

- |    |                          |   |   |
|----|--------------------------|---|---|
| 1. | Declarations of Interest | - | - |
|----|--------------------------|---|---|

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



<b><u>AGENDA ITEM</u></b>	<b><u>REPORT TITLE</u></b>	<b><u>PAGE</u></b>	<b><u>WARD</u></b>
2.	Guidance on Predetermination/Predisposition - To Note	1 - 2	-
3.	Minutes of the Meetings held on 29th July 2020 and the Extraordinary Meeting held on 26th August 2020	3 - 12	-
4.	Human Rights Act Statement - To Note	13 - 14	-
<b>PLANNING APPLICATIONS</b>			
5.	P/04241/014 - 163, Bath Road, Slough, SL1 4AA  <i>Officer's Recommendation: Delegate to the Planning Manager for Approval</i>	15 - 70	Cippenham Meadows
6.	P/12604/003 - 14 Lynwood Avenue, Slough, SL3 7BH  <i>Officer's Recommendation: Refuse</i>	71 - 88	Upton
7.	P/00437/093 - Langley Business Centre, Station Road, Slough, SL3 8DS  <i>Officer's Recommendation: Delegate to the Planning Manager for Approval following Referral to the Planning Casework Unit</i>	89 - 194	Langley St Mary's
<b>PRE-APPLICATION PRESENTATION</b>			
8.	Former Montem Leisure Centre, Montem Lane	195 - 198	Chalvey
<b>MISCELLANEOUS REPORTS</b>			
9.	Local Plan Spatial Strategy - Remaining Key Components	199 - 250	All
10.	Draft Centre of Slough Regeneration Framework	251 - 290	All
<b>MATTERS FOR INFORMATION</b>			
11.	Planning Appeal Decisions	291 - 304	-
12.	Members' Attendance Record	305 - 306	-
13.	Date of Next Meeting - 14th October 2020	-	-

Press and Public

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

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

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

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

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## **PREDETERMINATION/PREDISPOSITION - GUIDANCE**

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

### Predisposition

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

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

### Pre-determination / Bias

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

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

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**Planning Committee – Meeting held on Wednesday, 29th July, 2020.**

**Present:-** Councillors Dar (Chair), M Holledge (Vice-Chair), Gahir, Mann, Minhas, Plenty, Sabah and Smith (from 6.35pm)

**Also present under Rule 30:-** Councillors Ajaib and Bains

**Apologies for Absence:-** Councillor Davis

**PART I**

**12. Declarations of Interest**

Items 5 & 6 (Minutes 16 & 17 refer) – P/01272/011 and P/01272/012: The Willow Tree, 62 Station Road, Langley, SL3 8BT – Councillor Minhas declared that the applications were in her ward and she had received an email from residents. Councillor Minhas participated and voted on the applications.

Items 5 & 6 (Minutes 16 & 17 refer) – P/01272/011 and P/01272/012: The Willow Tree, 62 Station Road, Langley, SL3 8BT – Councillor Plenty declared that the applications were in his ward and he had received emails from residents. He had referred them to the Ward Member who was not a member of the committee. He stated that he had an open mind and would participate and vote on the applications.

Items 5 & 6 (Minutes 16 & 17 refer) – P/01272/011 and P/01272/012: The Willow Tree, 62 Station Road, Langley, SL3 8BT – Councillor Dar declared that he had received emails from residents about the applications.

*(Councillor Smith joined the meeting)*

**13. Guidance on Predetermination/Predisposition - To Note**

Members confirmed that they had read and understood the guidance on predetermination and predisposition.

**14. Minutes of the Last Meeting held on 24th June 2020**

**Resolved –** That the minutes of the meeting held on 24<sup>th</sup> June 2020 be approved as a correct record.

**15. Human Rights Act Statement - To Note**

The Human Rights Act Statement was noted.

**16. Planning Applications**

The Amendment Sheet, which included details of alterations and amendments received since the agenda was circulated, had been sent to Committee Members who confirmed that they had received and read it.

## Planning Committee - 29.07.20

Oral representations were made the Committee under the Public Participation Scheme prior to the applications being considered by the Committee as follows:-

Application P/01272/011 – The Willow Tree, 62 Station Road, Langley, SL3 8BT: an Objector and the Agent addressed the Committee.

Application P/01272/012 – The Willow Tree, 62 Station Road, Langley, SL3 8BT: an Objector and the Agent addressed the Committee. A written statement of another Objector was read to the Committee in accordance with the Council's Remote Meetings Protocol.

**Resolved** – That the decisions be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report of the Planning Manager and the Amendment Sheet circulated to Members prior to the meeting and subject to any further amendments and conditions agreed by the Committee.

### 17. P/01272/011: The Willow Tree, 62, Station Road, Langley, Slough, SL3 8BT

Application	Decision
Demolition of existing structures and redevelopment of the site for a part three, part four and part six storey building to accommodate 51 residential units, with associated parking and amenity provision.	Refused.

### 18. P/01272/012: The Willow Tree, 62, Station Road, Langley, Slough, SL3 8BT

Application	Decision
Demolition of existing structures and redevelopment of the site for a part single through to a part five storey building to accommodate 41 residential units, with associated parking and amenity provision.	Refused, for the following reasons: 1. The scale, layout and appearance would have a very strongly urbanising effect within an area which at present was largely suburban in character, and while there is no objection to the redevelopment of this site for residential purposes a building of the scale proposed bore no relationship to the scale and

## Planning Committee - 29.07.20

	<p>character of the site and its surroundings, and would represent an over-development of the site.</p> <p>2. The scale of the proposed building and its layout would have a severely detrimental impact on the privacy and amenities of the occupiers of neighbouring properties, which outweighed the benefits of the provision of the additional residential accommodation.</p>
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### 19. P/04241/014: 163 Bath Road

Application	Decision
<p>Change of use from serviced apartments (C1 use class) to self-contained flats (C3 use class). Removal of existing roof and construction of two-storey extension above existing second floor level to provide 3rd and 4th floors together with a four storey rear extension to create 90 flats (10 x studios, 41 x 1-bed and 39 x 2-bed). External alterations to provide new external finishes, fenestration, balconies and amenity space. Realignment of adjoining public right of way. [Revised Plans].</p>	<p>Deferred to the Committee meeting on 9<sup>th</sup> September 2020 to address Members concerns regarding the provision of affordable housing and other mitigation measures regarding viability appraisals associated with the site.</p>

### 20. Local Plan Spatial Strategy Overall Approach

The Planning Policy Lead Officer introduced a report that set out the overall approach that had been taken to develop the Preferred Spatial Strategy for the Local Plan for Slough.

The Spatial Strategy was the first part of the Local Plan and would not itself contain any policies. It would set out the pattern, scale and quality of development in Slough and it took forward the work carried out for the Issues and Options consultation in 2017. The most significant change since this time was that it was now assumed there wouldn't be any expansion of Heathrow Airport in the short to medium term.

## **Planning Committee - 29.07.20**

The report recommended approval of the following five key elements:

- Delivering major comprehensive redevelopment within the “Centre of Slough”;
- Selecting other key locations for appropriate sustainable development;
- Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;
- Protecting the “Strategic Gap” between Slough and Greater London;
- Promoting the cross border expansion of Slough to meet unmet housing needs.

A report would be brought to the next meeting of the Committee with more detail on what was proposed for each of these elements. At this stage Members were asked to approve the five key elements as the basis for preparing the Spatial Strategy. The Committee agreed the recommendations and would receive a further report at the next meeting.

### **Resolved –**

- (a) That the five key elements as set out in paragraph 5.24 of the report be agreed as the basis for the preparation of the preferred Spatial Strategy for the Slough Local Plan.
- (b) That a report setting out the proposed detailed content of the preferred Spatial Strategy be brought back to this Committee for consideration.

## **21. Planning Appeal Decisions**

The Committee received and noted details of planning appeals determined since the previous report to the Committee.

**Resolved –** That details of planning appeal decisions be noted.

## **22. Members' Attendance Record**

The Committee received and noted the Members' Attendance Record for the 2020/21 municipal year.

**Resolved –** That the record of Members' Attendance for 2020/21 be noted.

## **23. Date of Next Meeting - 9th September 2020**

An Extraordinary meeting of the Committee had been convened for 26<sup>th</sup> August 2020. The dates of the next scheduled meeting was confirmed as 9<sup>th</sup> September 2020.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.50 pm)

**Extraordinary Planning Committee – Meeting held on Wednesday, 26th August, 2020.**

**Present:-** Councillors Dar (Chair), Davis, Gahir, Mann, Minhas, Plenty, Sabah (until 7.57pm) and Smith

**Also present under Rule 30:-** Councillors Akram, Hulme and Strutton

**Apologies for Absence:-** Councillor M Holledge

**PART I**

**24. Declarations of Interest**

Item 6 (Minute 30 refers) – P/00072/096: AkzoNobel Decorative Paints, Wexham Road, Slough, SL2 5DB – All members of the Committee declared that they had received correspondence from the applicant.

Item 6 (Minute 30 refers) – P/00072/096: AkzoNobel Decorative Paints, Wexham Road, Slough, SL2 5DB – Councillor Dar declared that the application site was adjacent to his ward of Wexham Lea. Councillor Dar participated and voted on the application.

Item 6 (Minute 30 refers) – P/00072/096: AkzoNobel Decorative Paints, Wexham Road, Slough, SL2 5DB – Councillor Gahir declared that the application site was adjacent to his ward of Wexham Lea. Councillor Gahir participated and voted on the application.

**25. Guidance on Predetermination/Predisposition - To Note**

Members confirmed that they had read and understood the guidance on predetermination and predisposition.

**26. Human Rights Act Statement - To Note**

The Human Rights Act Statement was noted.

**27. Local Plan Spatial Strategy Key Components**

The Planning Policy Lead Officer introduced a report that set out the content of three of the five “key components” of the Preferred Spatial Strategy, which was scheduled to be the subject of public consultation in November and December.

A comprehensive presentation was given on the progress made since the key principles were agreed by the Committee on 29<sup>th</sup> July 2020. The Spatial Strategy would be a key part of the Local Plan and would set out the pattern, scale and development. It had five key components:

## Planning Committee - 26.08.20

- Delivering major comprehensive redevelopment within the “Centre of Slough”;
- Selecting other key locations for appropriate sustainable development;
- Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;
- Protecting the “Strategic Gap” between Slough and Greater London;
- Promoting the cross border expansion of Slough to meet unmet housing needs.

The report focused on three - key locations for development; enhancing the suburbs; and protecting the strategic gap. The Committee discussed various aspects of the Spatial Strategy which are summarised as follows:

- Given the shortage of land available for new housing Members highlighted the importance of prioritising social and affordable housing in future developments. This would be an issue addressed in the Local Plan policies that would follow the Spatial Strategy.
- For the purposes of the Local Plan it was assumed that the proposals for the third runway at Heathrow would not come forward in the short or medium term. The approach would be to revert back to restraining development to protect the Green Belt and Strategic Gap between Slough and Greater London. The Poyle Trading Estate was a Selected Key Location and Members highlighted the importance of promoting a mix of industrial types including distribution, aviation, and automotive as well as warehousing.
- The ambition to accommodate 15,000 additional jobs was expected to be met largely through office developments in the centre of Slough. The potential to increase employment on the Slough Trading Estate was discussed and whilst it remained a crucially important site for jobs in the town, it had limited land for new development and some of the more recent employment types being generated, such as data centres, generally had a lower employment density than previous uses. Alternative locations for job growth in the town would therefore be increasingly important.
- There was a significant need for new housing and most sites that came forward would be brownfield sites with many in the centre of Slough. Members discussed the importance of providing a mix of housing types and tenures. The strategic priority of helping people stay in Slough by providing a range of attractive types of housing was supported.

Members discussed the timetable and next steps. It was noted that a further report would come to the next meeting of the Committee on 9<sup>th</sup> September followed by a report a Cabinet in October and public consultation in November and December. The consultation would include a leaflet drop as well as a significant amount of online consultation given the restrictions on public gatherings. The Government had announced proposals to reform the planning process in the future, however, it was considered important to



## **Planning Committee - 26.08.20**

continue to develop the Local Plan for Slough which needed to have all stages completed by the end of 2023.

At the conclusion of the discussion the Committee approved the content of the three components presented and agreed to receive further reports at future meetings of the Committee.

### **Resolved –**

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

## **28. Burnham Beeches SAC Strategic Access Management and Monitoring Strategy SPD**

The Committee received a report that set out Slough Borough Council’s proposed comments to Buckinghamshire Council in response to its consultation draft of the Burnham Beeches Strategic Access Management and Supplementary Planning Document (SPD) July 2020. The Committee noted the supplementary information provided in the Amendment Sheet.

A Habitat Regulations Assessment was undertaken for the Chiltern and South Bucks Local Plan which identified public access and disturbance impacts as a potential likely significant effect at Burnham Beeches Special Area of Conservation. The outcome was a requirement to set up a mitigation strategy to avoid adverse impacts on Burnham Beeches.

This strategy was set out in the SPD. It was intended to apply within Buckinghamshire only, and to apply to the adopted planning policies and any subsequent adopted Local Plan.

The evidence behind the strategy was primarily set out in a report produced by Footprint Ecology in August 2019. The Council has not been consulted on it or its principles. The evidence base and SPD included assumptions about Slough. Although the SPD cannot apply to Slough it is concerned that the findings would set an inappropriate precedent Slough. Officers advised that it was therefore important to respond to the consultation.

Members were informed that one of the implications of the was a proposed requirement for a financial contribution to be levied on net new properties that fell within the ‘Zone of Influence’, which extended to 5.6km of Burnham Beeches.

## Planning Committee - 26.08.20

The Council had sought legal advice from Clyde and Co and this was set out in Appendix A. This formed the basis of Slough's proposed objections to the SPD which were summarised as follows:

- Slough can request the SPD be amended to include that it cannot and does not set a precedent for either net new housing in Slough within the 5.6km buffer or Slough Local Plan as these are covered by Slough's own Habitat Regulations Assessment process;
- The assumptions, conclusions and the strategy did not prevent Slough from bespoke discussions with Natural England to provide mitigation for potential impacts on the SAC from net residential units within Slough, including to provide informal natural green space as close to those as possible; and
- Buckinghamshire Council be made aware of a Legal Opinion on the SPD on behalf of Slough, and possible factual inaccuracies in the supporting evidence base, and note that Slough had not been consulted on these.

Members discussed the evidence base used to define the 'zone of influence' and were concerned that it was not sufficiently robust to justify the proposals in the SPD. It was highlighted that some of the restrictions and parking charges introduced in recent years had discouraged many dog walkers travelling from Slough. At the conclusion of the discussion the recommendations were agreed.

### **Resolved –**

- (a) That the proposed response set out in the report and appendix A be noted.
- (b) That delegated powers be given to the Planning Policy Lead Officer to submit the Council's formal representations Buckinghamshire Council.

*(Councillor Sabah left the meeting)*

## **29. Planning Application**

The Amendment Sheet, which included details of alterations and amendments received since the agenda was circulated, had been sent to Committee Members who confirmed that they had received and read it.

Oral representations were made the Committee under the Public Participation Scheme prior to the applications being considered by the Committee as follows:-

Application P/00072/096 – AkzoNobel Decorative Paints, Wexham Road, Slough, SL2 5DB: an Objector, the Applicant and Councillors Hulme (ward member for the application site), Strutton and Akram addressed the Committee.

**Planning Committee - 26.08.20**

**Resolved –** That the decisions be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report of the Planning Manager and the Amendment Sheet circulated to Members prior to the meeting and subject to any further amendments and conditions agreed by the Committee.

**30. P/00072/096 - AkzoNobel Decorative Paints, Wexham Road, Slough, SL2 5DB**

Application	Decision
<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>	<p>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) finalising the Section 106 including any changes required</li> <li>3) finalising and agreeing conditions including any changes required</li> <li>4) any minor changes</li> <li>5) 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 was not finalised by 28th February 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.</p>

## **Planning Committee - 26.08.20**

### **31. Members' Attendance Record**

The Committee received and noted the Members' Attendance Record for the 2020/21 municipal year.

**Resolved** – That the record of Members' Attendance for 2020/21 be noted.

### **32. Date of Next Meeting - 9th September 2020**

The date of the next meeting was confirmed as 9<sup>th</sup> September 2020.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 10.01 pm)

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

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

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

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

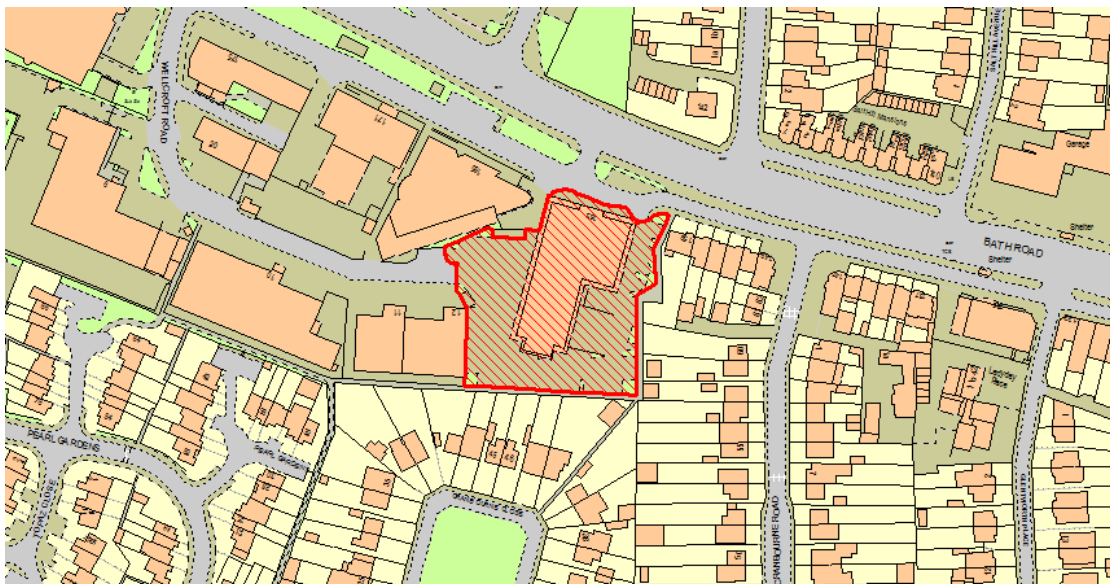
	<b>USE CLASSES – Principal uses</b>
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest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

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

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Registration Date:	16-Sep-2019	Application No:	P/04241/014
Officer:	Christian Morrone	Ward:	Cippenham Meadows
Applicant:	Theori	Application Type:	Major
		13 Week Date:	16 December 2019
Agent:	Jim Bailey, Pegasus Group The Columbia Centre, Station Road, Bracknell, RG12 1LP		
Location:	163, Bath Road, Slough, SL1 4AA		
Proposal:	Change of use from serviced apartments (C1 use class) to self-contained flats (C3 use class). Removal of existing roof and construction of two-storey extension above existing second floor level to provide 3rd and 4th floors together with a four storey rear extension to create 90 flats (10 x studios, 41 x 1-bed and 39 x 2-bed). External alterations to provide new external finishes, fenestration, balconies and amenity space. Realignment of adjoining public right of way. [Revised Plans].		

**Recommendation:** Delegate to Planning manager for approval subject to conditions



## **P/04241/014 - SUPPLEMENTARY REPORT**

### **1.0 PART A: BACKGROUND**

1.1 On the 29<sup>th</sup> July 2020 the Planning Officers recommended the following recommendation to the Planning Committee:

Having considered the relevant policies set out, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the planning obligations set out in paragraph 19.1;
- 2) satisfactory parking provision / layout;
- 3) agreement of the pre-commencement conditions with the applicant/agent;
- 4) Finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30<sup>th</sup> October 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 During the assessment of the planning application on 29<sup>th</sup> July 2020, Members of the Planning Committee raised concerns over the viability of the scheme in relation to the approach taken within paragraphs 18.6 through to 18.12 of the Planning Committee report as set out below. This approach allocated weight towards the extant planning permission (ref. P/04241/013) which if implemented up to damp proof course or ground floor slab before 16<sup>th</sup> October 2020, would only provide contributions amounting to £13,025 (towards public right of way works). The financial review mechanism attached to the previous scheme would not be triggered to re-test the viability in relation to affordable housing or infrastructure. Officers therefore recommended the offer of £539,166 towards infrastructure and affordable housing for this current application before us be accepted.

1.3 Members questioned whether the extant planning permission (ref. P/04241/013) could actually be implemented to damp proof course or ground floor slab before 16<sup>th</sup> October 2020, particularly as the pre commencement conditions had not been discharged. It was also requested that Officers renegotiate the amount offered by the applicant



- 1.4 Since the Planning Committee on 29<sup>th</sup> July 2020, the pre commencement planning conditions for the extant planning permission (ref. P/04241/013) have been discharged. Planning Officers consider the previous scheme could realistically be implemented to damp proof course or ground floor slab before 16th October 2020.
- 1.5 In addition, Planning Officers have held discussions with the applicant to renegotiate the offered amount. It is clear the applicant considers the scheme would not be viable should additional contributions be drawn from the scheme, and if these were pursued then the previous extant scheme (ref. P/04241/013) will be delivered instead.
- 1.6 In conclusion, Planning Officers consider the approach taken in balancing the financial contributions as set out within paragraphs 18.6 through to 18.12 of the Planning Committee report below is still applicable. The level of financial obligations offered is considered a fair and proportionate compromise that would likely see this development being delivered in place of the extant scheme.

## **2.0 PART B: FURTHER INFORMATION**

- 2.1 The recommendation to the Planning Committee on 29th July 2020 required Officers to assess whether the revised parking layout as a result of relocated columns was acceptable. The Local Highway Authority is assessing the revised plans. Currently it is still recommended this be delegated back to the Planning Manager; however an update will be provided on the amendment sheet.

## **3.0 PART C: RECOMMENDATION**

- 3.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the planning obligations set out in paragraph 19.1;
- 2) satisfactory parking provision / layout;
- 3) agreement of the pre-commencement conditions with the applicant/agent;
- 4) Finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 9<sup>th</sup> March 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

Registration Date:	16-Sep-2019	Application No:	P/04241/014
Officer:	Christian Morrone	Ward:	Cippenham
Applicant:	Theori	Application Type:	Major
		13 Week Date:	16 December 2019
Agent:	Jim Bailey, Pegasus Group The Columbia Centre, Station Road, Bracknell, RG12 1LP		
Location:	163, Bath Road, Slough, SL1 4AA		
Proposal:	Change of use from serviced apartments (C1 use class) to self-contained flats (C3 use class). Removal of existing roof and construction of two-storey extension above existing second floor level to provide 3rd and 4th floors together with a four storey rear extension to create 90 flats (10 x studios, 41 x 1-bed and 39 x 2-bed). External alterations to provide new external finishes, fenestration, balconies and amenity space. Realignment of adjoining public right of way. [Revised Plans].		

**Recommendation: Delegate for approval subject to conditions**



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 5) the satisfactory completion of a Section 106 Agreement to secure the planning obligations set out in paragraph 19.1;
- 6) satisfactory security strategy;
- 7) agreement of the pre-commencement conditions with the applicant/agent;
- 8) Finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30<sup>th</sup> October 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for:

- Removal of existing roof and constriction of a two storey extension over the existing second floor level to provide 3rd and 4th floor levels.
- Four storey rear extension with additional semi basement level.
- Change of use from serviced apartments (C1 Use Class) to self contained residential flats (C3 Use Class) to provide 90 flats (10 x studios; 41 x 1 bed; 39 x 2 bed).
- External alterations to existing provide new fenestration and cladding (fascia elements only and painting to external columns).
- 102 parking spaces at surface level and within basement.
- 90 cycle parking spaces within basement.
- Realignment of adjoining public right of way.

3.0 **Application Site**

3.1 The application site is located on the southern side of Bath Road and to the

west of the Bath Road and Tuns Lane crossroads. The site is currently occupied by a detached three storey building with additional semi basement level and hipped roof. The building is currently vacant, but was formally used as an apart-hotel (Class C1) after its original office use.

- 3.2 The site is adjoined by a public Right of Way footpath to the eastern side and southern rear boundaries. Beyond the footpath to the east is a row of two storey terrace housing, and further east is the Tuns shopping parade on the corner of the Bath Road and Tuns Lane crossroads. Neighbouring the site to the west is a four storey detached office building occupied by LeasePlan, which is to the west neighbored by a four storey detached office building. The rear of these neighbouring offices is a pair of two storey warehouse buildings which also neighbour the rear western side of the application site.
- 3.3 Opposite the application site on the northern side of Bath Road is a two storey detached dwelling. To the east of this dwelling is Pitts Road with a block of three storey flats known as Salt Hill Mansion beyond which is a locally listed building. To the west of the dwelling opposite the site is a vacant plot of land which formally accommodated a row of two storey housing. To the rear of the application site and adjoining the southern side public Right of Way footpath are the two storey semi detached houses in Cranbourne Close.
- 3.4 The site is located at the eastern end of the defined Wellcroft Road-Twinches Lane Business Area. The site lies in an area mixed in character whereby to the west are larger scale buildings used for business purposes. To the south is suburban residential housing, and to the north and east is a mix of housing and small scale commercial premises.

#### 4.0 **Relevant Site History**

- 4.1 The most relevant planning history for the site is presented below:

P/04241/015 Submission of details pursuant to condition 3 (levels), 4 (materials), 5 (architectural details), 7 (construction management scheme) 8 (submission of tree protection) and 9 (sustainable design and construction) of planning permission P/04241/013 dated 15/04/2019  
**Currently under assessment**

P/04241/013 Change of use from serviced apartments (C1 Use Class) to self contained residential flats (C3 Use Class). Removal of existing roof and constriction of a two storey extension above existing second floor level to provide 3rd and 4th floor levels together with a four storey rear extension to create 106 flats (42 x studios; 52 x 1 bed; 12 x 2 bed). External alterations to provide new cladding, fenestration, and balconies. Realignment of adjoining public right of way. Approved with Conditions; Informatives; 15-Apr-2019.  
**[Not implemented but Extant. Expires Apr - 2022]**

- P/04241/012 Submission of details pursuant to condition no.9 (access and parking layout) of planning permission p/04241/011 dated 08/05/2013.  
Conditions Complied With; Informatives; 29-Dec-2014.
- P/04241/011 Change of use of existing offices (Class B1) to for an apart-hotel (Class C1).  
Approved with Conditions; Informatives; 08-May-2013.
- P/04241/005 Formation of additional car parking & landscaping (as amended on 24.11.88).  
Approved with Conditions 25-Nov-1988
- P/04241/002 Redevelopment to form a class B1 building with associated car parking.  
Approved with Conditions; 21-Jan-1988

## 5.0 **Neighbour Notification**

- 5.1 Due to the development being a major application, development which affects a public right of way, and a departure from the development plan, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and following revised plans, three site notices were displayed outside the site on 19/02/2020. The application was advertised in the 21/02/2020 edition of The Slough Express. Neighbour letters were sent out on 12/02/2020 to the following addresses:

7, Cranbourne Road, Slough, SL1 2XF, 8, Cranbourne Road, Slough, SL1 2XF, 149, Weekes Drive, Slough, SL1 2YW, 56, Cranbourne Road, Slough, SL1 2XG, 152, Bath Road, Slough, SL1 3XE, 61, Cranbourne Road, Slough, SL1 2XG, 62, Cranbourne Road, Slough, SL1 2XG, 160, Bath Road, Slough, SL1 3XE, 150a, Bath Road, Slough, SL1 3XE, 27, Cranbourne Close, Slough, SL1 2XH, 156, Bath Road, Slough, SL1 3XE, 12, Wellcroft Road, Slough, SL1 4AQ, 154, Bath Road, Slough, SL1 3XE, 40, Cranbourne Close, Slough, SL1 2XJ, 39, Cranbourne Close, Slough, SL1 2XH, 38, Cranbourne Close, Slough, SL1 2XJ, 58, Cranbourne Road, Slough, SL1 2XG, 1, Pitts Road, Slough, SL1 3XG, 163, Bath Road, Slough, Slough, SL1 4AA, 159, Bath Road, Slough, SL1 3XD, 60, Cranbourne Road, Slough, SL1 2XG, 59, Cranbourne Road, Slough, SL1 2XG, 57, Cranbourne Road, Slough, SL1 2XG, 42, Cranbourne Close, Slough, SL1 2XJ, 44, Cranbourne Close, Slough, SL1 2XJ, 45, Cranbourne Close, Slough, SL1 2XH, 46, Cranbourne Close, Slough, SL1 2XJ, 43, Cranbourne Close, Slough, SL1 2XH, 41, Cranbourne Close, Slough, SL1 2XH, 11, Wellcroft Road, Slough, SL1 4AQ, 11, Wellcroft Road, Slough, SL1 4AQ, First Floor, 11, Wellcroft Road, Slough, SL1 4AQ, Leaseplan Uk Ltd, 165, Bath Road, Slough, SL1 4AA, 37,

Cranbourne Close, Slough, SL1 2XH, Flat 4, 142, Bath Road, Slough, SL1 3XE, 142, Bath Road, Slough, SL1 3XE, Flat 2, 142, Bath Road, Slough, SL1 3XE, Flat 1, 142, Bath Road, Slough, SL1 3XE, Flat 3, 142, Bath Road, Slough, SL1 3XE, 157, Bath Road, Slough, SL1 3XD, 155, Bath Road, Slough, SL1 3XD, 158, Bath Road, Slough, SL1 3XE, 5, Cranbourne Road, Slough, SL1 2XF, 6, Cranbourne Road, Slough, SL1 2XF, 150b, Bath Road, Slough, SL1 3XE

The consultation period expired on 05/03/2020.

5.2 One letter of representation was received from a local resident objecting to the proposal with comments relating to the following:

- There are 39 units containing 2 bedrooms which could allow up to 4 people to live in each unit, which implies single parent families could reside in the 2 bedroom apartments and therefore the development contains family housing.

*[Case Officer Note: the above comments are addressed within 'mix of housing' section of this planning assessment].*

- The proposed 'private amenity space' for the use of the residents is insufficient & too small.
- Are the areas marked 'storage' a sufficient size for providing storage for 90 residential units.

*[Case Officer Note: the above comments are addressed within the 'living conditions for future occupiers' section of this planning assessment].*

- Loss of sunlight due to overshadowing of this proposed development on No.159 Bath Road during late afternoon & evening.
- Loss of privacy on the rear gardens of homes in Cranbourne Close that due to the additional 2 floors added to the existing building.

*[Case Officer Note: the above comments are addressed within the 'Impact on amenity of neighbouring occupiers' section of this planning assessment].*

- The proposed 'private amenity space' is being used as a development cost to keep the conversion cost artificially high in the Viability Assessment.
- The denial of units for key workers / shared ownership / social housing is unacceptable and the developer is inflating conversion costs in the Viability Assessment.

*[Case Officer Note: the above comments are addressed within the 'affordable housing and infrastructure' section of this planning assessment].*

- *There are no restrictions in this planning application to prevent the*

*units being rented out on a short term basis for up to 90 days per year as short term rentals.*

[Case Officer Note: the above comments are addressed within the 'other matters' section of this planning assessment].

5.3 One further letter was received from a member of the public which neither objects nor supports the proposal, but questioned if the public right of way would be closed during the works and if any notice would be given beforehand. These comments were satisfactorily dealt with through email exchanges and are addressed within the 'other matters' section of this planning assessment.

## 6.0 **Consultations**

### 6.1 Local Highway Authority:

#### *Trip Generation:*

- While the current proposal is for a lower number of dwellings, the number of bedrooms is higher due to the proposed mix of apartment types. If studio flats are considered as "1-bedroom", then the numbers of bedrooms of the consented and proposed developments are as follows:
  - Consented P/04241/013 development: 118 bedrooms;
  - Current proposal P/04241/014: 129 bedrooms.
- Trip rates are generally applied per dwelling, e.g. in standard trip rate methodologies such as TRICS, although the trip rate selection parameters applied in the assessment of P/04241/013 may have been more related to lower traffic generation because of the high proportion of studio and 1-bedroom flats.
- Furthermore, no details of the methodology and data source for the trip rates are given, so these rates cannot be verified.
- However, as the difference is only 11 bedrooms, it is reasonable to assume the same resultant traffic generation for both proposals, although not the same trip rates. As such, we consider that the current proposal would have a higher trip rate per dwelling than the consented P/04241/013 development, but that the current proposal is unlikely to generate more traffic than the consented development.

#### *Car parking:*

- Following revised plans providing appropriate wheelchair accessible spaces the parking provision is acceptable for this development in this location.

#### *Cycle parking:*

- The proposed number of cycle parking spaces accords with the standards in Table 5, Chapter 8 of DGP 3, except that some additional spaces for visitors are required on top of the 90 spaces for the residents of the 90 units.
- The required *type* of cycle parking is detailed in Chapter 7 of DGP 3. The proposed cycle parking, as detailed in the TS, may need some design modifications, for example the Josta tiered racks would not meet some of the above guidance regarding spacing and height.

*Servicing and access:*

- Please provide Figure 2 showing the tracking of a large fire tender; this has been left out of the submission. We will review this further on receipt.

*Review of Travel Plan:*

The Travel Plan includes the following statement: “All of the measures and initiatives above will be reviewed as the travel plan progresses and as monitoring highlights which measures have been successful and those that are not as successful. At this stage, measures will be subject to change to ensure the travel plan continues to target influential areas of travel behaviour change”.

This is a vital part of any travel plan, to ensure that it is not simply a static document, but rather an evolving plan linked to successful travel behaviour change.

Furthermore, we welcome the commitment to revise targets (as appropriate) following the baseline mode-share surveys to be undertaken at 80% occupancy of the development.

We would just request the following:

- That the LHA are consulted on the revision to mode-share targets;
- That the LHA are consulted on updates to the Travel Plan, following monitoring;
- That the LHA are consulted on the more detailed development of the Travel Plan initiatives (as some of the initiatives are in outline form currently).

*Summary:*

- We have raised a few queries related to the Transport Statement, which need to be addressed.
- Further review and discussions can take place when the above queries are addressed.
- As mentioned, there are also some other issues that need to be



addressed as the design and application is progressed.

- Please note that we have assumed that the proposed development parameters are as described in the Transport Statement and other documents, e.g. access, parking provision, development type and quantum etc.

## 6.2 Thames Water:

No objections:

### *Waste water:*

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

### *Surface Water:*

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.

### *Water Supply:*

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. [www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes](http://www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes)

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

6.3 Neighbourhood Protection / Environmental Services:

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

6.4 Contaminated Land Officer:

No objections subject to conditions:

I have reviewed the Site Investigation Report (Ref. 10328/SC), dated 18th January 2019, and prepared by Soil Consultants Ltd., together with our database of Potentially Contaminated Sites (PCLs).

Please see my comments below:

- Soil sample analysis identified the following contaminants on site: Lead: generally low in all samples; Polycyclic Aromatic Hydrocarbons (PAH): generally low in all samples; VOCs/SVOCs: generally low in all samples; PCBs: low (below test detection levels) in the sample tested; Asbestos: amosite fibres detected in BH03 at 0.50m.
- The presence of all contaminants was assessed as having a potential low risk to the human health receptors; except for asbestos, which could have a moderate risk. This should be further assessed and mitigated, to insure the site will be suitable for use.
- Although the proposed hardstanding across the site will address the majority of these issues, and break the potential pollution pathways, a Watching Brief should be observed for the duration of the entire ground works, in order to address any unexpected hot spots.

Based on the above, I recommend the following conditions are placed on the Decision Notice.

1. Watching Brief
2. Remediation Validation

6.5 Lead Local Flood Authority:

No objections subject to conditions:

We have reviewed the following information in relation to the above planning application:

Surface Water Drainage Strategy report (20/8/2019 2019, Rev 2)

We understand from the report that the surface water drainage rely on soakaways and the groundwater level is approximately 4.5m below the surface. This information is based on desktop assessment and we will need more intrusive tests to find out soakage rate and actual groundwater to

design the surface water drainage. Therefore we recommend following condition for the surface water drainage.

'No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is commenced. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS).

The surface water drainage strategy shall follow 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.'

## 6.6 Environmental Quality (Air Quality & Noise)

### *Air Quality:*

The site is located close to the Tuns Lane Air Quality Management Area (AQMA). In line with the Slough Low Emission Strategy, the scheme is considered to have a MEDIUM impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO<sub>2</sub> on Bath Road and the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance.

Given NO<sub>2</sub> concentrations in the location and separation of the development façade from the main Bath Road carriageway, SBC is satisfied that the potential exposure of future residents to NO<sub>2</sub> of the development is acceptable. This is evidenced in the air quality assessment that was submitted alongside the planning application.

The air quality assessment recognises that the development is in close proximity (0.19km) to the Tuns Lane AQMA. However, the development proposes a reduction of 35 parking spaces and trip generation when compared to the previous proposal (P/04241/013), therefore the impact on air quality has reduced.

To mitigate against air quality impacts that this development causes, the air quality assessment has calculated the level of offsetting required. The report states "A damage cost of £8,588 for NO<sub>2</sub> and £11,433 for PM<sub>2.5</sub> have been calculated, giving a total damage cost of £20,021. This is the indicator cost for the level of offsetting required within the development proposals to reduce emissions". Therefore, it is expected that a total of £20,021 is contributed to one of the two projects presented in Appendix A.

#### Mitigation Requirements:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme will allocate at least 1 parking space per flat, each of these spaces is required to provide access to electric vehicle recharging facilities.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure. Consideration should be given to the provision of electric vehicle demonstration vouchers for new residents
- £20,021 is contributed to one of the two projects presented in Appendix A.

#### *Noise:*

An environmental noise assessment was conducted by Patrick Parsons  
Dated August 2019.

The noise level across the site was recorded in the range 58-63 dB LAeq,16hr during the day and 52-57 dB LAeq,8hr at night, and night-time LAm<sub>ax</sub> noise levels of the typical highest events are in the range 74-82 dB. Recorded noise levels are higher at the north (Bath Road) than at the south of the site.

The internal levels with open windows are higher than those recommended in the WHO Guidelines. As ventilation via open windows is not recommended due to noise levels originating from high traffic flow on Bath Road, ventilation should be provided via passive ventilators or a mechanical system.

Ventilation and glazing suitable to meet internal levels is specified within the assessment report. This has demonstrated that the requirements established in BS 8233:2014 will be met inside all habitable rooms, by the use of the acoustic specifications for the external building fabric. A condition should be included to ensure the development is carried out in accordance with the building fabric and ventilation recommendations set out in the Planning Noise

Assessment by Patrick Parsons (ref. A18256C); Dated August 2018.

6.7 Crime Prevention Design Advisor:

The external amenity door must meet the minimum physical specifications of LPS1175 standard with electronic access control

The internal access controlled door in the upper ground Reception (between Store and Apartment 1 be moved to the new location as shown. Apartment 1 and 2 will still be exposed to high volumes of footfall, however the majority of the apartments on this floor will be protected.

Finally I would like to remind the applicant that trade buttons must be omitted.

[Case Officer Note: these issues are being addressed by the developer and are currently being assessed by officers. An update will be provided to Members on the Amendment Sheet to Committee].

6.8 Viability Specialist

The proposed development would be capable of supporting policy compliant affordable housing.

6.9 Landscape Advisor:

*Existing Trees:*

The site has a good number of mature/established trees around the edge of the site. It is unlikely, due to existing hard surfacing, that these trees will be impacted by the conversion and extension.

They must all be protected during the construction phases from accidental damage. A pre-commencement tree protection condition must be attached to any approval to achieve this.

*Proposed Landscaping:*

No detailed soft/hard landscape plan has been provided. A detailed landscape plan should be provided to ensure an improved landscape around the building that provides a significantly softer/greener experience for residents. This can be achieved with self supporting climbing plants up the building, low level planters at ground floor, some new tree planting along the frontage on Bath Road by way of sec 106.

The site has very limited meaningful amenity space, a roof terrace could be included with planting around the periphery as a screen/increased softening of the building.

A small area of landscaping is provided at the ground floor. The outline of the proposal is acceptable and is an improvement on the existing provision. The exact details of this proposal and the rest of the ground floor can be sort by way of a landscape condition.

Recommendation:

Applicant to consider a significant improvement to the current landscape proposal, a landscape master plan should be a minimum requirement prior to any approval.

No objection subject to the satisfactory submission of the following conditions:

1. Arboricultural Method Statement and tree protection plan
2. Detailed Landscape Scheme

Housing:

The policy compliant requirement is for 40% affordable housing on-site. Of these there is no demand for studio flats, with more demand for 2 bed 4 person dwellings. We would accept 14x1bed and 15x 2bed.

Given the results viability assessment and negotiations based on the extant planning permission where no affordable housing or contributions were provided, the negotiated financial contribution is likely to be the best achieved, and therefore Housing will accept.

The contribution will be used towards funding the council's affordable housing development programme across the borough.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

- 7.1 National Planning Policy Framework 2019:  
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

The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008

Core Policy 1 – Spatial Strategy  
Core Policy 3 – Housing Distribution  
Core Policy 4 – Type of Housing  
Core Policy 5 – Employment  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 – Infrastructure  
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Polices)

EN1 – Standard of Design  
EN2 – Extensions  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN17 – Locally Listed Buildings  
H11 – Change of Use to Residential  
H14 – Amenity Space  
T2 – Parking Restraint  
T7 – Rights of Way  
T8 – Cycle Network and Facilities  
T13 – Road Widening Lines

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)
- Nationally Described Space Standards
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.

The National Planning Policy Framework 2019 states that decision-makers at

every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority 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.

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

7.2 The planning considerations for this proposal are:

- Planning history
- Land use
- Supply of housing
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Air Quality
- Sustainable design and construction
- Surface water drainage
- Sustainable Design and Construction
- Affordable housing and Infrastructure
- Section 106 Requirements
- Other Matters
- Neighbour Representations
- Equalities Considerations
- Presumption in favour of sustainable development

## 8.0 **Planning history**

8.1 The planning history is a material consideration. The previous planning application (ref. P/04241/013) for the following was approved on 15<sup>th</sup> April 2019:

Change of use from serviced apartments (C1 Use Class) to self contained residential flats (C3 Use Class). Removal of existing roof



and constriction of a two storey extension above existing second floor level to provide 3rd and 4th floor levels together with a four storey rear extension to create 106 flats (42 x studios; 52 x 1 bed; 12 x 2 bed). External alterations to provide new cladding, fenestration, and balconies. Realignment of adjoining public right of way.

Although the above development has not been implemented its planning permission does not expire until April 2022 and therefore at the time of writing could still be carried out subject to discharging five pre commencement conditions.

8.2 The main differences compared to the previously approved extant scheme (ref. P/04241/013) are set out below:

<b>Subject to change</b>	<b>Previous application</b>	<b>Proposed application</b>
Number of units	106	90
Mix of Housing	42 x studios	10 x studios
	52 x 1 bed	41 x 1 bed
	12 x 2	39 x 2 bed
Amenity Space	91 balconies No external amenity space	38 balconies External amenity space (approx. 464sqm)
External alterations to existing building	New fenestration	New fenestration in revised pattern/layout
	New metal cladding (type to agreed by condition)	New aluminium cladding. White paint to external columns.
	New balconies	Omission of balconies
Enlargements	Textured composite type and colour to be confirmed by condition.	Textured composite type and colour to be confirmed by condition, however Fenestration in revised pattern/layout with additional windows.
Car Parking	124 parking spaces at surface level and within basement	102 parking spaces at surface level and within basement

Cycle Parking	112 cycle parking spaces within basement	90 cycle parking spaces within basement
Refuse store	6 x Eurobins to eastern end of site within grass verge	4 x Eurobins to southern rear within existing building

8.3 Since the previously approval (ref. P/04241/013), the National Planning Policy Framework has been updated on 19 February 2019 and the Local Planning Authority can not demonstrate a Five Year Land Supply. These changes are considered throughout this assessment

8.4 Other than the temporary bus / cycle lanes on the A4, the site and surrounding is not materially different compared to when the previously approved application (ref. P/04241/013) was determined.

9.0 **Land Use**

9.1 The site is located within a built up area of Slough and within a defined Business Area (Slough Trading Estate). The building is currently vacant, but has an extant planning permission for 106 residential flats (ref. P/04241/013) which expires in April 2022. The site was formally used as an apart-hotel (Class C1) after its original office use.

9.2 The National Planning Policy Framework seeks to boost the supply of a variety of homes to meet the needs of local communities by encouraging a sufficient amount and variety of land to come forward where it is needed. In order to deliver this, Local Planning Authorities should apply their land supply and housing polices.

9.3 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.

9.4 Core Policy 1 of the Core Strategy sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land and/or within defined Selected Key Locations. Proposals for high density housing should be located in the appropriate parts of Slough town centre.

9.5 Core Policy 4 of the Core Strategy emphasises that high density housing should be located in the Town Centre area. Within the urban areas of the borough housing will be predominately family housing at a density related to

the character of the area.

9.6 Core Policy 5 of the Core Strategy seeks to resist the loss of employment uses within defined Business Areas.

9.7 *Loss of employment:*

The building is currently not in use. The site was previously used as an 'aparthotel', permitted via planning permission P/04241/011 where a change of use from offices was considered acceptable because an 'aparthotel' would still provide some employment compared to residential housing which could have been implemented under permitted development at that time. However, due to the sealed nature of the building, including no openable windows or mechanical ventilation, the resulting conditions were not suitable for this form of occupation and the 'aparthotel' has since been vacated.

9.8 Planning permission was then granted in April 2019 application (ref. P/04241/013) to create 106 residential flats which is extant and does not expire until April 2022. The loss of employment use was previously justified as the original office use could have undergone a change of use to residential flats through permitted development and the proposal would have rectified the poor accommodation conditions which would be improved through a purpose built change of use. This new planning application is for development which falls within the same residential use class (C3) and similar housing type (flats), as the previous planning permission (ref. P/04241/013). Great weight is therefore afforded the previous planning permission whereby a departure from Core Policy 5 to allow a non employment use within defined business area is justified. Limited weight should be allocated to the harm in this regard.

9.9 *Provision of residential flats:*

Core Policy 4 requires there to be no net loss of family housing, and within urban areas outside the town centre new residential development should be predominately family housing at a density related to the character of the area. The application site is considered to be within an urban area. The proposal would not result in the loss of either permitted or existing family housing, and given the existing built form on the site that would be retained; the site would not lend itself to family housing. The density of the built form on the site is considered to relate appropriately with the larger buildings to the west of the site, and this is discussed in the impact on the character of the area section of this report. On this basis, the proposal for residential flats in this site is considered to be consistent with Core Policies 1 and 4, and the National Planning Policy Framework.

9.10 Based on the above, limited negative weight should be allocated to harm as result of the non compliance with Core Policy 5. The provision of residential flats would comply with Core Policies 1 and 4, and the National Planning Policy Framework, and in this regard neutral weight should be applied to the

planning balance.

10.0 **Supply of housing**

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

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

10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. The proposal for 90 residential is 16 less flats than the extant the planning permission (ref. P/04241/013), however this would still make a meaningful contribution to the supply of housing. This is considered to would provide considerable positive weight toward the benefits, albeit slightly less positive weight in regard compared to the previous planning permission (ref. P/04241/013).

11.0 **Mix of housing**

11.1 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. When compared to the extant planning permission (ref. P/04241/013), this proposal includes an increase in two bedrooms units and therefore would result in balance of housing. The proposal would provide 90 new flats at mix of 10 x studios; 41 x 1 bed; 39 x 2 bed units, which, over a small site as proposed provides mix of homes appropriate for the location that would help achieve sustainable, inclusive and mixed communities. The proposal would therefore comply, Core Strategy Strategic Objective D, Core Policy 4, and the requirements of the National Planning Policy Framework. Neutral weight should be applied to the planning balance.

11.2 A local resident has objected to the proposal on the basis that the two bedroom units could accommodate families, which is contrary to the developer's statement that the site could not accommodate family housing. Planning Officers can confirm that if approved, there would be no planning restrictions to prevent families accommodating the proposed development,

however it is accepted the 1 and 2 bedroom flatted nature of the proposal, would not make this an attractive option for families. As discussed above within the land use section of this report (particularly paragraphs 9.9 and 9.10) , the proposal would not result in the loss of either permitted or existing family housing, and given the existing built form on the site that would be retained; the site would not lend itself to family housing. Therefore in this instance, seeking family housing on the site would not be appropriate.

12.0 **Impact on the character and appearance of the area**

- 12.1 The National Planning Policy Framework 2019 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1, EN2, EN3, and EN17.
- 12.2 The proposal is similar in scale and form when compared to the previous planning permission (ref. P/04241/013). The proposed enlargements would result in the removal of the existing hipped roof and extend the building above the existing eaves height to provide additional 3rd and 4th floor levels, together with a four storey extension to the rear of the building. This would increase the overall height of the building by approximately 0.45 metres and create additional mass at high level and at the rear of the site.
- 12.3 The existing building marks the beginning of this business area where to the west there are a larger in scale buildings compared to the existing two storey houses neighbouring the site to the south and east. Although the proposed extension would increase the building's height and mass, the proposal is positioned close to the similar scaled neighbouring office building to the west, and given and there is a reasonable visual separation distance from the neighbouring two storey houses, the resulting scale would be viewed more in context with the larger buildings within the business area to the west and less so with the two storey housing to the south and east. The proposal would therefore not have an unacceptable visual dominance in this instance.
- 12.4 To the front, the width of the Bath Road offers a large amount of separation distance from the buildings on the northern side of the highway. This provides appropriate space from the neighbouring buildings to the north including the locally listed Salt Hill Mansions to prevent any unacceptable visual dominance from the resulting scale and mass. The setting of the Salt Hill Mansions would therefore be acceptably preserved.
- 12.5 To the rear, the increase in scale and mass at high level would result in more prominent views of the building when viewed from Cranbourne Close. However, this increase would be set back within the site and viewed in context with a backdrop of large buildings in an existing business area. The proposal would be contemporary residential in its form and style which in this case is considered to be compatible in appearance with the buildings in the existing business area and the residential dwellings in Cranbourne Close. On

this basis the increase in scale and mass when viewed from Cranbourne Close would be acceptable.

- 12.6 The proposal would depart from the form and style of the existing building to introduce a flat roof form and contemporary styling with appropriate proportions, increased glazing, a mix of textures, and recessed balconies. This is considered to provide an improved visual appearance compared to the existing building. In order to ensure a high quality development is built out, conditions are included to secure high quality materials, and large scale plans/elevations are to be provided to ensure appropriate quality and detailing. As such, subject to conditions, the proposal would achieve a high quality design that would complement the character and appearance of the surrounding area.
- 12.7 The proposed scale form and appearance would be similar when compared to the previous planning permission (ref. P/04241/013). However there are some minor differences which include a revised layout of fenestration and reduction in balconies particularly on the existing building.
- 12.8 *Landscaping:*
- The site contains some good quality trees which provide important softening along the eastern side and southern rear boundaries of the site. Although these trees are proposed to be retained, the Council's Tree Officer recommends a condition is imposed to ensure they are protected during the construction phase. This has been included within the list of conditions.
- 12.9 Given the building's curtilage is already a hardstanding area that is currently and proposed to be used for parking, and is well screened from the surrounding area by existing mature trees, it was not considered appropriate to seek landscaping enhancements as part of the extant planning permission (ref. P/04241/013) Within this application, an area of landscaped external amenity space is proposed within the northeast corner of the site.
- 12.10 The Council's landscape advisor has recommended that further landscaping / tree planting be incorporated on and around the building, and also external to site along the Bath Road. When the extant planning permission (ref. P/04241/013) was granted it was accepted that retaining the existing trees along the boundary of the site was an acceptable landscape scheme. Given the scale and design of this proposal is similar to the previous approval and this application proposes an increase in landscaping as a result of the external amenity area, it would be unreasonable to require additional landscaping. Planning Officers are therefore satisfied the proposed landscape scheme is acceptable subject to conditions to secure detailed a detailed landscaping scheme.
- 12.11 *Summary:*

Based on the above and subject to conditions, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN2, EN3, and EN17 of the Local Plan, Core Policy 8 of The Core Strategy, and the requirements of the National Planning Policy Framework 2019. Neutral weight should therefore be applied to the planning balance.

13.0 **Impact on amenity of neighbouring occupiers**

13.1 The National Planning Policy Framework 2019 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

13.2 The proposal is similar in scale and form when compared to the previous planning permission (ref. P/04241/013). The proposal broadly has a similar window layout when compared to the previous planning permission (ref. P/04241/013), however there are some additional windows proposed in this application

13.3 *South:*

Neighbouring the site to the southern rear are a number of two storey semi detached houses which front Cranbourne Close and include back gardens which abut the public right of way which bounds the rear of the application site. The proposed rear extension would extend beyond the rearmost part of existing building by approximately 6.5 metres and also extend west beyond the limits of the existing west elevation. This would bring additional built form at four storeys (plus additional semi basement level), closer to the neighbouring houses in Cranbourne Close. A minimum separation distance of approximately 8 metres from the closest neighbouring rear boundaries at nos. 45 and 46 Cranbourne Close would be retained. Given these houses have rear garden depths of approximately 17 metres, the proposed 8 metre separation distance from their rear boundaries would provide sufficient separation to not result in an unacceptable overbearing impacts or an unacceptable loss of outlook for the occupiers nos. 45 and 46 Cranbourne Close.

13.3 The proposed rear extension would not encroach beyond the full width of remaining rear gardens in Cranbourne Close. The separation distances from these southern boundaries of the site would be similar as described above and therefore would not have unacceptable impacts in terms of overbearing and outlook for these properties.

13.4 The proposed increase in the overall height of the main building would be contained within the footprint of the existing building and would be separated

by enough distance from neighbouring boundaries to prevent any unacceptable loss of outlook or overbearing impacts for the occupiers in Cranbourne Close. Furthermore, given the northern orientation and separation distances in relation to Cranbourne Close, the proposed increase in height and mass would not result in an unacceptable or loss of daylight or sunlight for the occupiers in Cranbourne Close.

13.5 A local resident has objected to the proposal due to loss of privacy on the rear gardens in Cranbourne Close. There be would an increase in windows proposed within southern elevation of the rear extension compared to the previous planning permission (ref. P/04241/013). All these windows would either be obscured or high-level secondary windows, or angled away to largely restrict views into the properties to the south in Cranbourne Close. However, the increase in windows in the form of full size windows which although angled away, the windows would still likely result in some view when standing internally within the flats. Furthermore, the obscurely glazed parts would face in the general direction of the housing in Cranbourne Close, and given there relatively close relationship with their residential gardens (min. 8 metres) and height (up to 4 storeys plus semi basement), there would be a perception of being overlooked from within the rear gardens in Cranbourne Close.

13.5 It is therefore considered the resulting impact on neighbouring residential amenity would mildly conflict with the policy requirements to a degree where a limited amount of negative weight should be applied to the harm in the planning balance. The resulting impact on neighbouring residential amenity would be slightly more harmful when compared to the previously approved scheme (ref. P/04241/013).

13.6 *East:*

To the east there are the two storey houses at 157 & 159 Bath Road which front Bath Road and neighbour the ally which adjoins the application site. A local resident has objected to the proposal due to a loss of sunlight / overshadowing at 159 Bath Road. The existing building is three storeys plus a semi basement in height and is positioned away from the rear garden at 159 Bath Road by approximately 14 metres at its closest point, and approximately 31 metres at its furthest point. The proposal to add two additional storeys above the eaves of the existing building would result in an overall increase in height above the existing ridge of approximately 0.45 metres and an increase in mass as the roof would no longer slope away from the neighbouring properties to the east. The neighbouring occupiers at 159 Bath Road would likely notice the increase in mass and height, however, when considering the above, it would not be to the extent where the overbearing impact and overshadowing would have a significant on the living conditions when compared to the existing situation.

13.7 The rear gardens of 157 & 159 Bath Road are already overlooked by the



existing windows within the easternmost side elevation of the existing building. The proposed pattern of fenestration within the easternmost side elevation would be similar to the existing and previously approved (ref. P/04241/013). The proposed upper floor extension to easternmost side elevation would include eight high level windows serving bedroom areas and four oriel window bays serving bedrooms. The oriel window bays would include opaque glass within both the northeast bay and southeast facing bays, which would restrict views into the sensitive areas of the neighbouring gardens and windows of the two storey housing fronting Bath Road. The southeast bays and northeast bays would be clear glazed and provide views to the front and rear of the site, and away from the more sensitive areas of the neighbouring properties.

13.8 The set back eastern elevation to the rear of the site would include inset balconies and additional windows in the upper floor extension; however this elevation would be set away from the rear end of the back gardens Bath Road and Cranbourne Road by approximately 24 metres (min.) which is sufficient distance to prevent unacceptable privacy issues. The proposal for residential flats would therefore not result in any significant additional overlooking into the rear gardens serving the two storey houses fronting Bath Road and is considered to be policy compliant. The resulting impact on neighbouring residential amenity would be similar when compared to the previously approved scheme (ref. P/04241/013).

13.9 *West:*

The site is positioned next to existing business uses to the west. The proposal for residential flats is not considered to have an unacceptable adverse impact on these properties

13.10 *North:*

The residential properties are positioned on the opposite of Bath Road and would be set away from the proposal by a distance great enough to prevent any unacceptable impacts on their amenity in terms of overlooking, overbearing, outlook, daylight, or sunlight.

13.11 *Noise and disturbance:*

While it is accepted that the residential use is of a relatively high density, the number of traffic movements in and out of the site would not be significantly more than what the existing site could generate. The pedestrian accesses are located well away from neighbouring property and therefore should not give rise to unacceptable noise or disturbance. Internal noise from within the proposed flats would result from normal day-to-day living and would not give rise to unacceptable noise disturbance, particularly given the separation distances from neighbouring property. Any significant rise in noise generation from within the proposed flats would be dealt with by the relevant

Environmental Protection regulations. However, there are large flat roofed areas that could potentially be used as external terrace/amenity area and thereby potentially result in neighbour amenity issues. In order to prevent this, a condition is included to prevent the use of the flat roofed areas for this purpose.

13.12 *Summary:*

Based on the above, at 159 Bath Road the proposal would lead to an element of overbearing impact, while overshadowing would likely be less noticeable. This would mildly conflict with the policy requirements to a degree where a limited amount weight should be applied to the harm in the planning balance.

Within the rear gardens in Cranbourne Close, the proposal would lead to a perception of being overlooked from within the rear gardens. This would mildly conflict with the policy requirements to a degree where a limited amount weight should be applied to the harm in the planning balance.

The remaining elements of the proposal are considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019. Planning Officers therefore consider a limited amount of harm should be weighted to the planning balance.

13.13 The impacts on residential amenity compared to the extant planning permission (ref. P/04241/013) would slightly more harmful as a result of the perception of being overlooked from within the rear gardens to the south in Cranbourne Close.

14.0 **Living conditions for future occupiers of the development**

14.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.

14.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

14.3 *Access:*

Access from the street would be gained directly from the footway adjoining the Bath Road service road. A lobby with stairs and lift to the upper ground floor level would provide access to the flats on the upper ground floor and access to the remaining floors would be gained via two lifts and a stair core. A secondary stair core and lift at the rear of the building provides access from within the semi basement and surface level carpark for residents who have parked within the site.

- 14.4 Considering the number of residential units proposed, the number of access points would appropriately distribute the residents and visitors past a minimal number of residential units and therefore minimise likely disturbance for future occupiers.
- 14.5 *Internal living conditions:*
- The proposed flats would have acceptably sized internal spaces that would comply with the Council's guidelines. Most of the internal habitable rooms would be served by windows which provide an appropriate level of daylight and outlook. However, the single bedroom areas serving flats 314 & 315 (third floor) and flats 411 & 412 (fourth floor) would be served by high level windows. These are not normally considered to provide an acceptable level of outlook and in the absence of a daylight and sunlight report, Planning Officers are not satisfied that the rooms would benefit from an acceptable amount of daylight either.
- 14.5 Given the rooms affected are single bedrooms within two bedroom flats, and all other areas would be served by acceptable daylight and outlook, this conflict with policy would lead to a limited amount of harm being weighted in the planning balance. When compared to the previously approved scheme (ref. P/04241/013), this would result in living conditions would be moderately more harmful.
- 14.6 *External amenity space:*
- The previously approved scheme (ref. P/04241/013) provided external amenity space through private balconies to most flat (91 balconies for 106 flats which translates to 86%). This was considered acceptable due to the close location to Salt Hill Park and given the vast majority of flats would be served by appropriately sized balconies.
- 14.7 This application proposes 38 balconies to serve 90 flats (which translates to 42%) and is therefore reduction in balconies compared to the previously approved scheme (ref. P/04241/013). This application also proposes approximately 464sqm of onsite grassed external amenity space which includes children's play equipment.
- 14.8 The developer asserts that the reason for the reduction in balconies is due to the structural difficulties and associated expense in attaching them to the existing building. The balconies proposed would be attached to the extended parts of the building.
- 14.9 Although the creation of grassed external amenity space with children's play equipment is welcomed, it would not offer a like for like replacement for balconies which provide direct access to private external space. The grassed external amenity space would benefit future occupiers whom have children as

there would be the provision of play equipment. Given the proposed external space would be tucked into an area that would be dominated and overshadowed by buildings, adult residents would unlikely find the area attractive to use regularly, and it would not wholly mitigate for the absence of private amenity space.

14.10 Given 38 balconies would be provided together with a provision of onsite external amenity space and financial contributions towards public open space are agreed, a moderate amount of harm should be weighted to the planning balance. When compared to the previously approved scheme (ref. P/04241/013), the resulting living conditions are weighted as slightly more harmful.

14.11 *Noise:*

As the proposal would be positioned within close proximity to the Bath Road (annual average daily traffic of more than 10,000) a noise report has been submitted which assesses the potential noise impacts on the living conditions of the future occupiers. The submitted Noise Assessment asserts the noise impacts can be mitigated through the building fabric and trickle vents within the windows. This has been assessed by the Council's Environmental Quality Officer who has agreed these findings which should be secured by condition.

14.12 *Conclusion:*

Based on the above, the proposal would lead to a poor level of outlook and daylight serving the single bedroom areas in four of the proposed flats. This would mildly conflict with the policy requirements to a degree where a limited amount weight should be applied to the harm in the planning balance.

The absence of balconies to 52 of the 90 being mitigated by shared external amenity space and financial contributions would also result in limited harm. This would mildly conflict with the policy requirements to a degree where a limited amount weight should be applied to the harm in the planning balance.

The remaining elements of the proposal are considered to be consistent with Core Policy 4 of the Core Strategy and the requirements of the National Planning Policy Framework 2019. Planning Officers therefore consider a moderate amount of harm should be weighted to the planning balance.

Compared to the extant planning permission (ref. P/04241/013), the resulting living condition would be moderately more harmful as a result of the above.

15.0 **Crime Prevention**

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

- 15.2 The main access from the street would be gained directly from the footway adjoining the Bath Road service road through secure double doors where there is already a good level of natural surveillance from the Bath Road and also from the proposed windows in the upper floors.
- 15.3 Cycle storage would comprise two integral communal secure stores positioned within the southern end of the eastern block at basement level. This could result in residents having access to more expensive cycles and therefore would not reduce the potential for criminal activity. A similar cycle parking provision was accepted within the previously approved application (ref. P/04241/013). This would not reduce the potential for criminal activity as much as individual lockers, and having regard to the previous approval a limited amount of harm should be weighted to the planning balance.
- 15.4 The proposed internal layout of the building has been designed to be compartmentalised by fob accessed doorways which should limit undesirable permeability and restrict access to a limited area surrounding each resident's flat. This has been accompanied by a detailed access strategy which is the same as previously approved (ref. P/04241/013) which was deemed policy compliant. This application includes an additional door to the proposed external amenity space which after revised plans is now included as part of the security strategy, and a trade entrance, the entire security strategy is compromised. Planning Officers therefore consider a moderate amount of harm should be weighted to the planning balance if this is not addressed. However, revised plans have been received to address these issues, and are currently being assessed by officers. An update will be provided to Members on the Amendment Sheet to Committee.
- 15.5 The Public Right of Way to the eastern side of the site includes a kink which provides a secluded area which has resulted in criminal activity. The applicant has agreed to dedicate some land within the site to widen to Public Right of Way to provide more public surveillance into the ally-way from the Bath Road and therefore help remedy the current situation. The dedication of land along with a financial contribution of £13,025 towards its construction should be included with the Section 106 Agreement. Although this was agreed within the previously approved scheme (ref. P/04241/013), this still provides a betterment to the current situation and a considerable amount of benefit should be weighted to the planning balance.
- 15.6 *Summary:*
- Based on the above, by virtue of a communal cycle store comprising 90 cycle parking spaces and the compromised security strategy the proposal would not reduce the potential for criminal activity. This would conflict with the policy requirements to a degree where a moderate amount weight should be applied to the harm in the planning balance.

The remaining elements of the proposal are considered to be consistent Local Plan Policy EN5, and the requirements of the National Planning Policy Framework 2019. Planning Officers therefore consider a moderate amount of harm should be weighted to the planning balance.

The dedication of land to provide more public surveillance into the ally-way to the eastern side of the site is a benefit. Planning Officers therefore consider a considerable amount of benefit should be weighted to the planning balance

- 15.7 Compared to the extant planning permission (ref. P/04241/013), the impact on crime and anti social behaviour would be moderately more harmful as a result of security strategy is compromised.

16.0 **Highways and Parking**

- 16.1 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. 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’.

16.2 *Access and Trip Generation*

- 16.3 The existing site incorporates two vehicular access points, on at the front via the Bath Road service road and one at the rear via Wellcroft Road. The main access via the Bath Road Service Road would be retained as vehicular access.

- 16.4 The main pedestrian access from the street would be gained directly from the footway adjoining the Bath Road service road. A secondary entrance from within the site would serve those who have parked their car / cycle within the site.

- 16.5 There is a small area at the front of the site to eastern side of the access road which is located with a highway widening line. The landowner has agreed to dedicate this to the highway authority as adopted highway, which will need to be secured through a Section 106 Agreement.

- 16.4 The previously approved application was considered to result in minor increase in trip generation compared to the former use and was considered acceptable. While the previously approved application is for a lower number

of dwellings, the number of bedrooms would increase due to the proposed mix of apartment types as set out below:

	<b>Previous application</b>	<b>Proposed application</b>
Number of units	106	90
Number of bedrooms	118	129

16.5 The Local Highway Authority has analysed the trip generation and concludes that the trip proposal would have a higher trip *rate* per dwelling than previously approved, but when considering this proposal would include 16 less flats the Local Highway Authority consider there would unlikely be an overall increase in trip *generation* compared to the previously approved scheme (ref. P/04241/013).

16.5 *Car parking:*

16.5 The application proposes 102 parking spaces at surface level and within a semi basement level. Although this falls short of the quantum set out in the development plan for 'predominately residential areas', the application site is not within a predominately residential area. Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems.

16.6 The Local Highway Authority has assessed the quantum of car parking spaces and found that although the ratio of parking spaces per unit would, remain similar; the ratio per bedroom would be less. This is set out in the table below.

	<b>Previous application</b>	<b>Proposed application</b>
Number of units:	106	90
Car parking:	124	102
Parking per unit:	1.17	1.13
Number of bedrooms	118	129
Parking per bedroom:	1.05	0.79

16.7 Although there would be a reduction in parking spaces per bedroom, Planning Officers consider the 0.79 spaces per bedroom is still a good provision for flatted development within this location. The site is served by a main bus service, a defined cycle route, and is positioned within walking distance of a large employment area and an approximate 25 minute walk to Slough train station and the town centre facilities. Furthermore, the proposed flats would be adjacent to the proposed Slough Mass Rapid Transit (SMaRT) that will connect to the town centre and Heathrow. When taking this into consideration with proposed large provision of 1 and 2 bed flats, car ownership levels are likely to be lower than the local plan requirement for residential housing in the suburbs.

16.8 The proposed parking includes five wheelchair accessible car parking spaces, which is in accordance with Manual for Streets (2007).

16.9 *Cycle parking:*

For residential development the Developer'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.

16.10 The proposed cycle storage would comprise two integral communal secure stores positioned at basement level and include 90 cycle parking spaces comprising two tier cycle racks and semi vertical racks. The provision of a single store for such a number of cycles would not encourage the ownership of good quality cycles. A similar cycle parking provision was accepted within the previously approved application (ref. P/04241/013). This would not encourage the ownership of good quality cycles or encourage sustainable modes of transport, however regard should be given to the previous application. This would not be wholly in accordance with the cycle storage and a limited amount of harm should be weighted to the planning balance.

16.11 *Travel Plan:*

A Travel Plan has been included which aims to reduce the overall amount of car travel by 10% (compared to relevant Census data) by increasing sustainable modes of transport. The Travel Plan which would be monitored by the Council for five years. The Local Highway Authority has agreed the Travel Plan subject to adding the following:

- The LHA are consulted on the revision to mode-share targets
- The LHA are consulted on updates to the Travel Plan, following monitoring
- The LHA are consulted on the more detailed development of the Travel Plan initiatives (as some of the initiatives are in outline form currently)

The Travel Plan will form part of the section 106

16.12 *Summary:*

Based on the above, the proposal by virtue of a communal cycle store comprising 90 cycle parking spaces with two stores, would not encourage sustainable modes of transport. This would conflict with the policy requirements to a degree where a limited amount weight should be applied to the harm in the planning balance.

The remaining elements of the proposal are considered to be consistent Local Plan Policy EN5, and the requirements of the National Planning Policy



Framework 2019. Planning Officers therefore consider a moderate amount of harm should be weighted to the planning balance.

The dedication of land to provide more public surveillance into the ally-way to the eastern side of the site is a benefit. Planning Officers therefore consider a considerable amount of benefit should be weighted positively to the planning balance

16.13 Compared to the extant planning permission (ref. P/04241/013), the impacts on the highway network could be slightly more harmful due to the minor reduction in the parking ratios.

#### 17.0 **Air Quality**

17.1 The application is located next to the Bath Road Air Quality Management Area. 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.

17.2 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.

17.3 The Council's Environmental Quality Officer has confirmed that the proposal would not lead to unacceptable impact on the future occupiers in terms of exposure. However, the proposal would lead to increased trip rates through the Air Quality Management area and therefore the Environmental Quality Officer has recommended following mitigation:

- EV charging to all spaces
- £25,000 mitigation costs towards an on-street EV charging point
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in

Table 7 of the LES Technical Report

- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure. Consideration should be given to the provision of electric vehicle demonstration vouchers for new residents

17.4 Within the previously approved application (ref. P/04241/013); due to viability issues the following relaxations with regard to the above were been negotiated with the developer:

- EV power supply for 100 percent of the car parking spaces with 10 percent active charging bays
- Omission of the £25,000 mitigation costs towards an on-street EV charging point;

Given the viability of the development has since changed; the developer has agreed to pay the £25,000 mitigation costs towards on-street EV charging. Providing a passive provision for 100 percent of the car parking spaces along with 10 percent active charging bays is considered appropriate to address the purposes of Core Policy 8. The resulting air quality mitigation is as follows:

- EV power supply for 100 percent of the car parking spaces with 10 percent active charging bays
- £25,000 mitigation costs towards an on-street EV charging point
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure. Consideration should be given to the provision of electric vehicle demonstration vouchers for new residents

17.5 Access to the EV Charging spaces should be ensured through a car park management plan which would allow spaces with charging points to be reallocated to the tenants that require them. This is secured by condition. The remaining requirements of the mitigation listed above will be sought.

17.6 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework 2019. Neutral weight should be applied to the planning balance.

17.7 Compared to the extant planning permission (ref. P/04241/013), the impacts

on air quality be moderately improved due to the financial contribution towards mitigation.

18.0 **Surface water drainage**

18.1 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.

18.2 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.

18.3 The application includes a drainage strategy which has been assessed by the Lead Local Flood Authority and the general principles are found to be acceptable. The details of the drainage strategy will need to be secured by condition prior to first commencement. Subject to securing the strategy by condition, no objections are raised.

18.4 Based on the above, proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework 2019. Neutral weight should be applied to the planning balance.

17.0 **Sustainable Design and Construction**

17.1 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.

17.2 Given the existing building is being retained, it is accepted it would be extremely difficult to achieve the targets set out above for the retained part. However, Following discussions with the developer, these targets can be met for the extended parts of the property to a degree whereby a 5% lower than the Target Emission Rate for all of the dwellings combined can be achieved. Planning Officers consider a reasonable approach as constructed parts would comply with Core Policy 8 of the Core Strategy. Neutral weight should be applied to the planning balance.

18.0 **Affordable Housing and Infrastructure**

18.1 *Infrastructure:*

Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

18.2 *Education:*

As the proposal is between 15 and 100 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority would seek education contributions. In accordance the tariffs set out in the Developer's Guide, each one bed flat attracts £903 and each two bed flat attracts £4,828. Based on the proposed mix, the proposal would attract a financial contribution of £234,345.

18.3 *Recreation and Open Space:*

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 Developer Guide advises the following:

- normally a contribution of £750 per dwelling for a development of mainly family houses with no existing open space/play area nearby;
- occasionally on-site provision of public open space and play equipment with a financial contribution for long term maintenance.

Based on the number of residential units proposed, the type of housing being flats, the mix of bedroom numbers, the number of balconies, and the provision of onsite amenity space, a financial contribution of £300 per 1 bed unit and £500 per 2 bed unit is deemed appropriate. The proposal would attract a financial contribution of £34,800 toward public open space and recreation.

18.4 *Affordable Housing:*

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. This may vary depending upon the size and nature of the site and its viability.

18.5 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 (6% Slough Affordable Rent; 15% Intermediate; 19% Slough Living Rent). Given the mix of units proposed, the council's housing team has confirmed they would accept 14x1bed and 15x 2bed units.

18.6 *Viability:*

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 has submitted a financial viability assessment which asserts, securing the all of the above requirements would render the scheme unviable and therefore undeliverable. The financial viability assessment has been reviewed by our specialist where it is found this proposal could support full policy compliant infrastructure and affordable housing provision. The main reason for the conflicting opinions between the developer and the council's specialist is the benchmark land value and the value of the completed development.

18.7 In accordance with Paragraph 57 of the National Planning Policy Framework, the weight given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case. In this particular case, regard needs to be given to the extant planning permission (ref. P/04241/013) for 106 flats which other than a financial review mechanism, does not secure any planning obligations towards infrastructure and affordable housing. The main reason for the change in viability from the extant planning permission is new evidence of the local market seeing high sale values.

18.8 The extant planning permission (ref. P/04241/013) expires in April 2022, and its financial review mechanism is triggered if the rear extension has not reached damp proof course or ground floor slab before 16<sup>th</sup> October 2020. Subject to discharging five pre-commencement conditions which are currently under assessment by the Council with a target determination date of 18<sup>th</sup> August 2020, this extant planning permission can begin. Therefore, there is a possibility that this previous planning permission could reach damp proof course or ground floor slab before 16<sup>th</sup> October 2020 and in such a scenario, this site would be developed with 16 more units than proposed within this application without providing any contributions towards infrastructure or affordable housing. As such seeking full policy compliant infrastructure or affordable housing would not be a reasonable approach. Planning Officers therefore recommend the weight given toward the viability of this scheme is balanced with the possibility of the extant scheme being delivered within no infrastructure or affordable housing obligations.

18.9 In negotiating a reasonable level of planning obligations for this application, planning officers have had regard to:

- The limit set within the review mechanism of the extant scheme being £2,442,809.
- The financial cost of providing full policy compliant infrastructure or

affordable housing as part of this application being £3,218,166.

- The likelihood of the extant scheme being implemented without securing planning obligations.
- The deliverability of the proposed development.
- The need for infrastructure and affordable housing.
- The Community Infrastructure Levy Regulations 2010 which require obligations to be:
  - (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.

Following negotiations, the developer has offered financial contributions of £539,166 towards infrastructure and affordable housing. Having regard to the above, the level of financial obligations offered is considered a fair and proportionate compromise that would likely see this development being delivered in place of the extant scheme.

18.10 Where it is found that the policy compliant amount of planning obligations cannot be achieved, it is for the Local Planning Authority to prioritise or balance any received financial contributions to limit the impacts of the sustainability of the borough. In balancing the priorities, having regard to the merits of the application and the impacts associated with the development, officers have concluded the contributions should be distributed to provided the policy compliant amount toward education; air quality mitigation; and building the public right of way. It is recommended the remaining £271,775 is split between affordable housing at £250,000 and recreation / open space at £21,775 and

18.11 Based on the above, the proposal is considered to provide an acceptable level of planning obligations when having regard to all the circumstances in the case. The proposal would therefore comply with Core Policies 4 & 10 of the Core Strategy, the Slough Developer's Guide, and the requirements of the National Planning Policy Framework 2019. Neutral weight should be applied to the planning balance.

18.12 Compared to the extant planning permission (ref. P/04241/013), the impacts on infrastructure would be substantially improved. The affordable housing impacts would be moderately improved.

19.0 **Section 106 Requirements**

19.1 As set out above, the proposed development would attract the following planning obligations:

Financial:

- £234,345 towards education at Grove Academy
- £21,775 toward landscape and / or recreation improvements at Salt

Hill Park

- £20,021 for air quality mitigation (project 4 or 5 of Low Emission Programme)
- £250,000 toward the councils affordable housing development programme across the borough
- £13,025 to create the new widened / diverted public right of way

Non financial:

- Dedication of land to widen the Public Right of Way to the eastern side of the application site.
- Dedication of land within the road widening line.
- Travel Plan.

19.2 The above planning obligations should be secured through a Section 106 Agreement before this planning permission is granted.

## 20.0 **Neighbour Representations**

20.1 Officers have considered the third party representations put forward by the residents of the neighbouring properties. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment. The following comments relating short term lets or Airbnb type accommodation are addressed below:

- There are no restrictions in this planning application to prevent the units being rented out on a short term basis for up to 90 days per year as short term rentals.

Case Officer Response: should any of the flats be used for short term lets that would not fall within the C3 Use Class, then this would be a breach of planning and appropriate enforcement action could be taken.

## 21.0 **Equalities Considerations**

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

- Remove or minimise disadvantages suffered by people due to their protected characteristics;

- Take steps to meet the needs of people with certain protected characteristics; and;
  - Encourage people with protected characteristics to participate in public life (et al).
- 21.2 The proposal would provide new residential accommodation at a mix of dwelling sizes that would all be policy compliant. Five of the 102 parking spaces would be sized for wheelchair accessibility. Wheelchair access from these spaces up to the main entrance can be achieved where an intercom system will provide voice communication to each flat. Internal lifts provide access to all floors.
- 21.3 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.
- 21.4 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. 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.
- 21.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.
- 21.0 **Presumption in favour of sustainable development:**
- 21.1 The application has been evaluated against the planning history, the Development Plan and the NPPF and the Authority has assessed the application against the planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority can not 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.

*Regard to extant planning permission:*



In considering the impacts of the proposed development, due regard should be given to the extant planning permission (ref. P/04241/013) for 106 flats and the difference in the impacts when compared to this planning application. Based on the planning assessment, these have been found to be:

More harmful impacts:

- slightly more harmful impact on neighbouring residential amenity due to the perception of being overlooked from within the rear gardens in Cranbourne Close
- moderately more harmful living conditions resulting from high level windows serving single bedrooms in four of the proposed flats
- slightly more harmful impact on the highway network due to the minor reduction in parking ratio

Improved impacts:

- moderately improved mix of housing due to increase in two bed units
- Limit improvement in on site landscaping
- moderately improved impacts on air quality due to the financial contribution towards mitigation
- substantially improved impacts on infrastructure due to securing the full policy compliant financial contributions
- moderately improved affordable housing impacts due to securing negotiated financial contributions

## 21.2 *Regard to planning policy:*

The report identifies that the proposal complies 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:

1. The loss of an employment use within defined business (limited weight)
2. The perception of being overlooked from within the rear gardens in Cranbourne Close (**limited weight**);
3. the compromised living conditions resulting from the absence of balconies to 52 of the 90 flats proposed, and the poor level of outlook and daylight serving the single bedroom areas in flats 314 & 315 (third floor) and flats 411 & 412 (fourth floor) through high levels windows, (**moderate weight**);
4. the potential for criminal activity resulting from the absence of individual cycle lockers, (**limited weight**);
5. the impacts on sustainable modes of transport resulting from the absence of individual cycle lockers, (**limited weight**).

Subject to addressing the compromised security strategy, when considering the proposal would provide 90 new flats which in all other respects comply

with the local and national policies towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough, together with the considerable benefits of resulting for the realignment of adjoining public right of way, 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:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the planning obligations set out in paragraph 19.1;
- 2) satisfactory security strategy;
- 3) agreement of the pre-commencement conditions with the applicant/agent;
- 4) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30<sup>th</sup> October 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

## 22.0 **PART C: RECOMMENDATION**

22.1 Having considered the relevant policies set out above, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the planning obligations set out in paragraph 19.1;
- 2) satisfactory security strategy;
- 3) agreement of the pre-commencement conditions with the applicant/agent;
- 4) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30<sup>th</sup> October 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

23.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

Not yet finalised or agreed with Agent

1. Commence within three years

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

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

2. Drawing Numbers

The development hereby permitted shall be carried out in accordance with the following approved plans:

- a) TBC once security strategy is finalised

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

3. Levels

No development shall commence until plans showing details of: existing and finished ground levels; finished floor levels; and the finished roof level, and the finished roof level of the neighboring LeasePlan building has been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

4. Samples of Materials

Prior to the commencement of development samples of external materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the

details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with 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.

5. Architectural details

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

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

6. Submission of tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

7. Detailed landscaping scheme and play equipment spec / maintenance

TBC

8. External Site Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting

units, hours of use, and vertical and horizontal illuminance levels including on neighbouring land. The scheme shall demonstrate there would be no unacceptable increase in light on neighbouring habitable windows over the ambient background lighting.

The development shall be carried out in full accordance with the approved details prior to first occupation and shall be retained as such at all times in the future. No lighting shall be provided at the site other than in accordance with the approved scheme.

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 polices), and the requirements of the National Planning Policy Framework 2019.

#### 9. Privacy screening

No part of the development hereby permitted shall be occupied until details of privacy screening to the sides of the balconies have been detailed on floor plans and elevations and submitted and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details prior to first occupation shall be retained in good condition at all times in the future.

REASON In the interests of neighbor amenity and to ensure no overlooking within the proposed development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

#### 10. Privacy Glazing – South Elevation

Prior to first occupation, samples of the obscure glazing to be used in the southernmost rear elevation of the development hereby shall be submitted and approved in writing by the local planning authority. The south facing windows serving flats 124; 224; and 321 on the approved plans shall be glazed with obscure glass in accordance with the approved plans and the approved samples, and those obscured parts shall be non opening to a level of 1.8m from the internal finished floor level. These details shall be fully installed prior to first occupation and be retained at all times in the future.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

#### 11. Privacy Glazing – East Elevation

Prior to first occupation, samples of the obscure glazing to be used in the easternmost side elevation of the development hereby shall be submitted and approved in writing by the local planning authority. The oriel bay windows within the easternmost side elevation shall be partly glazed with obscure glass in accordance with the approved plans and the approved samples, and those obscured parts shall be non opening to a level of 1.8m from the internal finished floor level. These details shall be fully installed prior to first occupation and be retained at all times in the future.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

#### 12. Sustainable Design and Construction

Development of the rear extension above damp proof course level, the upper floor extensions, or work to the external envelope shall not commence on site until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority.

The scheme shall show how the design and construction of the dwellings within the enlarged part of the development hereby approved will achieve carbon emissions (all dwellings combined) at 5% lower than all of the dwellings combined for total Target Emission Rate as calculated in accordance with the Building Regulations 2013 Part L and associated Approved Documents.

The scheme shall include (a) an energy statement listing the Target Emission Rate and dwelling emission rate for each Dwelling and calculations to show the combined figures for both; (b) descriptions of building fabric enhancements, building services enhancements or low or zero carbon energy generating equipment proposed to achieve a better than Building Regulation 2013 Part L carbon emissions requirement. Energy generation on site shall not be from biomass.

The scheme shall be implemented as approved and no dwelling shall be occupied until its associated low or zero carbon energy scheme measures have been installed and are operational and the approved measures shall be retained thereafter

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

### 13. Contaminated Land Watching Brief

A Contaminated Land Watching Brief shall be carried out by an appropriately accredited Competent Person, during site works and shall prepare the necessary evidence to be submitted to the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement, prepared by the appropriately accredited Competent Person, to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

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

### 14. Contaminated Land Remediation Validation

No development within or adjacent to any area(s) subject to remediation works, carried out pursuant to the findings of the Site Investigation Report (Ref. 10328/SC), shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include, as a minimum, details of the implementation of the remedial tasks and any contingency plan works proposed in the report above. If required, the

report shall include written confirmation from a Building Control Regulator that all recommended measures have been implemented.

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

#### 15. Construction Management Scheme

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality 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.

#### 16. Surface Water Drainage - SuDS

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority.

The surface water drainage strategy shall follow 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. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). The scheme shall include a management and maintenance plan for the lifetime of the development.

The approved drainage scheme shall be implemented and completed in accordance with the approved details before the development is first occupied. The drainage system shall then be retained at all times in future and be managed and maintained for the lifetime of the development in accordance with approved details.



REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of the adopted Core Strategy 2006 – 2026, and the requirements of the National Planning Policy Framework 2019.

17. Noise attenuation and ventilation mitigation

The development hereby approved shall be carried out in with the building fabric and ventilation recommendations set out in the Planning Noise Assessment by Patrick Parsons (ref. A18256C); Dated August 2018.

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

REASON to ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

18. Gas-fired boilers emissions

All gas-fired boilers within the development hereby approved shall be Individual gas fired boilers with Nitrogen Oxides emission standard of <40mgNOx/kWh.

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

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

19. Electric vehicle charging

The 12no. Electric Vehicle charging bays as shown on the approved plans along with infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicle charging shall be fully operational and available for use prior to first occupation. The 12no. Electric Vehicle charging points shall incorporate Type 2 sockets and be rated to at least 3.6kW, 16amp, 0 7kW 30amp single phase.

In addition, prior to first occupation, an Electric Vehicle Car Park Management Plan detailing how the 12no. Electric vehicle charging

spaces and charging points will be provided and allocated to future occupiers shall be submitted and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details on first occupation shall be retained at all times in the future.

The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

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

#### 20. No vehicle access gates, roller shutters

No vehicle access gates, roller shutters doors or other vehicle entry barriers (other than those existing on site or approved by this planning permission) shall be installed on the Bath Road entrance or along any part of the access road within the site without first obtaining permission in writing from the Local Planning Authority

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, and in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, and the requirements of the National Planning Policy Framework 2019.

#### 21. Car Parking

The parking spaces and turning area shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles ancillary to the use hereby permitted.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

#### 22. Cycle Parking

No part of the development hereby permitted shall be occupied until

segregated secure stores/cages within the proposed cycle store area that should accommodate no more than 26 cycle spaces have been detailed on floor plans and submitted and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details prior to first occupation shall be retained in good working order at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T8 of The Adopted Local Plan for Slough 2004, and the National Planning Policy Framework, 2019.

### 23. Refuse and Recycling

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2019.

### 24. No additional windows

No windows (other than those hereby approved) shall be formed in the any part of the development without the prior written approval of the Local Planning Authority.

REASON To protect the privacy of the neighbouring property and to ensure no overlooking to the car park site to help ensure that these would not prejudice wider redevelopment 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.

### 25. Use of flat roofs

The roof areas on the development hereby approved shall not be accessible for residents or visitors and shall not be used as a balcony, roof garden or other amenity area.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties, in accordance with Core Policy 8 of The Slough

Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

## 26. High Level Windows

The high level windows as shown on the approved plans within the easternmost side elevation and southernmost rear elevation within the building shall be positioned at a height no lower than 1.8 metres from the internal finished floor level.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

## 27. Security – to be updated

The development hereby approved shall be carried out in accordance with the security details as proposed within the following plans and documents:

### a) TBC

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

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

## INFORMATIVES:

1. The developer and landowner are reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
3. All works and ancillary operations during both demolition and construction

phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.

4. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
5. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
6. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
7. Highways:

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.

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

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

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

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

#### 8. Thames Water

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. [www.developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services](http://www.developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services)

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water

mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

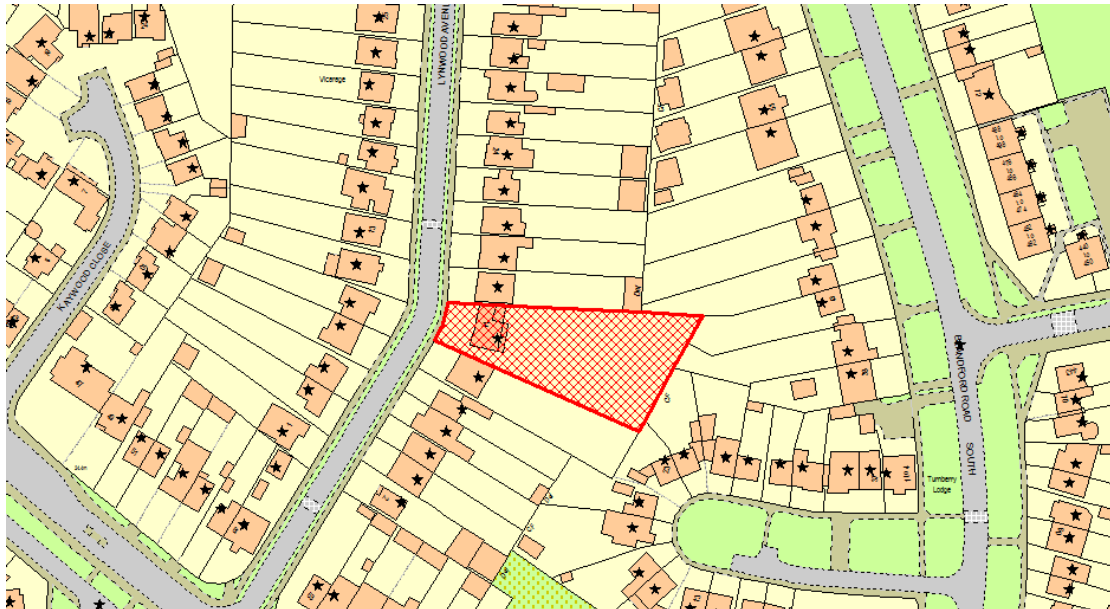
[www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes](http://www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes)

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Registration Date:	26 <sup>th</sup> May 2020	Application No:	P/12604/003
Officer:	Caroline Longman	Ward:	Upton
Applicant:	Matt Taylor	Application Type:	Minor
		8 Week Date:	21 <sup>st</sup> July 2020
Agent:	None		
Location:	14 Lynwood Avenue, Slough, SL3 7BH		
Proposal:	Construction of 2no 4 bedroom detached dwellings with associated parking and access and alterations to existing dwelling.		

**Recommendation: Refusal**



**P/03099/003 – 12-14 Lynwood Avenue, Slough, SL3 7BH**

**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Under the current constitution this application is being brought to Committee for decision as it has been called in by a Ward Member.
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and neighbouring residents, as well as all other relevant material considerations, it is recommended that the application be refused.
- 1.3 The proposal is recommended for refusal on the following grounds:
1. The proposed development, by reason of its subdivision of long residential rear gardens to provide houses, the introduction of much smaller gardens in a row of properties characterised by long rear gardens, increased urbanisation of this part of Lynwood Avenue and introducing uncharacteristic buildings and areas of hardstanding within rear gardens is considered to be inappropriate backland development. As such the proposal would fail to respect, respond or enhance the established pattern of development of the area and harm the character and appearance of the street scene, leading to overdevelopment of the site. Should this proposal be allowed, it would be difficult for the Local Planning Authority to resist similar unacceptable inappropriate backland development in this part of Lynwood Avenue to the overall detriment of the vicinity and pattern of development of the area and would be to erode the special character and appearance of Lynwood Avenue and its immediate surrounds. The proposal is considered to be contrary to the provisions of the National Planning Policy Framework 2019, Core Policies 1, 4 and 8 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and Policies H13 and EN1 of Slough Local Plan 2004.
  2. The proposed development, by reason of its siting and intensification of residential use to the rear gardens of the property at number 14 Lynwood Avenue would result in increased noise disturbance to numbers 12, 14 and 16 Lynwood Avenue and properties on numbers 23, 25, 41, 43 and 45 Blandford Road South. Such impacts upon the residential amenity of neighbouring occupiers are considered to be unacceptable and harmful, contrary to the aims of the National Planning Policy Framework 2019, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and Policy EN1 of Slough Local Plan 2004.



## **PART A: BACKGROUND**

### **2.0 Proposal**

- 2.1 Full planning permission is sought for the construction of 2no 4 bedroom detached dwellings with associated parking and access and alterations to existing dwelling (number 14 Lynwood Avenue).
- 2.2 2 x four bedroom detached properties are proposed on the site. There are also alterations to the existing property at number 14 Lynwood Avenue to allow an access to be created to the rear of the site. Number 14 Lynwood Avenue has been re-orientated so that there is a narrower frontage onto Lynwood Avenue but a longer elevation running west to east. The retained dwelling at number 14 Lynwood Avenue has four bedrooms. Two additional dwellings with associated car ports are therefore proposed to the rear of number 14 Lynwood Avenue.
- 2.3 Two car parking spaces are provided for the altered dwelling at number 14 Lynwood Avenue. Each of the 2 x four bedroom each dwellings have three car parking spaces (one provided within a car port).
- 2.4 Amenity space is provided for each of the new dwellings and garden space is retained for number 14 Lynwood Avenue.

### **3.0 Application Site**

- 3.1 Number 14 Lynwood Avenue is a large detached, two storey dwelling located on the eastern side of Lynwood Avenue. Immediately adjoining the site are number 12 (to the south) and number 16 (to the north).
- 3.2 Immediately adjoining the site are number 10 (to the south) and number 16 (to the north) Lynwood Avenue. The area is characterised by large detached or semi detached properties set within large plots. All residential properties front Lynwood Avenue with car parking provided off street to the front.
- 3.3 The site is located outside Slough Town Centre boundary and is not within a Conservation Area.

### **4.0 Site History**

**P/12604/000** - Demolition of existing house and erection of five detached 4 bedroom dwellings and four detached garages, together with the formation of access and parkway

**Refused - 15 December 2003**

**P/12604/001** - Demolition of existing dwelling and erection of 3no. four bedroom and 2no. three bedroom dwellings and 4no. garages together with the formation of access and parking

**Refused – 13<sup>th</sup> October 2004**

**P/12604/002** - Demolition of existing dwelling and construction of 4no. three bedroom dwellings and 2no. four bedroom dwellings with associated access, parking and amenity space.

**Refused – 27<sup>th</sup> January 2020 (currently under appeal)**

## **5.0 Neighbour Notification**

58, Lynwood Avenue, Slough, SL3 7BH, 35, Lynwood Avenue, Slough, SL3 7BJ, 39, Lynwood Avenue, Slough, SL3 7BJ, 8, Lynwood Avenue, Slough, SL3 7BH, 47, Lynwood Avenue, Slough, SL3 7BJ, 22, Lynwood Avenue, Slough, SL3 7BH, 20, Lynwood Avenue, Slough, SL3 7BH, 24, Lynwood Avenue, Slough, SL3 7BH, 26, Lynwood Avenue, Slough, SL3 7BH, 63, Langley Road, Slough, SL3 7AH, 28, Lynwood Avenue, Slough, SL3 7BH, 11, Lynwood Avenue, Slough, SL3 7BJ, 13, Lynwood Avenue, Slough, SL3 7BJ, 15, Lynwood Avenue, Slough, SL3 7BJ, 40, Lynwood Avenue, Slough, SL3 7BH, 67, Langley Road, Slough, SL3 7AJ, 38, Lynwood Avenue, Slough, SL3 7BH, 4, Lynwood Avenue, Slough, SL3 7BH, 42, Lynwood Avenue, Slough, SL3 7BH, 21, Lynwood Avenue, Slough, SL3 7BJ, 44, Lynwood Avenue, Slough, SL3 7BH, 5, Lynwood Avenue, Slough, SL3 7BJ, 17, Lynwood Avenue, Slough, SL3 7BJ, 62, Langley Road, Slough, SL3 7AD, 19, Blandford Road South, Slough, SL3 7RT, 6, Lynwood Avenue, Slough, SL3 7BH, 25, Lynwood Avenue, Slough, SL3 7BJ, 27, Lynwood Avenue, Slough, SL3 7BJ, 29, Lynwood Avenue, Slough, SL3 7BJ, 54, Lynwood Avenue, Slough, SL3 7BH, 31, Lynwood Avenue, Slough, SL3 7BJ, 5, Lynwood Avenue, Slough, SL3 7BJ, 9, Lynwood Avenue, Slough, SL3 7BJ, 10, Lynwood Avenue, Slough, SL3 7BH, 12, Lynwood Avenue, Slough, SL3 7BH, 18, Lynwood Avenue, Slough, SL3 7BH, 1, Lynwood Avenue, Slough, SL3 7BJ, 48, Lynwood Avenue, Slough, SL3 7BH, 3, Lynwood Avenue, Slough, SL3 7BJ, 34, Lynwood Avenue, Slough, SL3 7BH, 7, Lynwood Avenue, Slough, SL3 7BJ, 39, Blandford Road South, Slough, SL3 7RU, 8, Lynwood Avenue, Slough, SL3 7BH, 21, Blandford Road South, Slough, SL3 7RT, 23, Blandford Road South, Slough, SL3 7RT, 11,

Lynwood Avenue, Slough, SL3 7BJ, 14, Lynwood Avenue, Slough, SL3 7BH, 16, Lynwood Avenue, Slough, SL3 7BH, 25, Blandford Road South, Slough, SL3 7RT, 27, Blandford Road South, Slough, SL3 7RT, 41, Blandford Road South, Slough, SL3 7RU, 43, Blandford Road South, Slough, SL3 7RU, 45, Blandford Road South, Slough, SL3 7RU, 47, Blandford Road South, Slough, SL3 7RU, 18, Lynwood avenue, 13, Lynwood Avenue, Slough, SL3 7BJ, 15, Lynwood Avenue, Slough, SL3 7BJ

5.1 57 letters/e-mails of objection have been received in respect of the application although it should be noted that occasionally there are multiple representations from single households. The main issues raised within the objection letters are summarised below:

5.2

<b>Issue</b>	<b>Response</b>
Highways issues including increased traffic congestion, addition of new access on a bend, increased risk of accidents, increased pressure on parking, accessibility for emergency vehicles and impact on pedestrian safety	See assessment below under impact on Highways and Transport – to be reported via the amendment sheet.
New appearance of number 14 Lynwood Avenue out of keeping with the rest of the road.	See assessment below in relation to the impact of the development on the character of the area.
Negative impact on biodiversity/ecology	See assessment below in relation to biodiversity and ecology.
Increased levels of noise, disturbance, air and light pollution and a reduction in the quality of life.	See section of report relating to impact on neighbouring occupiers.
Out of keeping with the existing character of Lynwood Avenue.	See assessment below under 'Impact on the character and appearance of the area'.
Previous schemes refused in 2004 and 2020	It is possible for new planning applications to be submitted on sites. Each planning application is considered on its own merits.

Increase in flood risk due to increase in hard standing	The site is within flood zone 1 and surface water flooding can be dealt with via a requirement for SUDS.
Loss of privacy, overlooking, increased noise disturbance and overshadowing resulting from the proposal upon neighbouring properties.	See assessment below under impact onto neighbouring amenity.
Overdevelopment of the site/inappropriate increase in density	See assessment below under 'Impact on the character and appearance of the area'.
Increase in number of dwellings and traffic will lead to air pollution	The site is not within a defined Air Quality Management Area (AQMA) and the quantum of development does not trigger a requirement for air quality and pollution mitigation. Contaminated Land issues are assessed in the relevant section in this report.
All residents of the street should have received a notification letter.	The addresses of those consulted by letter are shown above. All objections received have been taken into consideration in the assessment of this application.
Proposal would set a detrimental precedent for the area.	See assessment below under 'Impact on the character and appearance of the area'.
Increased demand on local services	Developments of this scale do not qualify for S106 contributions towards local facilities.
Comparisons with other developments are not valid.	Each planning application is dealt with on its own merits. The other developments referred to by the applicant are not considered to be comparable.
The applicants are taking advantage of the Covid 19 situation.	The assessment of the planning merits of the scheme is not impacted by Covid 19.

5.3 In addition a petition with 438 signatures (although it should be noted that the petition contained multiple signatures from one address) has been received objecting to the proposed development on the following grounds:

1. It is not in keeping with the existing residential area with respect to house density and amenity space. The site will be over-developed.
2. Road safety concerns because of the introduction of a new intersection on a dangerous bend with consequential increased traffic volume with existing traffic problems increasing likely hood of pedestrian and vehicle accidents.
3. There will be a significant loss of privacy for neighbouring residential occupiers to the detriment of their amenity due to the scale, bulk and massing of dwellings.
4. Increased general noise and disturbance.
5. It will lead to more developments of a similar nature on Lynwood Avenue.
6. If approved this developer will just add more houses to existing planning application as demonstrated by their past record on their developments.
7. Recent planning P/12604/002 (15th Jan 2020) out-right rejected by the planning officer based on current policies in Slough Borough Council and rubber stamped by the planning committee by 8 votes to 0. Previous planning (P/12604/001) of similar nature rejected 2003 and then again in 2004.

## 6.0 Consultations

### 6.1 Transport and Highways

No comments received. Any comments received will be reported into the amendment sheet.

### 6.2 Thames Water

No comments received. Any comments received will be reported into the amendment sheet.

### 6.3 Tree Officer

No comments received. Any comments received will be reported into the amendment sheet.

### 6.4 Land Contamination

No comments received. Any comments received will be reported into the amendment sheet.

## 7.0 Policy Background

### 7.1 National Planning Policy Framework 2019

## Slough Local Development Framework Core Strategy 2006-2026

### Development Plan Document policies:

- Core Policy 1 – Spatial Strategy
- Core Policy 3 - Housing Distribution
- Core Policy 4 - Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

### Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN2 - Extensions
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H13 - Backland/Infill Development
- H14 - Amenity Space
- H15 – Residential Extensions
- T2 - Parking Restraint
- T8 - Cycling Network and Facilities

## Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.

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

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Housing 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.

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

7.2 Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036

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.

7.3 On 26<sup>th</sup> August 2020 the Committee considered Local Plan Strategy Key Components. These key components are:

- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- **Selecting** other key locations for appropriate sustainable development;
- **Enhancing** our distinct suburbs, vibrant neighbourhood centres and environmental assets;
- **Protecting** the “Strategic Gap” between Slough and Greater London;
- **Promoting** the cross border expansion of Slough to meet unmet housing needs.

7.4 In relation to the proposed development, the component relating to enhancing distinct suburbs is of relevance. Enhancing the areas where most people live is an important part of the Spatial Strategy.

7.5 The Protecting the Suburbs report, which was approved by Planning Committee on 24<sup>th</sup> June, showed why it was not practical, viable, sustainable or desirable to allow any of the family housing to be lost. There is, however, scope for redevelopment on non garden land such as garage courts and other brownfield sites. It is also important that we protect and enhance the open spaces, parks and other assets of community value within the residential areas in order to support healthy and active lifestyles. As a result both protecting and promoting the neighbourhoods and the suburban

residential areas within them is an important part of the Spatial Strategy.

7.6 The planning considerations for this proposal are:

- Principle of the proposal
- Design and impact on the character and appearance of the area
- Impact on neighbouring amenity
- Living conditions of future occupiers
- Highways and transport
- Contamination
- Trees and ecology
- S106

## 8.0 Principle of Development

8.1 Given the absence of a five year supply in housing, the LPA must undertake an exercise in judgement in determining the appropriate balance of considerations as to whether the adverse impacts of the development would 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. It is required to assess whether the proposed development is sustainable as defined by the NPPF 2019.

8.2 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years as a result any development within the urban area should consist predominantly of family housing.

8.3 The Core Strategy defines family housing. As of 1<sup>st</sup> November 2018 the definition has been updated and is shown below:

*'A fully self-contained dwelling with a minimum gross internal floor area of 79 square metres, that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached, semi-detached, terraced and town house dwellings but not flats and maisonettes.'*

8.4 The proposed dwellings have four bedrooms, have an internal floor area



in excess of 79sq.m and have direct access to a private garden. The proposed development would therefore provide family housing to the required standard.

8.5 Given there would be no net loss of family housing and the weight of balance is tilted towards the supply of housing, the principle of this housing type would be acceptable subject to complying with the relevant planning considerations which are assessed below.

8.3 Policy H13 (Backland Development) of Slough Local Plan (2004) sets the requirements to allow appropriate backland development and criteria to resist inappropriate development of residential gardens as backland/infill developments such as this application for the proposed developments in the rear gardens of number 14 Lynwood Avenue. The Council has to consider whether the proposal would be sustainable development, and part of that assessment is whether development would contribute to the protection and enhancement of the natural, built and historic environment. It is therefore considered that an assessment should be made on whether the development would cause harm to the local area.

8.4 The proposal seeks the subdivision of a plot of land to provide two new family dwellings. The provision of two additional family houses to the rear of the site would generally contribute to the housing provision within the Borough.

8.5 The proposed development to provide housing within the deep and generally open rear garden of number 14 Lynwood Avenue is considered unacceptable backland development which fails to comply with the aims of Core Policy 4 of Slough Core Strategy 2006-2026 due to the detrimental impact on the character and pattern of development of the area.

8.6 Based on the assessment above, the proposal is considered to be unacceptable in principle and contrary to the provisions of the NPPF 2019, Core Policy 4 of Slough Core Strategy 2006-2026 and Policy H13 of the Slough Local Plan 2004.

## **9.0 Design and Impact on Appearance and Character of the area**

9.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor

designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

9.2 Of particular relevance is policy H13 of the Local Plan. This is shown below:

*'Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:*

- a) the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;*
- b) appropriate access, amenity space and landscaping are provided for the new dwellings;*
- c) appropriate car parking provision is made in line with the aims of the integrated transport strategy;*
- d) the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas;*
- e) the proposal is not located within a residential area of exceptional character; and*
- f) the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land.'*

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

*'All development will:*

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

9.4 The application site comprises a constrained site accessed between numbers 14 and 16 Lynwood Avenue. The site is bordered on all sides by residential properties and their gardens. The characteristic of Lynwood Avenue is detached and semi-detached two storey residential properties of a relatively similar size and design fronting the highway and creating a street frontage. Backland residential development is not a characteristic of the street. The buildings that are at the rear of properties are predominantly single storey outbuildings and garages.

- 9.5 The application proposes to make alterations to number 14 Lynwood Avenue and erect two new detached dwellings with associated car ports, parking and amenity space. The result is that a high percentage of the site is taken up by built form and hardstanding. Policy H13 of the Local Plan outlines the importance of backland development being of a type, design, scale and density in keeping with the existing residential area.
- 9.6 Lynwood Avenue is not characterised by properties in the rear gardens. Dwellings in the surrounding area front the main road and have large garden areas to the rear. The proposed dwellings will be visible from the street scene from the proposed access and glimpsed from other gaps between the properties on Lynwood Avenue. These gaps between dwellings are characteristic of the local area and the erection of the proposed dwellings will harm this characteristic.
- 9.7 In relation to the amendments to number 14, it is not considered that the proposed re-orientation and alterations reflect the wider character of the area. The proposed alterations to number 14 Lynwood Avenue will result in a dwelling that has a far narrower frontage than what is typically found on Lynwood Avenue, and this is compounded by the introduction of a new access to the side of the dwelling. There are no other access roads leading to the rear of properties on Lynwood Avenue. As a result, it is considered that the proposed alterations to number 14 Lynwood Avenue and the introduction of the access will have a harmful impact on the street scene.
- 9.8 It is considered that the proposal constitutes over-development of the site which results in an undesirable form of backland development that is not in keeping with the surrounding pattern of development for the following reasons:
- The introduction of new residential development to the rear of the existing dwelling, in an area where none exists to the rear of properties at present.
  - From the surrounding properties in the area the proposed dwellings would appear as uncharacteristic intrusions into what is an extensive area of relatively large and open space which is free of any substantial buildings.
  - The subdivision of the site resulting in noticeably smaller garden areas for the properties than the surrounding area and a far higher proportion of built form and hardstanding.
- 9.9 Given the above, the introduction of two new dwellings within the land to the rear of the number 14 Lynwood Avenue would represent an incongruous form of development which would permanently alter the character of this established residential area.

9.10 The Protecting the Suburbs report, which was approved by Planning Committee on 24th June, shows why the suburbs (including Lynwood Avenue) will not be able to provide the additional dwellings that are required. In paragraph 6.4.1 the report states in relation to in-fill development that:

The third option proposed intensification of the suburbs by allowing piecemeal infill of new houses, also known as backland development between existing houses or through small scale redevelopment on gardens. Our analysis shows that the availability of land suitable for infill between existing buildings is small.

9.11 The contribution of two additional dwellings to housing supply would be very small and the making more effective use of land must also take into account safeguarding and improving the environment. The proposal would adversely affect the character and appearance of the area. Good design is a key aspect of sustainable development, creating better places in which to live and work and helps make development acceptable to communities. In this regard, this development would not be sympathetic to local character and history, including the surrounding built environment and landscape setting. Consequently, the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, even after taking into account the Council's 5YHLS position.

9.12 The proposed development for two additional dwellings would introduce a form of backland development which would fail to enhance the distinctive character, identity and visual amenity of the area. It would also fail to respect the established pattern of development in the locality resulting in significant and demonstrable harm. The proposed changes to number 14 Lynwood Avenue and the introduction of a new access road would have a harmful impact on the street scene. The development would therefore conflict with policies CP4 and CP8 of the Core Strategy and policies EN1 and H13 of the Adopted Local Plan for Slough and the requirements of the NPPF 2019. This significantly weighs against the benefits of the proposal.

## **10.0 Impact on neighbouring amenity**

10.1 Policy H13 of the Local Plan outlines that backland/infill development should be designed so that existing residential properties retain appropriate garden areas, do not suffer from overlooking or loss of privacy and that there is no substantial loss of amenity due to the creation of new access roads or parking areas.

10.2 In relation to the built form of the proposed development, it is considered that there the proposed dwellings would be positioned sufficiently far

from the boundaries of the site to ensure that there would not be an overbearing impact. At the time of writing drawings relating to the proposed car ports are to be received from the agent. However, it is not considered that these would have an overbearing impact based on the standard height of a car port. Should there be a difference in assessment once the car port drawings are received then this will be reported via the amendment sheet.

In relation to the amendments to number 14 Lynwood Avenue, it is not considered that the proposed changes will result in an overbearing impact on neighbouring properties. Additionally, there are no windows in the side elevations of the altered number 14 dwelling that cause concern in relation to overlooking. The only windows serve non habitable rooms (at first floor level) or are angled to reduce the level of direct overlooking. It would be possible to ensure that these side windows are fixed and obscure glazed via condition had the proposal been acceptable.

- 10.3 There are general concerns regarding the intensification of the proposed site and the impact on neighbouring properties. The two residential units that are proposed will result in a significant increase in the level of noise associated with domestic activity in close proximity to the neighbouring dwellings and their gardens including those on Blandford Road South. It is considered that this intensification would be harmful to neighbouring residential amenity.
- 10.4 There are no windows to habitable rooms in the side elevations of the proposed dwellings. Therefore there is no potential for overlooking to the north and south. The rear elevations of the new dwellings are sufficiently distant from the rear elevations of dwellings on Blandford Road South that window to window overlooking does not occur. The rear garden depths of the proposed new dwellings are also sufficient to ensure that there is no material concerns regarding overlooking into rear gardens on Blandford Road South.
- 10.5 There are particular concerns regarding the amenity of number 14 Lynwood Avenue. The introduction of the new access along with the car port and parking areas to the east will mean that the dwelling will be significantly impacted by noise and disturbance caused by vehicle and pedestrian movements.
- 10.6 Number 16 Lynwood Avenue will also be impacted by the proposed new access and car ports/parking area on their southern boundary for the same reasons given above
- 10.7 Based on the above, the proposal would not comply with policy H13 of the Local Plan for Slough 2004, the Core Strategy 2008, and the requirements of the NPPF 2019. This amounts to significant and demonstrable harm which significantly weighs against the benefits of the proposal.

## **11.0 Impact on the living conditions of future occupiers**

- 11.1 Core policy 4 of Council's Core Strategy seeks residential development to achieve "a high standard of design which creates attractive living conditions."
- 11.2 The Technical Housing Standards – Nationally Described Space Standard (March 2015) (as amended) adopted by SBC in November 2018 sets out the minimum internal space requirements for new dwellings. Policies H13 and H14 of The Adopted Local Plan seek appropriate levels of amenity space that should be provided.
- 11.3 It is considered that the rooms within the proposed dwellings are of an acceptable size and have appropriate daylight and access to natural light. It is not considered that the proposed dwellings would have unacceptable amenity resulting from buildings of an overbearing nature or from overlooking from other properties. This also applies to the retained number 14 Lynwood Avenue.
- 11.4 Four bedroom dwellings should have a garden area of at least 15 metres in depth or 100sq.m. The proposed garden areas (and that retained by number 14 Lynwood Avenue) comply with this requirement. In cases where the required depth of garden is not provided, the overall area of the garden is acceptable.
- 11.5 Based on the above, the proposal would not have a harmful impact on the future occupiers of the proposed dwellings. Due weight to the proposal is therefore given in this respect.

## **12.0 Highways and parking**

- 12.1 The National Planning Policy Framework states that planning should locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8.
- 12.2 A four bedroom property requires 3 car parking spaces and 1 cycle space. The proposed layout shows the required levels of car parking for the proposed new dwellings. However, the retained 14 Lynwood Avenue only provides two car parking spaces and therefore one additional space is required. Although there is no cycle parking shown, this could be ensured via condition.

12.3 No comments have been received from the Highways team at the time of writing. Comments from the Highways team will be reported via the amendment sheet.

### **13.0 Land Contamination**

13.1 Core Policy 8 of Slough Core Strategy Document states that development shall not “*cause contamination or deterioration in land, soil or water quality*” nor shall development occur on polluted land unless appropriate mitigation measures are employed.

13.2 No comments have been received from the Contamination Officer at the time of writing. Any comments received will be reported via the amendment sheet, noting however that previous applications have not raised significant contamination issues.

### **14.0 Trees and biodiversity**

The proposed development will have a potential impact on trees and ecology currently on site. Comments from the tree officer have yet to be received and these will be reported via the amendment sheet. In relation to biodiversity, conditions could be applied to ensure that biodiversity on the site is maintained and enhanced. It should however be noted that in the planning statement it says “The proposal would also not result in the loss of any existing buildings or habitat that might hold any ecological potential”, but no ecological survey has been submitted and no assessment has been made of potential impacts due to potential loss of trees. In any event, the loss of this garden area to residential development is unlikely to enhance biodiversity and thus the character of the area would be unduly harmed.

### **15.0 S106**

15.1 Under the previous application (P/12604/003) highway comments were received requiring a S106 contribution towards improvements to cycling and walking facilities and a parking study, control measures or Traffic Regulation Orders.

15.2 As mentioned above, no highways comments have been received at the time of writing. However, if a S106 is required, then the lack of one would form an additional reason for refusal as a holding objection.

### **16.0 Process**

16.1 It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is not in accordance with the National Planning Policy Framework.

## **17.0 PART C: RECOMMENDATION**

- 17.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **refused** based on the following reasons:

## **18.0 PART D: REASONS FOR REFUSAL**

1. The proposed development, by reason of its subdivision of long residential rear gardens to provide houses, the introduction of much smaller gardens in a row of properties characterised by long rear gardens, increased urbanisation of this part of Lynwood Avenue and introducing uncharacteristic buildings and areas of hardstanding within rear gardens is considered to be inappropriate backland development. As such the proposal would fail to respect, respond or enhance the established pattern of development of the area and harm the character and appearance of the street scene, leading to overdevelopment of the site. Should this proposal be allowed, it would be difficult for the Local Planning Authority to resist similar unacceptable inappropriate backland development in this part of Lynwood Avenue to the overall detriment of the vicinity and pattern of development of the area and would be to erode the special character and appearance of Lynwood Avenue and its immediate surrounds. The proposal is considered to be contrary to the provisions of the National Planning Policy Framework 2019, Core Policies 1, 4 and 8 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and Policies H13 and EN1 of Slough Local Plan 2004.
2. The proposed development, by reason of its siting and intensification of residential use to the rear gardens of the property at number 14 Lynwood Avenue would result in increased noise disturbance to numbers 12, 14 and 16 Lynwood Avenue and properties on numbers 23, 25, 41, 43 and 45 Blandford Road South. Such impacts upon the residential amenity of neighbouring occupiers are considered to be unacceptable and harmful, contrary to the aims of the National Planning Policy Framework 2019, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document, December 2008) and Policy EN1 of Slough Local Plan 2004.



Registration Date:	09-Dec-2019	Application No:	P/00437/093
Officer:	Alistair de Joux	Ward:	Langley St. Marys
Applicant:	Zurich Assurance Ltd, c/o Threadneedle Portfolio Services Ltd	Application Type:	Major
		13 Week Date:	9 March 2020
Agent:	Mr. Robin Meakins, Barton Willmore, 7 Soho Square, London, W1D 3QB		
Location:	Langley Business Centre, Station Road, Slough, SL3 8DS		
Proposal:	Outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. Demolition and redevelopment to comprise on plot (B) a data centre of up to 93,000 sqm gross, including ancillary offices and sub station; and plot (A) up to 9,650 sqm GEA to comprise one or more land uses comprising: up to 60 dwellings (Use Class C3); additional development in Use Classes: A1, A2, A3 (retail), A4 (public house), A5 (take away) and an energy centre. Development in plot (A) or plot (B) or both may also include: car parking; provision of new plant; creation of servicing areas and provision of associated services, including waste, refuse, cycle storage, and lighting; and for the laying out of the buildings; routes and open spaces within the development; and all associated works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure, engineering operations. Development in plot (A) and plot (B) shall be in accordance with the approved Development Parameters Schedule and Plans (as amended).		

**Recommendation:** Delegate to the Planning Manager for Approval following Referral to the Planning Casework Unit to decide whether the application is be called in for decision by the Secretary of State, or referred back to the Local Planning Authority for decision.



1.0 **SUMMARY OF RECOMMENDATION**

1.1 In the event that the application is determined by the Local Planning Authority, and having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

1. Satisfactory resolution of outstanding matters related to surface water drainage.

2. The satisfactory completion of a Section 106 Agreement to secure

On-site:

- Affordable housing,
- Car Club parking and charging space,
- public access for improved footpath adjacent to northern boundary,
- the Energy Centre site,
- any additional provision required towards Energy Centre / other sustainability initiatives in the Langley area, in the event that the data centre is unable to meet the required sustainability criteria,
- land to be provided for road widening proposed along the Station Road frontage,
- long term maintenance / management plan for ecological improvements and any residual public realm not included in road widening proposals,
- CCTV to be provided in and/or adjacent to the public parts of the site including the proposed northern footpath enhancements, and replacement planting for protected trees to be removed as part of the development.

Off site:

Financial contributions for

- urban design consultancy support for review of and input into the Design Code for the development,
- any balance replacement tree planting that cannot be provided on-site,
- public realm improvements,
- public open space and education provision
- any sustainable transport improvements including electrical vehicle infrastructure required to mitigate air quality impacts at reserved matters stage,
- provision and monitoring of Travel Plan, and
- other Section 278 highways and access works.

3. Finalising conditions and any other minor changes.

OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 December 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

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

1.3 The application has been subject to Environmental Impact Assessment under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA regulations” and “the Regulations” in this report). Schedule 2 in the Regulations set out descriptions of development and applicable thresholds and criteria for the purposes of the defining “Schedule 2 Development”. The proposal is EIA development because it is an Urban development project with an overall development area that exceeds 5 hectares (Column 1: 10 (b) (iii) in the Schedule).

## **PART A: BACKGROUND**

### **2.0 Proposal**

2.1 The application provides for the comprehensive redevelopment of the site, including demolition of the existing buildings and redevelopment in two distinct development areas (Plots A and B), by way of an outline planning application with all matters reserved for future submissions.

2.2 In accordance with Section 5(2) of The Town and Country Planning (Development Management Procedure) Order 2015, shortly after the application was registered the applicant was notified in a letter dated 8 January 2020 that the reserved matters of access, layout and scale should be provided as part of this application. The request resulted from concerns that the application as submitted did not demonstrate that the quantum of development applied for could be satisfactorily achieved while providing a scale and layout appropriate to the site and the surrounding area, and in addition that the access needed to be defined within the application for road safety and amenity reasons.

2.3 Further information was also requested subject to EIA Regulation 25, which provides for local planning authorities to require further information to be provided where it is considered that this is required to complete the assessment provided in the Environmental Statement.

2.4 Following these requests, the applicant amended the description of the application and submitted amended Parameter Plans. The amendments provided reductions in the overall quantum of development and in the mix of potential uses as compared to those originally applied for. The reduced quantum of development resulted from a reduction in the maximum area for the data centre from 96,000 to 93,000 sq.m, while the changed mix of uses removed Class B1(c), D1 and D2 uses from the range of uses in the area adjacent to Station

Road.

- 2.5 The proposed development is primarily intended to take advantage of the site's proximity to digital infrastructure in the form of a high-speed internet cable that links London, Slough and Berkshire, the west of England and Wales, by developing the larger part of the site as a data centre. In so doing the development would take advantage of Slough's strong digital economy. The applicants recognise the Council's long-held aspirations for the site to provide residential and other mixed uses, and to provide improvements to the quality of the street frontage, new public realm and improved links between the adjacent railway station with the existing local shopping centre at Harrow Market, Langley College and other local facilities. These aspirations were set out in the Site Allocation DPD (2010) and have been further articulated in the early stages of formulating the new Local Plan. The application therefore proposes to divide the site between two plots; Plot A comprises an area adjacent to and along the full length of the Station Road frontage, while Plot B covers the balance land. One large data centre, or possibly more than one data centre, would be provided within a secure compound on this plot.
- 2.6 Plot A could accommodate up to 2000 sq.m. of A class uses at ground floor level; up to 7,650 sq.m residential accommodation mainly at first floor level and above, and an energy centre of up to 800 sq.m, which would be located in the northern part of the plot adjacent to the railway line. The application as amended provides for a maximum of 9,650 sq.m of floorspace, to be made up of the uses within the following mixes. The applicant notes however that not all of the floorspace listed for the three land uses could be delivered, as the total floor areas suggested in this mix is in excess of the maximum floor area of 9,650 sq.m that is proposed. Subject to outline planning permission being granted, the areas for each use would be set in the reserved matters application for the site.
- 2.7 While the Energy Centre proposed for Plot A is just one of the range of land uses that could come forward there, its delivery and use of what would otherwise be waste heat would significantly decrease the environmental impact of the Data Centre. It is proposed in this location to allow it to be operated independently from the Data Centre, by an energy supplier. Subject to take-up, it would use heat from the Data Centre cooling system to supply a future heat network. Its provision would allow for heat transfer plant to be installed within the Data Centre plant areas and to be connected to a possible future district heating network through the Energy Centre. Space is therefore allocated within the site layout for the possible provision of the Energy Centre to be run in association with a future District Heating Network.
- 2.8 Plot B would take up the larger part of the site, where the data centre(s) along with associated infrastructure - plant, vehicle access, car parking and landscaping - would be located within a secure compound. While market demand is understood to favour a single large facility, subject to demand it would also be possible to develop more than one standalone data centre within this part of the site, within the upper floor area limit of 93,000 sq.m. noted in the amended application description. The building(s) would be set-in from the adjacent eastern and southern side boundaries which are shared with residential properties in Mead Avenue, Meadfield Road and Meadfield Avenue, by at least 30 metres.

Plot B would also include a 10m wide strip of land along the northern side of the site, for the purposes of improving the existing pedestrian path that links Station Road and Mead Avenue.

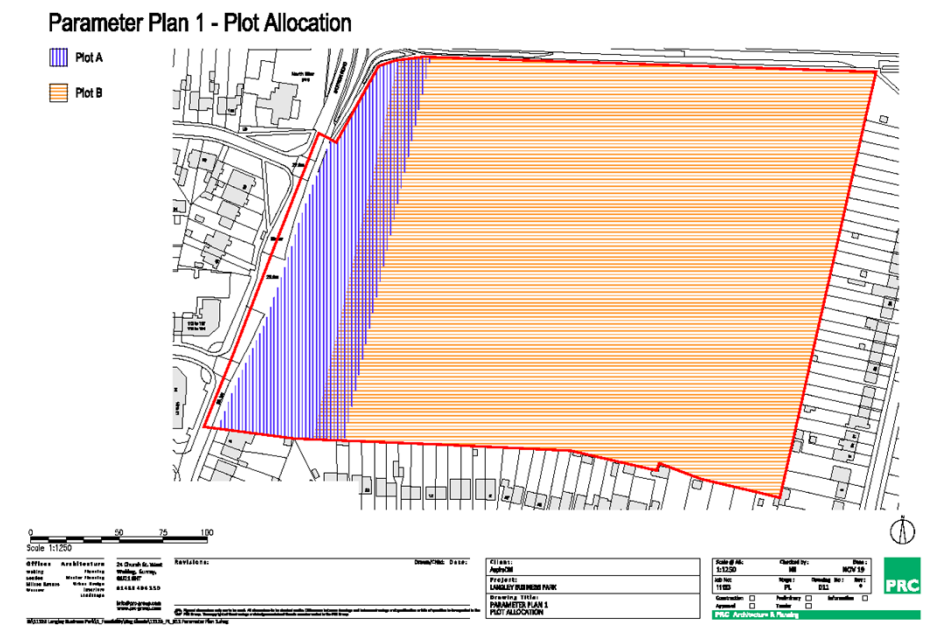
2.8 The key plans submitted with the application are six Parameter Plans, which are intended to set out the broad parameters within which the reserved matters would come forward. These are:

- Parameter Plan 1 - Plot Allocation
- Parameter Plan 2 - Open Space
- Parameter Plan 3 - Maximum Heights
- Parameter Plan 4 - Footpath Enhancements
- Parameter Plan 5 - Access Location
- Parameter Plan 6 - Sub Station and Energy Centre Locations

2.9 Parameter Plans 3 and 5 were amended in the June 2020 submissions. The six parameter plans provide, or are intended to provide, the following details:

2.10 Parameter Plan 1 - Plot Allocation:

This sets out the maximum extent in area for two development Plots, A and B. The boundary between the two plots remains fluid in this Plan, with a degree of overlap between the two Plots, which is intended to provide a degree of flexibility in the location of the internal boundary between the two. The overlap is approximately 16m in width, and lies to the north of 28 and 30 Meadfield Avenue. Plot A as noted above would comprise an area adjacent to the Station Road frontage and would stretch the full length of this frontage although due to the shape of the overall site it would be narrower at its northern end, widening to the south. Plot B is essentially a quadrangle, albeit that its southern boundary is somewhat irregular in its general east-west alignment with the rear boundaries of adjacent properties in Meadfield Avenue and Meadfield Road. This plot would take up the larger part of the site and would comprise something in the order of 80 to 90% of the total site area.



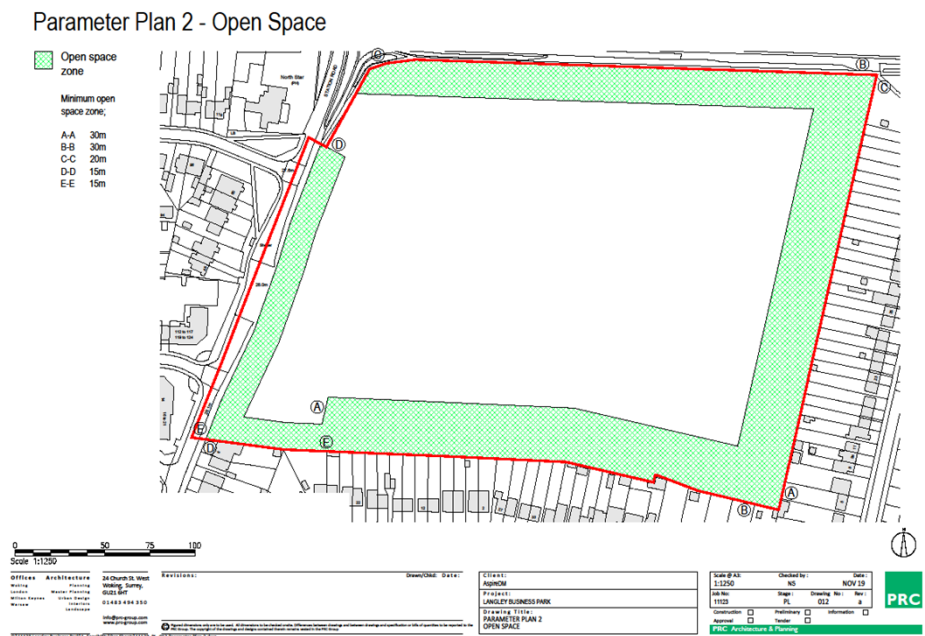
**Figure 1: Parameter Plan 1 - Plot allocation**

2.11 Parameter Plan 2 - Open Space:

This sets out areas that could be provided as either landscaped open space and ecological zones within the development or for other ground level development in the form of the hard surfacing which would be required to provide access routes and vehicle parking within the site. Maximum set-backs from boundaries, identified by letters corresponding to those shown on the Plan, would be:

A-A Southern boundary excluding 28 Meadfield Avenue and 9 Station Road	30m
B-B Eastern boundary (Mead Avenue)	30m
C-C Northern boundary	20m
D-D Western boundary excluding frontage to pedestrian path to Langley station footbridge path	15m
E-E Southern boundary to 28 Meadfield Avenue and 9 Station Road	15m
North-western boundary to pedestrian path to Langley station footbridge path	no defined setback

2.12 This Plan should be read in conjunction with Parameter Plan 3, as the proposed building envelope heights in that plan provide for some but not of the boundary set backs in Parameter Plan 2. The effect of this is that the 30m setbacks noted above are fully defined as minimum separation distances for the data centre within Plot B from the eastern and southern boundaries, whereas the building envelopes overlap with the open space zones elsewhere on the site.



**Figure 2: Parameter Plan 2 – Open Space zone**

2.13 Parameter Plan 3 - Maximum Heights:

This drawing has been amended during the consideration of this application, with changes only to the possible building heights on Plot A. The maximum heights would be greatest at the northern end of this plot

and graduate down towards the south, as follows:

<b>Location on street frontage</b>	<b>Maximum heights</b>	<b>Changes in heights from superseded Parameter Plan 3</b>
Opposite 62 Station Road (the "Millionaires" restaurant)	20m	12m increase
Opposite Alderbury Road junction and part of 60 Station Road	17m	9m increase
Opposite 54 - 58 and part of 60 Station Road	14m	6m increase
Opposite 48 - 52 Station Road and 112 - 124 Scholars Walk	14m	3m reduction
Opposite the site at 1-28 Scholars Walk, side of 9 Station Road and rear of 26 and 28 Meadfield Avenue	12m	1m reduction

2.14 The overlaps noted at para. 2.11 above, between the Open Space Zone as shown on Parameter Plan 2 are, for Plot A:

- adjacent to 9 Station Road and 26 / 28 Mayfield Avenue, where the potential building envelope in Parameter Plan 3 provides a minimum 5m set back from these residential boundaries;
- along the Station Road frontage, where there are varying although generally small overlaps of the potential building envelopes, and
- along the northern boundary, as noted below for Plot B.

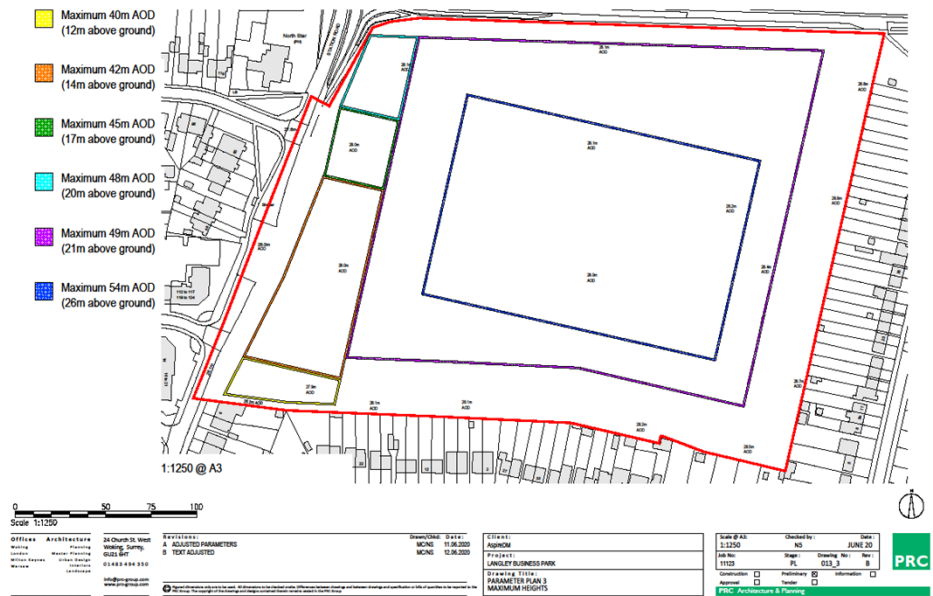
2.15 For Plot B, the maximum dimensions for the building envelope are defined by a main building envelope covering the larger part of the plot up to a maximum height of 21m, and within that a smaller cuboid with a maximum height of up to 26m. Setbacks from residential properties along the eastern and southern boundaries would be at least 30 m, in line with Parameter Plan 2, and the higher 26m high envelope is located 50m in from these residential boundaries.

2.16 Also within Plot B, there is an overlap between the potential building envelope and the Open Space Zone adjacent to the northern boundary, which if built out could effectively reduce the width of the Parameter Plan 2 open space from 20 m to 10 m.

2.17 For both plots, the Development Parameters Schedule document states that all roof plant and structures would be included within these maximum heights, including any flues, which are intended to be kept to minimum height possible while still complying with health and safety requirements.



### Parameter Plan 3 - Maximum Heights

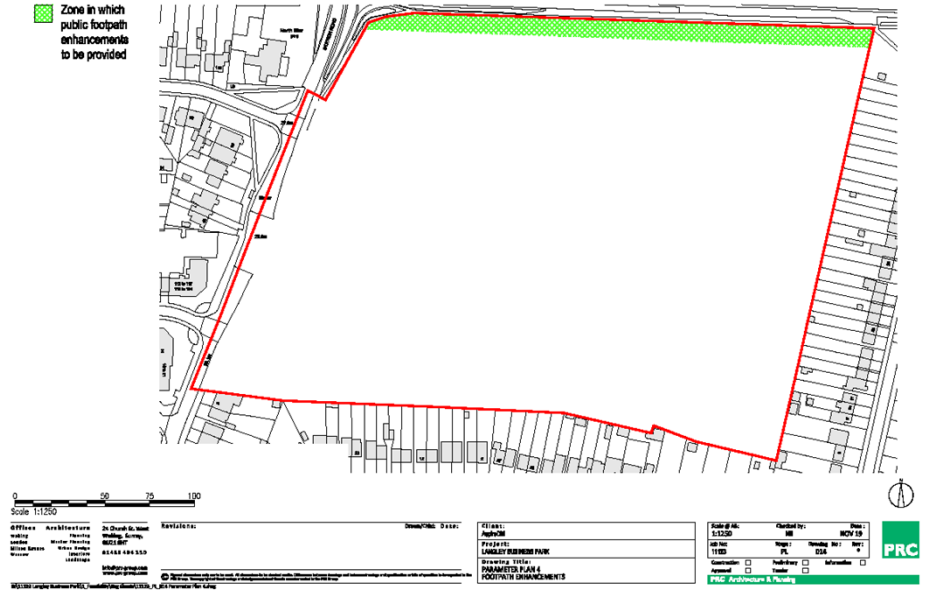


**Figure 3: Parameter Plan 3 - Maximum Heights**

2.18 Parameter Plan 4 - Footpath Enhancements:

Parameter Plan 4 shows a 10m wide strip of land adjacent to and abutting the northern boundary, which is offered for the purposes of improvements to the public footpath that links Langley Railway Station and Station Road with Mead Avenue. This land would be outside the data centre compound.

### Parameter Plan 4 - Footpath Enhancements



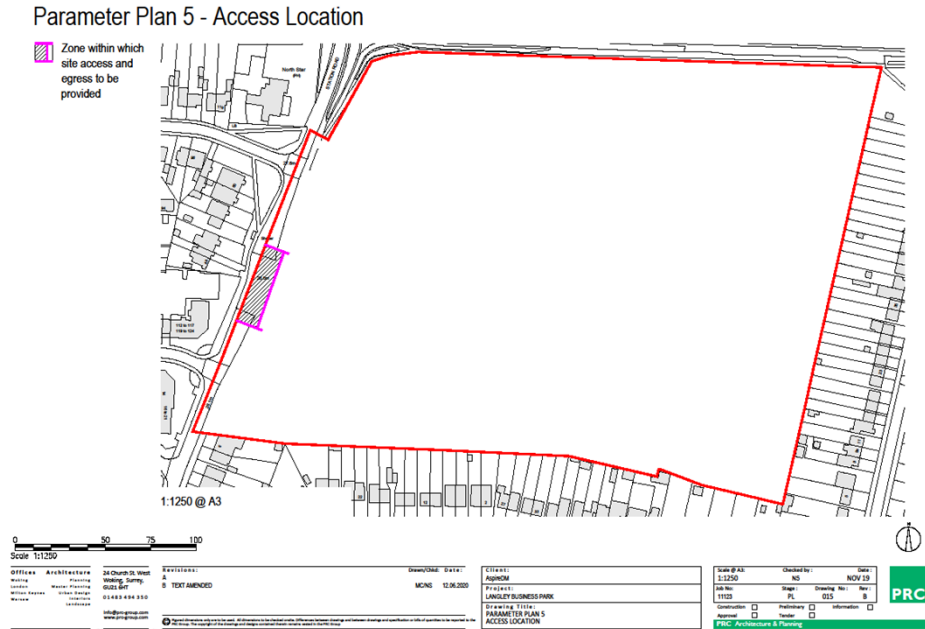
**Figure 4: Parameter Plan 4 – Footpath enhancement**

2.19 Parameter Plan 5 - Access Location:

This drawing shows an area on the frontage of the site within which site access would be provided. Following discussion with Highways Officers, this plan has also been amended during the consideration of



the application, by reducing its width from a much broader strip of road frontage as shown in the original submissions (now superseded). The amended plan shows that access would be provided within the general location of the existing access, but it could be to the north or south of this, within a defined area which is 43 m in length. This extends from in front of 117 to 124 Scholars Walk north to a point opposite the vehicle access that serves 54 Station Road.



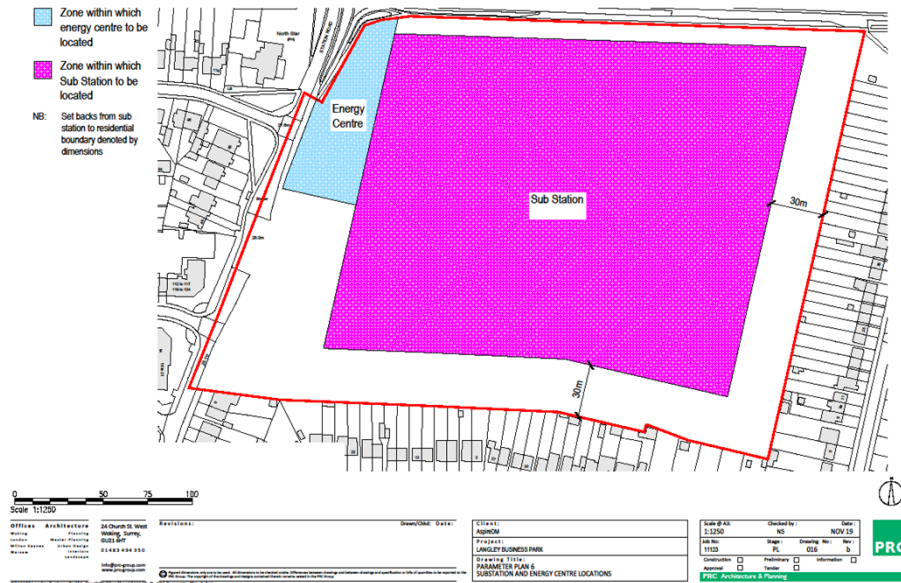
**Figure 5: Parameter Plan 5**

2.20

Parameter Plan 6 - Sub Station and Energy Centre Locations:

This plan shows areas within the larger site, where an energy centre could be provided within Plot A and a substation to serve the data centre could be provided within Plot B. The energy centre is shown on this plan within the northern part of Plot A in a location that could extend as far south as immediately opposite 56 Station Road, while the substation to serve the data centre could be provided anywhere within the areas shown for the 21 m and 26m high building envelopes in Parameter Plan 3.

Parameter Plan 6 - Sub Station and Energy Centre Locations



**Figure 6: Parameter Plan 6- Sub Station and Energy Centre Locations**

2.21 It is the application’s intention that some of the above Parameter Plans essentially take precedence over others. For example, within the overlaps in Parameter Plan 2 (Open Space Zones) and Parameter Plan 3 (maximum extend of building envelopes including heights), the strip of land 10m to 20m in from the northern side could be utilised either as part of the Open Space Zone or as built-on land. However in other parts of the site, for example the Open Space Zone on the eastern and southern sides of Plot B, there is no overlap between areas that would be occupied by built development as shown on Parameter Plan 3.

2.22 The full list of documents that accompanies the application is as follows:

Planning Application Booklet comprising:

- Application forms & ownership and agricultural certificates
- Residential unit supplementary information form
- Site Location Plan, drawing no. 11123-PL-001;
- Existing Site Elevations, drawing no. 11123-PL-004;
- Development Parameters Plans
  - Parameter Plan 1
  - Parameter Plan 2
  - Parameter Plan 3 (superseded)
  - Parameter Plan 4
  - Parameter Plan 5 (superseded)

- Planning Statement
- Design & Access Statement
- Statement of Community Involvement
- Economic Impact Report
- Transport Assessment
- Framework Travel Plan (Station Road frontage)
- Travel Plan (Data Centre)
- Delivery and Servicing Management Plan (Data Centre)
- Delivery and Servicing Management Plan (Station Road frontage)
- Health Impact Assessment
- Energy Statement

Sustainability Statement  
Drainage Strategy  
Utilities Assessment

Environmental Statement covering the following topics:

- Socio- Economics
- Townscape & Visual
- Air Quality
- Noise
- Daylight & Sunlight

Environmental Statement Appendices:

- Ground Contamination Risk Assessment
- Ecological Impact Assessment
- Flood Risk Assessment
- Historical Environment Assessment
- Arboriculture Impact Assessment (inc. Tree Survey)

Revised Description of Development

Revised Development Parameter Schedule

Revised Parameter Plan 3

Revised Parameter Plan 5

Illustrative Site Plan, drawing no. PL\_008\_D

Illustrative Site Plan Tree Overlay, drawing no. PL\_021

Illustrative Site Plan – Parameter Plan 1 Overlay, drawing no. PL\_010\_A

Illustrative Site Plan – Parameter Plan 1 Plot A Overlay, drawing no. PL\_017\_A

Illustrative Site Plan – Parameter Plan 3 Plot A Overlay, drawing no. PL\_018\_A

Application Site/Existing Site Plan, drawing no. PL\_002\_B

Illustrative Masterplan, drawing no. PL\_001\_A

Illustrative Detail 1, drawing no. PL\_12\_002\_A

Illustrative Detail 2, drawing no. PL\_12\_003\_A

Illustrative Data Centre Elevations, drawing no. PL\_401\_A

Illustrative Data Centre Elevations, drawing no. PL\_402\_A

Illustrative Data Centre – Station Road Elevation, drawing no. PL\_400\_A

Illustrative Plans & Elevations – Building 1

Illustrative Plans & Elevations – Building 2

Illustrative Plans & Elevations – Building 3

Illustrative Site Sections, drawing no. PL\_410\_A

Revised Design & Access Statement

ES Addendum including

- Appendix 1: Daylight, Sunlight, Overshadowing and Solar Glare Report
- Appendix 2: Socio-economic Effects Clarification Statement
- Appendix 3: Townscape and Visual Effects Clarification Statement

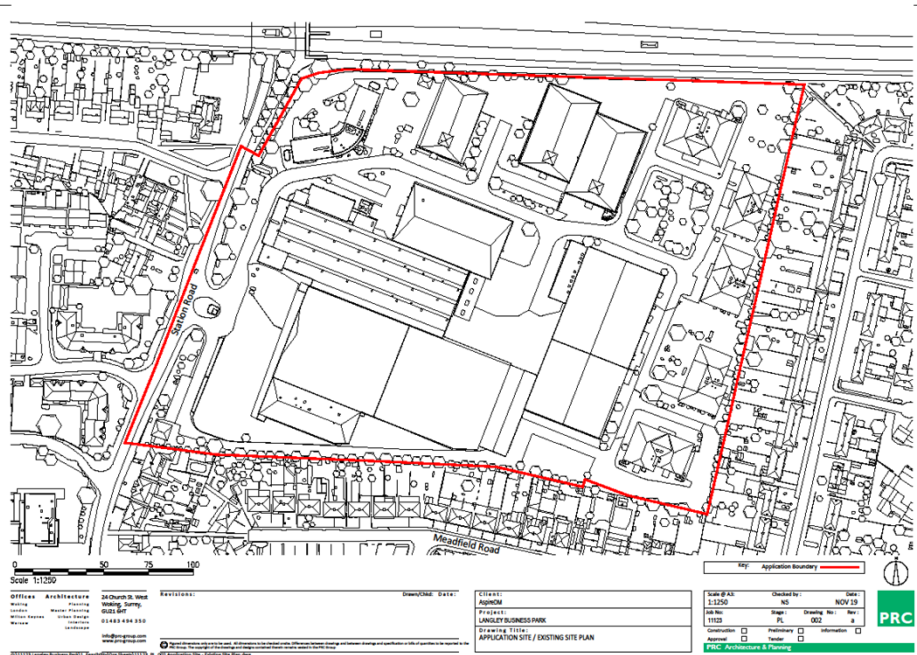
TVIA additional views

### **3.0 Application Site**

3.1 Langley Business Centre is approximately 6.5 hectares in area and is located on the eastern side of Station Road, Langley. An area of road frontage is also included within the site plan. The Business Centre itself is currently occupied by a number of commercial buildings with associated parking and service areas, which are serviced by a single access from Station Road. Building scale within the site varies from five

storeys high at Clare House, in the north-west corner of the site down to a single storey building that is understood to accommodate a substation close to the south-western corner, and three storeys for the offices adjacent to the eastern boundary. In relation to these office buildings, the predominant scale of most of the buildings on the site is equivalent to two to three-stories in height.

- 3.2 An open frontage is maintained to Station Road with a landscaped setting along the street frontage, which also permeates through the site between buildings, and there is also significant boundary tree planting along the eastern and rear boundaries, which form the rear boundaries of the neighbouring residential properties in Mead Avenue to the east and Meadfield Avenue / Meadfield Road to the south. These neighbouring properties are predominantly two-storied semi-detached houses to the south and short terraces to the east, all with long gardens that back onto the Business Centre site. 9 Station Road, a semi-detached house that is paired with 8 Station Road, also shares its northern side boundary with the application site, adjacent to the south-western corner of the site, where a side extension abuts the shared boundary. A mix of semi-detached and terraced properties along with one detached house are located at 1-7 Station Road and extend south along to the Harrow Market, a District Shopping Centre. Langley College is located directly opposite the Harrow Market on Station Road.
- 3.3 To the north of the site is the Great Western railway line. Langley Railway Station, a locally listed building, is located on the north side of the railway. A path on the north-western boundary of the site provides access for pedestrians to the railway station via a footbridge, and this path continues across the length of the northern boundary of the site, separating it from the main railway corridor, to provides a direct pedestrian link to Mead Avenue (although this link is currently closed).
- 3.4 To the west of the site and on the opposite side of Station Road there are residential properties to the south of the junction with Alderbury Road, and a former public house to the north of the same junction, now "The Millionaires" Indian restaurant. Building typologies change within this neighbouring residential development along the western side of Station Road, with three storey apartments at Scholars Walk extending northwards from Langley College to a line approximately opposite the vehicle entrance into the Business Centre, with two-storey semi-detached housing to the north of that at 48-60 Langley Road (even number range). The "Millionaires" restaurant is a also two-storey building, although it differs from that of other buildings in the area in that it is of traditional design and style, with steep-pitched roofs and prominent chimneys.
- 3.5 The site is within Groundwater Source Protection Zone 3 (SPZ3). All trees within the site are protected by Tree Preservation Order TPO no 5 of 2019.



**Figure 7: Location plan**

**4.0 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017**

4.1 The application includes an Environmental Statement, prepared under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA regulations”). This considers the likely significant effects of the development that may arise either in isolation or from the cumulative effects of the proposal in combination with other existing and / or approved projects.

4.2 The application proposal is defined within Schedule 2 of the EIA regulations as an Infrastructure project, and under Paragraph 10 as an ‘Urban development project’, in that it meets criteria (i) and (iii) of the qualifying criteria:

- (i) more than 1 hectare of urban development which is not dwellinghouse development; or
- (ii) more than 150 dwellings; or
- (iii) the overall area of the development exceeds 5 hectares.

4.3 The initial stage of the environmental assessment work carried out by the applicant involved a ‘scoping’ exercise to identify the issues likely to be significant in EIA terms. A draft scoping document was first provided to the Council in pre-application discussions, and the final documents was then submitted as a formal scoping request (refer to Planning History for the site). The following environmental issues were found to require environmental assessment:

- Socio-economics,
- Air quality,
- Noise and vibration,
- Daylight, sunlight and overshadowing, and
- Townscape and visual effects.

4.4 In common with accepted EIA practice and as required by the Regulations, cumulative effects are also considered. These fall into two possible groups:

- Intra Effects, which are the combined effects or interactions of different impacts, such as multiple effects of noise, dust and visual effects during construction; and
- Inter Effects (also known as in-combination effects), which are the combined effects from the proposal in conjunction with other planned developments in the area. Impacts from the other developments may be insignificant when considered in isolation, but significant when considered together.

4.5 The assessment did not identify any cumulative schemes within these criteria on the Council's public access planning web search, and none have been identified by planning officers. Inter-project effects from the application proposals with 'cumulative schemes' have therefore not been considered further in the EIA. It should be noted however that, in the event that outline planning permission is granted, the reserved matters application or applications will be 'subsequent applications' in EIA terms and that as such these may require further environmental assessment at that time. Subject to the timing of both the reserved matters applications and of any other projects which may fall into the 'cumulative' category at that time, in addition to those falling within the thresholds for residential and non- residential noted above other infrastructure related projects including Network Rail's Western Rail Link and the proposed widening of Station Road by Slough Borough Council could require a cumulative impacts of assessments in subsequent applications for the development.

4.6 Following a request for further information under EIA Regulation 25, the applicant has provided both an amended description for the application and most (although not all) of the further information requested. This has been advertised and notified as set out in Section 6 in this report.

## 5.0 Relevant Site History

5.1 The relevant planning history for the site is set out below (planning history that has been involves details of the discharge conditions and advertisements have been excluded).

Application No.	Description of development	Decision
P/00437/085	Demolition of an existing building and erection of part single and part two storey 4,567 m <sup>2</sup> foodstore and separate petrol filling station with 306 no. associated parking spaces, 2 no. accesses to serve the new retail unit and existing industrial units, boundary treatments and other associated works.	Refused 17/10/2013
F/00437/086	Application for prior approval for the temporary use of buildings and land for commercial film making.	Prior approval not required; decision issued 06/08/2015
F/00437/087	Prior approval for the temporary use of land for commercial film	Prior approval not required; decision

	making and associated temporary structures until 31 July 2018.	issued 30/11/2017
P/00437/088	Temporary permission for the use of the site for a period of two years for commercial film making from November 2017 to October 2019.	Approved 11/01/2018
F/00437/089	Variation of condition 1 (hours of operation)	Approved 22/02/2018
P/00437/090	Demolition of units 6b & 6c of Langley Business Centre at Station Road	Prior approval required and permission granted; 05/03/2018
P/00437/091	Temporary permission for the use of the site for a period of 26 months for commercial film making from October 2019 to July 2021.	Approved with conditions, 20 December 2019
P/00437/092	EIA scoping opinion request report for Langley Business Centre	Currently being considered

## 6.0 **Neighbour consultations**

- 6.1 Neighbour consultation letters were sent out on 14<sup>th</sup> February and, following receipt of the amended plans and further information provided in response to the Council's EIA Regulation 25 request, two further letters were sent to neighbours on 29<sup>th</sup> June 2020 and 27<sup>th</sup> July 2020. A full list of neighbours consulted in the first letter is included at Appendix A. The second letter was sent only to those neighbours who had responded by commenting to the first consultation, while the third letter was sent to those who could be affected by height changes that were in the amended submission from the applicant specifically related to daylight and sunlight effects.
- 6.2 Site notices were posted, on 26<sup>th</sup> June and 29<sup>th</sup> July 2020, and the application was advertised in the local newspaper on 6<sup>th</sup> March, 19<sup>th</sup> June and 24<sup>th</sup> July 2020, (the last two dates being to advertise the further information provided under EIA Regulation 25).
- 6.3 The following comments were received in objection to the application, in letters from three neighbouring residents:
- The road infrastructure will not cope up with the extra vehicles and traffic that this development will generate.
  - The proposals will lead to loss of privacy for residents on both sides.
  - There will much more noise than at present.
  - Increased pollution levels and impacts on air quality.
  - Greenery will be lost.
  - Impacts on peace and tranquillity.
  - Large scale and flatted developments are inappropriate in this location; examples noted of where the Council has successfully resisted this type of development.
  - Considers that there is sufficient housing land, due to office to residential conversions.
  - Loss of employment which the data centre is unlikely to replace.

- Small shops contrary to the need for a supermarket on the site.
- Unsuitability for service vehicles would lead to impacts on traffic congestion.
- Inadequate car parking.
- Over development that would create conflict between the commercial / industrial and residential uses.
- The proposal would be too close to the site boundaries leaving inadequate scope for landscaping; overdevelopment.
- The proposed 2 to 4 storey flat roofed buildings on the site frontage would be incongruous and out of character with the two-storey pitched roof houses in the vicinity.
- The Sunlight / Daylight Report states that there would be no material impact on the light to existing residential development in the vicinity of the site. However the development would be closer to the site boundaries and would have a severe overbearing and overshadowing impact on the adjacent houses.
- The new residential development will be severely affected directly by Noise and vibration from passing trains, seriously affect the living conditions of the potential occupiers.
- The proposed development would be substantially higher than the two-storey nearby houses in Station Road and Mead Avenue, and out of character with them. This would dominate the street scene harming the existing character of the area. The proposed scale and bulk is too much for the surroundings.
- No adequate and appropriate amenity space would be available for the proposed residential dwellings and the proposal represents a sub-standard development.
- The proposal would put excessive additional pressure on already strained health services and schools in the neighbourhood.
- High risk of potential contamination of the land due to past use of chemicals on-site.
- No proposal for affordable housing.
- The proposal is in outline form only and none of the matters are to be determined at this stage. Without any details of any of the reserved matters, the applicant seems to seeking a blank cheque to develop the site without any due regard to any policies of the local plan. In order to have more clarity about the proposed development, the LPA should insist to have detailed information about the key reserved matters at this stage so that the neighbouring residents are enabled to assess the full impact of the proposal on the character and amenities in the area.
- Possible disturbance from staff coming and going, for 24 hour / day operation.
- Cannot see earth barriers on drawings, which were discussed at public consultation events as a way of deadening vehicle noise.
- No information on drawings about air conditioning units, again these could result in noise.
- A restriction should be put on hours of operation, if planning permission is granted.
- Ask for condition requiring no burning of rubbish.

6.4

The following comments were received in support of the application, in letters from three neighbouring residents and the *Langley Traders Association*:

- Support the application.



- Historical background given for the site, with detailed of the relationship of local houses and Ladybird factory.
- Support retention of industrial use on the site, which is well designed to provide proper access for large HGVs.
- The existing access should be retained.
- Public consultation has resulted in changes which are acceptable to members of the public.
- Not sure that the greenwalls will work on the data centre.
- Concern that the cost of construction will result in cut-backs on the otherwise impressive landscaping scheme.
- Choice of uses for ground floor (retail units) will be important to the success of this part of the scheme.
- Residential blocks in the illustrative scheme looks well laid out.
- Essential that adequate car parking is provided.
- Good fire prevention measures and framework is essential.
- Local employment opportunities, more affordable housing, and a high tech Data Centre providing invaluable IT support to the increased technology in the area.
- The letter from **Langley Traders Association** provided the following additional points:
  - Support provision of affordable housing.
  - More support from new residents to the Langley shop keepers.
  - Traders in Langley will also benefit from the employment and housing generated-both locally and indirectly-by the data centre.
  - Due to the nature of this scheme there will be a reduction in traffic particularly larger vehicles.

## 7.0 Consultations

### 7.1 Crossrail

The application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction. The implications of the Crossrail proposals for the application have been considered and Crossrail Limited does not wish to make any comment on the application as submitted.

### 7.2 Network Rail

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.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact [assetprotectionwestern@networkrail.co.uk](mailto:assetprotectionwestern@networkrail.co.uk).

Below I give additional comments and requirements for the safe operation of the railway and protection of Network Rail's adjoining land.

### *Drainage*

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Network Rail's drainage system(s) are not to be compromised by any work(s).

### *Site Layout*

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

### *Foundations*

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

## 7.3 National Grid Gas

An assessment has been carried out with respect to Cadent Gas Limited, National Grid Electricity Transmission plc's and National Grid Gas Transmission plc's apparatus. Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application. If the application is refused for any other reason than the presence of apparatus, we will not take any further action.

## 7.4 Thames Water

### *Waste Comments*

Following initial investigations, Thames Water has identified an inability of the existing FOUL WATER network infrastructure to accommodate the needs of this development proposal. Thames Water has contacted the developer in an attempt to agree a position for foul water networks but has been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. "No properties shall be occupied until confirmation has been provided that either:- 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A 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." Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice,

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

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimise the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

#### *Water Comments*

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. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. 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. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://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.

#### *Supplementary Comments*

Thames Water would advise that provided the developer followed the sequential approach to the disposal of surface water we would have no objection to the proposed development.

#### 7.5 Berkshire Archaeology

The application was submitted with a supporting historic environment assessment which considered the archaeological potential for as-yet unknown heritage assets.

The conclusions of this assessment found that the potential impact of the proposals and the potential for surviving archaeology could be refined by further investigation. The undertaking of a borehole/auger survey, or scheme of archaeological test pitting, to better determine the potential for in-situ archaeological levels would represent a suitable way forward. This would likely then be followed by limited, targeted, archaeological evaluation to determine the surviving archaeological potential. In addition, any further geotechnical investigations should be subject to archaeological observation by a suitably qualified archaeologist, to supplement the above scheme.

I am satisfied that these works can take place following the grant of any planning permission, ahead of any other development works, including demolition, and

therefore should be secured against the grant of any permission with a suitable condition.

It is therefore recommended that the following condition is applied should permission be granted in order to mitigate the impacts of development. This is in accordance with Paragraph 199 of the NPPF which states that local planning authorities should *'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

#### 7.6 Berkshire Fire and Rescue Service

Detailed comments provided related particularly to Building Regulations and Regulatory Reform (Fire Safety) Order 2005 requirements. Informative(s) are recommended on the Decision Notice to alert the applicant to these fire safety requirements.

#### 7.7 Crime Prevention Design Advisor, Thames Valley Police

No comments received.

#### 7.8 South Bucks District Council / Buckinghamshire Council

A Holding Comment was received from Buckinghamshire Council, but no further comments were received.

#### 7.9 Natural England

No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out in an annex to their letter.

### **SBC consultees**

#### 7.10 Air Quality

##### *Construction Phase*

Construction of the development is planned to commence June 2021, with works ending in June 2023. If construction is to be phased across the different uses, this may affect which receptors will be most impacted and may need further clarification at the detailed application.

The assessment indicates that nearby receptors will experience a high impact due to dust emissions. The report states that this can be mitigated through implementation of a CEMP, however it also states within another section that dust can only be mitigated to at worst to be of temporary Slight Adverse significance at existing receptors. Additional mitigation must be explored to reduce the impact further and include all mitigation for high risk sites quoted within IAQM guidance as a minimum.

During the construction phase, impacts to nearby receptors will be caused by vehicle emissions.

21 receptor locations will suffer elevated NO<sub>2</sub> concentrations within 10% of the AQO, two of which are newly introduced (ER5 and ER14). It is not clear what assumptions have been made for this model run, for example trip generation, direction split or

routing. An estimated trip generation of heavy goods vehicles (HGVs) and construction workers is provided in Table 5.2 of Chapter 5 of the Environmental Impact Assessment, however detail regarding directional split has not been presented. This must be provided so that the results can be fully understood.

A moderate impact occurs at receptors ER13, ER16, ER23, and ER24, highest of which is 0.7 µg/m<sup>3</sup> at receptor ER24 on Langley High Street, which pushes concentrations above the AQO to 40.3ug/m<sup>3</sup>. ER23 has the highest NO<sub>2</sub> concentration at 42.5ug/m<sup>3</sup>, rising by 0.6ug/m<sup>3</sup>. ER 27, ER28 and ER29 are considered to have negligible impact in the report despite being either within 10% of the AQO or above (ER29 concentration is 42.2ug/m<sup>3</sup> during the construction phase). This cannot be considered negligible. As stated in the report, construction traffic would cause a temporary, direct moderate adverse effect on air quality at existing off-site receptors and the overall air quality effect is significant. Significant construction impacts are unusual and emphasises the importance of implementing a successful CTMP, with a particular focus on reducing daily construction worker trips.

It is also proposed that 260 car parking spaces would be provided for construction workers whilst the development works progresses, based on the estimated number of staff and the construction worker car driver mode split. This could lead to trip rates up to 520 vehicle movements if at full capacity. It is not clear if this has been considered in the construction traffic assessment and this requires clarification.

Both dust and traffic impacts associated with the construction phase are considered to be medium term impacts (1-2 years impact). There is no detail on how this can be mitigated other than reliance on a CTMP which will be submitted in the future. For the development to be acceptable in relation to construction phase impacts, the CEMP and CTMP must be submitted to the LPA for approval in writing prior to commencement. A DMP must also be submitted, due to the long demolition duration (9 months). These documents must be thorough and must meet mitigation requirements for high risk sites in line with IAQM Guidance on the assessment of dust from demolition and construction. This includes but is not limited to:

- Construction traffic access routes to the site
- Number and frequency of vehicles and deliveries, including details of ensuring Euro VI compliance
- Details of construction hours
- Noise mitigation and monitoring measures
- Details of working areas and location of compounds for the storage of plant and materials
- Site security during construction
- Construction methods
- Site management
- Waste management (including associated HGV movements)
- Complaints procedure, with specific methods relating to dust and noise emission
- Roles and responsibilities of management and staff on site

#### *Operational Phase*

- *Traffic*

The transport assessment considers trip generation under Option 1 (development of data centre with residential) and Option 2 (development of data centre with office use). Option 2 produces higher peak hour vehicle movements but lower trip contribution to annual average daily traffic (AADT), whereas residential developments typically have trip contribution spread over a 16 hour period. Comparing with the traffic data within the AQA (Table 2.3), a future baseline plus development scenario is

provided, however it is not specified which site use this represents, therefore it is not clear if it represents a worst case scenario. The Transport Assessment also assumes that there are no additional network trips for the retail, community and leisure uses on site as proposed in Plot A. To ensure a worst case scenario approach is taken, the contribution of road users accessing the site as a destination in its own right must be considered.

Once operational, traffic impacts arising from the development will affect off-site receptors. The report states

*“under the sensitivity scenario assuming no future improvement in road traffic emissions (using 2018 emission factors and background data), there are predicted to be four moderate adverse impacts at worst case exposure locations and 10 slight adverse impacts at off-site modelled receptors. These are all located along the Langley High Street corridor linking the application site to London Road. The predicted moderate adverse impacts are predicted to arise at locations exceeding the annual mean NO<sub>2</sub> objective (receptors ER13, ER16, ER23 and ER24 – moderate adverse). The proposed development traffic is not predicted to result in any additional exceedances of the annual mean NO<sub>2</sub> objective. It is therefore considered that the proposed development would have a permanent, direct slight adverse effect on air quality at existing off-site receptors. The overall air quality effect is not significant”.*

Assuming no future fleet improvement by 2023 as a worst case scenario, there are 20 existing receptors with high NO<sub>2</sub> concentrations, with ER13, ER16, ER23, ER24 and ER29 showing to have concentrations above 40ug/m<sup>3</sup>. The highest concentrations are modelled at ER23 and ER29 with concentrations of 43.2ug/m<sup>3</sup> (despite ER29 being described as experiencing negligible impact).

The information presented in the report suggests that the overall air quality impact is considered not significant. However, SBC reserve the right to determine a scheme's significance based on NO<sub>2</sub> AQO exceedance and local factors. Langley is under consideration for determination as an AQMA due to exceedances of NO<sub>2</sub> AQOs. This will be exacerbated by this development, particularly during the closure of Hollow Hill Lane as the WRLtH is developed. Therefore, it is not appropriate to assume 2023 emission factors, as it is likely that background concentration trends will not follow national trends in this area therefore 2018 emission factor trends are more likely. For these reasons, the scheme's contribution to NO<sub>2</sub> concentrations by 1-2% of the National AQO is significant. It is noted in the report that the health impact to off-site residential receptors is described as a slight adverse, direct, permanent, irreversible, long term impact. This must be mitigated.

It is not clear which receptors are worst impacted for each source. This requires clarification.

The report states that *“the proposed development is predicted to have a negligible effect on particulate concentrations, with particulate concentrations comfortably meeting relevant health-based limits at all locations”*. Despite this conclusion, Slough Borough Council consider the impact significant due to the health impacts associated with particulate matter (PM) increase, especially PM<sub>2.5</sub>, regardless of the limit value not being breached.

In regards to on-site receptors that are proposed as part of Plot A, the report states *“all Plot A façade locations are predicted to meet relevant national AQOs and therefore the proposed development would not introduce new receptors into an area where air quality is predicted to exceed relevant objectives”*, therefore the impact has been described as negligible. It is not clear if this statement is considering 2018 or 2023 emission factors, and whether the same conclusion will be drawn if 2018

emission factors are used. It is not clear if transport emissions on site from residential/office use in combination with HGVs associated with operation of the retail and data centre is considered and this must be clarified. For example, it is not clear if receptor PR5 will experience impacts from onsite traffic, as it is nearest to the only access point.

The report states “*overall, it is considered that the completed proposed development would result in a Slight adverse impact on local air quality and at identified receptors and as such would not give rise to a significant effect on air quality*”. This conclusion is drawn from 2023 emission factors in combination with assumed mitigation, and as identified above, this may not be appropriate. Additional mitigation on residual impacts must also be considered, to ensure that the development does not contribute to a worsening of NO<sub>2</sub> concentrations.

- *Data Centre*

The proposal for the data centre includes provision of 26 diesel generators, each with a 1m efflux stack. An additional 4 diesel generators are proposed for the energy centre, however it is also stated that “*the energy centre uses heat pumps which are electrically powered with no external heat rejection equipment, therefore, the Energy Centre would not give rise to emissions of air pollutants and has not been considered further in the assessment*”. It is not clear if emissions from the diesel generators associated with the energy centre would undergo similar testing of those used for the data centre and if they are considered in the NO<sub>2</sub> assessment. This requires clarification.

As the energy centre has a lower building height (maximum 36m AOD), 1m efflux stack height may not be sufficient for dispersion therefore a stack height calculation is required. A screening and stack emission assessment must be submitted as part of the detailed AQA to determine the stack emission impacts at the nearest residential receptors. PM impacts should be considered in the context of high PM<sub>2.5</sub> exposure across the Slough population and high level of attributable deaths each year. Consideration must also be given to the risk of cumulative concentrations exceeding the WHO guidelines for PM<sub>2.5</sub> and PM<sub>10</sub> (PM<sub>2.5</sub> not exceed 10 µg/m<sup>3</sup> annual mean, or 25 µg/m<sup>3</sup> 24-hour mean; and that PM<sub>10</sub> not exceed 20 µg/m<sup>3</sup> annual mean, or 50 µg/m<sup>3</sup> 24-hour mean).

In regards to the data centre, the results demonstrate that the operation of the proposed backup generators under normal operating conditions (assuming 18 hours per year per generator for maintenance and in the event of an outage) would not result in an exceedance of the short term NO<sub>2</sub> objective at any of the modelled locations.

As each of the back up generators would produce 104 megawatts (MW), an EA permit is required. This will ensure compliance with relevant legislation and prevent significant adverse impacts on local air quality arising from the data centre use.

A detailed AQA must be completed and submitted to the LPA when details of the stack locations has been confirmed.

*Mitigation*

A list of mitigation has been provided, despite other chapters suggesting that mitigation is not required. This mitigation is described as embedded mitigation in the proposals.

- Generator emissions discharged from roof
- Gas boilers are low NO<sub>x</sub>

- Mechanical ventilation with heat recovery for all units
- Promotion of sustainable transport modes e.g. cycling, EV charging
- Travel plans for all areas of proposed development
- A car club space provided along the access road so that the facility can be used by residents / employees / visitors of the application site as well as local residents in Langley.
- Additional offset mitigation through detailed design phase, secured through conditions (nothing specific is mentioned in the report)
- CEMP and CTMP

However, it is noted that without NOx and PM filters, road frontage properties with mechanical ventilation will have no benefit in regards to clean air. This must be considered as a requirement at the detailed AQA stage.

Additional mitigation is required, in line with the Low Emission Strategy:

- Electric vehicle re-charging infrastructure provided in line with table 7 of the LES Technical Report. Electric vehicle charging points should be provided for 10% of the parking spaces (commercial/office use) and 100% for residential spaces, secured through condition.
- Electric vehicle re-charging infrastructure must be provided for residential properties with off-street car parking
- Construction Environmental Management Plan (CEMP) and Demolition Management Plan (DMP) shall be produced and submitted to the LPA for approval prior to commencement of works, which includes non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of sustainable travel, including electric vehicle use, usage of the EV charging infrastructure, reducing car journeys and increasing modal shift. Subsidised rail and bus travel must also be provided for residents to promote sustainable travel.
- A detailed generator operation programme, which outlines testing constraints (daytime only), the weather conditions in which testing can occur in, the positioning of generators furthest from residential receptors and embedded mitigation including use of particulate filters.
- A contribution towards the operation of a Slough dedicated ULEV car club, to set up 2 bays and one electric charging point in Harrow Market Car Park (Project 49 within LES Programme). This will be accessible to all future occupiers of the development and all existing and future members of the Slough Car Club Network.
- A contribution towards public off-street rapid Charger at Harrow Market (Project 46 within LES Programme)
- A contribution towards improving cycling provision in Langley, to set up an E-bike hub, consisting of a minimum of 10 e-bikes and safe secure parking facility for public access based on membership scheme (Project 52 within LES Programme)
- A contribution towards provision and maintenance of an air quality monitor in Langley

*Conclusions*



It is evident in the modelling results that a sustained NO<sub>2</sub> compliance issue will occur for existing receptors in Langley, who will be impacted significantly during both the construction and operational phases of the development.

It is not demonstrated that the applicant has considered the true impact that the development will have on NO<sub>2</sub> concentrations in the Langley area. Evidence presented in Slough Borough Council's Annual Status Reports suggests that Langley is an upcoming AQMA due to exceedances of the AQO for NO<sub>2</sub> over the last 5 years. It is evident that this development will result in a worsening of air quality in this area, if substantial mitigation is not implemented.

The AQA must be repeated at the detailed design phase, when exact mix of retail, commercial and industrial use is finalised, and more clarity can be provided on traffic assumptions. It is understood that offset mitigation discussions will begin at this stage, however it is not clear what mitigation is being considered since the AQA concludes that there are no significant issues with air quality overall. This must be discussed with the LPA prior to submission of the detailed AQA. The applicant is also required to consider committed developments (such as the Langley road widening scheme and its implications for the development), and the emerging Air Quality Action Plan, at the detailed assessment stage to ensure compliance with prevailing local standards at that time.

#### 7.11 Environmental Noise

##### *Demolition and Construction*

###### *- Plant noise at existing residential receptors*

Major Adverse (significant) effects are predicted at all receptors in relation to demolition and construction plant noise. All impacts are considered direct and temporary in the noise assessment. As shown in Table 8.15, the threshold values within BS5228 are exceeded at all residential receptor locations. It is not clear if embedded mitigation is taken into consideration at this stage.

This exceedance is under the assumption that all of the plant for a given activity is operational at the application site boundary closest to the receptor location. This is a worst case scenario but is not a realistic scenario – plant is likely to be more spread over the application site therefore noise should theoretically not reach this level. A detailed noise management strategy must be submitted as part of the CEMP to the council, which specifies how noise levels within Table 8.15 can be met. It is noted that this table is titled 'predicted demolition noise' but proceeds to present construction noise levels.

###### *- Traffic noise at existing residential receptors*

The demolition and construction traffic noise assessment appears to be based on HGV movements only, and is based on BS5228 criteria rather than DMRB. It is noted that a construction staff car park with up to 260 spaces is to be included on the site, the impact of which should be included in the traffic noise assessment.

As previously mentioned, comparison has been made to BS5228 regarding construction traffic noise, however DMRB and CRTN are considered more appropriate. The impact of construction traffic noise should be repeated using the recommended guidance, to determine the impact at existing residential receptors.

Construction vibration is expected to be negligible at the nearest residential receptor (50m away from the nearest potential pile locations). At this distance, vibration levels from piling are unlikely to significantly exceed 0.3mms<sup>-1</sup>. For this to be the case, it is assumed that the most southerly residential block is low rise and does not require piling. This requires clarification.

## *Operational Effects*

### *- Residential*

A site suitability assessment has been undertaken in line with ProPG guidance, considering impacts from both rail and traffic noise. It is noted that the site suitability is conducted in reference to average noise levels across the site, rather than maximum noise levels from passing trains or road traffic, as the guidance in ProPG assesses site suitability risk assessment to the LAeq metric.

Comparing the noise contour to the site risk assessment of ProPG (2017), the red, orange and yellow contours indicate areas of high, medium, and low risk, respectively. Plot A (residential/office/retail use) is within the medium risk contour during the day (between 60-68dB LAeq16h) and medium-high risk during the night (between 50-60dB and >60dB LAeq8h). The upper portion of Plot A is considered high risk due to proximity to the rail line in the north, therefore it is advised that future residential receptors are not located in this area. This is supported by LAmax levels recorded at LT1. Once corrected to 21m from the rail line (predicted building distance from Parameter Plan 3), this will generate noise levels up to 85dB LAmax at residential receptors. Residential units in this area would need high specification acoustic glazing and mechanical ventilation to be acceptable and it is recognised in the report that major adverse effects will occur without mitigation.

External amenity is unlikely to meet criteria within BS8233 and is considered a major adverse effect. Current parameter plans show very little external amenity space. The applicant should consider relocating the residential units further from the rail line, to reduce risk of exceeding internal noise limits and allow residents to have suitable external amenity space. Alternatively, buildings can be orientated to screen noise from rail and road traffic sources. Specific site layout options to achieve this can be explored during the detailed design stage, accompanied by an updated environmental noise assessment. This assessment will also include updated assumptions regarding on-site plant to ensure there is no exceedance at nearby residential receptors. It is noted that assessment conclusions have been based on LAeq levels, however LAmax levels must also be taken into account at the detailed design stage.

The vibration assessment indicates that locations V2 and V3 experience vibration levels at or just above that which is perceivable by receptors. Location V1 (20m to the rail line, representative of proposed nearest residential receptor) has ~2 events per hour which exceed the threshold of perceivable vibration (up to 0.4 mm/s), therefore residential units in this location would require vibration mitigation. It is recommended that proposed residential units are located further south (>100m from the rail line), to avoid vibrational impact from the rail line. If residential units are to be within 100m of the rail line, moderate to major adverse effects are predicted. This could be mitigated but additional vibration measurements and assessment are required to determine this.

### *- Office and Retail*

Office and retail units only operate during daytime hours. The noise assessment states "building façades would need to be designed with consideration of the daytime road traffic noise emissions from Station Road, and plant noise emanating from the proposed Data Centre", however rail noise must also be taken into consideration.

Parameter Plan 3 shows a setback distance of 14m from Station Road, expecting to experience 65dB LAeq,18h. BS8233 recommends noise levels of 50-55dB LAeq for retail use and 35-40dB LAeq for office use, therefore it is expected that office units

will require a greater specification of ventilation and glazing to be acceptable. Without mitigation, major adverse effects are likely. This is also the case for vibration effects, if the office units are situated close to the northern boundary of the site. As discussed in Section 6, the impact of the Langley road widening scheme must be included at the detailed design stage, with clarification on whether the setback distance of 14m would be retained.

- *Datacentre*

Chillers and substations associated with the operation of the datacentre do so continuously over the day and night. Generators operate during testing, maintenance and power failures only. A noise prediction model has been used to predict noise levels at the nearest noise sensitive receptors, based on maximum building heights within Plot B and expected plant noise levels. This also assumes the sub-station is positioned in the north eastern boundary, and sound power levels are distributed over the building footprints to represent worst case scenario. The plant and chillers are expected to be positioned on the roof and there is a mention of screening, but it is not clear if this is referring to embedded acoustic mitigation. This needs clarifying.

The model results indicate that the total predicted plant rating noise level is not expected to exceed the typical background noise level. This doesn't take into account building screening effects, so the noise level is likely to be lower. Generator testing is not likely to be audible over noise from chiller plant.

Plant noise from the energy centre and proposed residential/office/retail units has not been considered at this stage of the assessment. Total cumulative plant noise levels must not exceed background noise levels to be acceptable (inclusive of datacentre plant noise). At the nearest residential receptor (proposed future residential units facing the datacentre), noise levels at the façade are expected to be 44dB. Although this is above background, internal noise levels can be achieved with suitable mitigation.

- *Operational Road Traffic Noise*

Based on the transport data, noise increase comparing to the operation road traffic of the development (2023) to the baseline year (2019) is minimal during both day and night, and is not considered significant, however it is not clear if retail uses has been included and must be addressed if not.

*Cumulative Effects*

No cumulative schemes have been identified, as within the ES Chapter 2: EIA and Methodology. Two types of cumulative effect are identified:

- Intra-Project Effects: those effects that occur as a result of impact interaction between different environmental topics within the same project (e.g. air quality and environmental noise impact on receptors)
- Inter Project Effects: Combined effects generated from the proposal together with other planned developments and also referred to as 'in-combination effects'

Chapter 2: EIA and Methodology suggests that projects within 1km from the red line boundary should be considered in the cumulative assessment (as an inter project effect), therefore it is not clear if the impact from the Langley Road Widening Scheme is being considered. This would bring the road closer to proposed receptors and may influence the level of glazing and ventilation required for front facing facades. The WRLTH is also due to be submitted this year. Although this scheme is not yet confirmed, consideration should be given to the impact of having residential receptors close to a road which is due to increase in traffic volume.

In regards to intra-project effects, existing residential occupants in the surrounding area are expected to be impacted by both air quality and environmental noise effects during the construction phase of the development. There is reliance on BPM, CEMP and CTMP to mitigate these effects, however as identified in the noise and air quality assessments, significant effects will still occur and more work should be done to mitigate this as far as possible.

#### *Proposed Mitigation*

Within the noise assessment, mitigation for the different site uses and phases across the site has been proposed:

##### *- Demolition and Construction:*

Within the report, there is mention of mitigation measures to reduce noise on site (reiterated in recommendations section of this review). To control noise generated during the demolition and construction phase, the applicant proposes to submit a CEMP, which outlines BPM to reduce noise on site. There is a lot of reliance on this management plan, however even with the application of a successful CEMP, significant adverse effects are still predicted at all residential receptors, particularly due to on-site activities. Although this is a temporary effect, additional mitigation must be explored through implementation of a noise management strategy as part of the CEMP, including measures such as restricting working hours for noisy activities, with its effect quantified.

##### *- Operational:*

Mitigation to control noise from plant associated with the datacentre during the operation of the development has been provided in the report (reiterated in recommendations section of this review). These are accepted from an environmental noise point of view; however, these measures may conflict with visual amenity aspects and may need to be revised if site layout is altered at the detailed design stage. Clarification is also required regarding whether the proposed 5m screening is incorporated into the building heights shown in the parameter plans or if it is additional height.

Residential mitigation is based on the ProPG noise contours, which refer to the LAeq metric. The outline glazing and ventilation specifications indicate that internal noise levels can be achieved once mitigation is applied, however no consideration has been given to LAm<sub>ax</sub> levels at this stage and must be re-addressed at the detailed design stage of the assessment, to ensure suitable glazing and ventilation is identified. This is also the case for office and retail units. There is particular concern for units close to the rail line and those facing Station Road. Mitigation will need to be confirmed at the detailed design stage once the impact of LAm<sub>ax</sub> levels is taken into consideration for the proposed future uses.

There are concerns that suitable external amenity space has not been provided for the residential units. Currently, there is no mitigation suggested for external amenity other than using building layout for screening purposes. It is recommended that this is explored to allow external amenity to meet criteria set out within BS8233.

Once mitigation has been applied, it is expected that noise levels will be acceptable for the office and retail elements of the development. Although glazing and ventilation can be implemented to allow internal noise levels to be met for residential units, LAm<sub>ax</sub> levels have not yet been taken into account. It is likely that very high specification glazing, ventilation and vibration mitigation will need to be implemented if residential units are located close to the rail line, therefore it is recommended that residential units are set back as far as possible from the rail line to avoid this issue.

Relocating the residential units to the south would also allow acceptable external amenity space to be provided.

#### *Conclusions and Recommendations*

Without application of mitigation for all proposed site uses, existing residential and proposed future residential receptors will experience a major adverse impact.

#### 7.12 Housing Services Enforcement Team

Noise surveys and assessments to determine the impact of noise on the local environment during

- The construction phase
- Operational stage once the development has been completed

This should include the impact on residents living within the development.

Appropriate noise surveys will need to be carried out and recommended mitigation measures will need to be agreed to protect future occupants of the development from excessive noise.

Where there are plans for hot food takeaways, assessments to determine the appropriate kitchen extraction system must be carried out to protect future occupants and nearby residents from excessive noise and vibration.

Consideration must be given to commercial and domestic waste storage as it is vital that there is clear separation between them to prevent future issues of side waste and poor waste disposal. Detailed plans will need to be drafted for refuse storage.

#### 7.13 Land Contamination Officer

The following documents were reviewed:

- EIA Scoping Opinion Request Report (Ref. no. R1700003527\_5), dated October 2019, and prepared by Ramboll UK Limited.
- Geotechnical Desk Study and Preliminary Risk Assessment (Ref. no. 1620002461), dated November 2019, and prepared by Ramboll UK Limited.
- Environmental Statement Report (Ref. no. 1700003527), dated November 2019, and prepared by Ramboll UK Limited.

#### *Comments:*

The Scoping Report - Section 8 presented the potentially significant impacts and likely effects scoped-out subjects, including the Ground Conditions. This choice was justified by findings which will be presented in the Geotechnical Desk Study Report and suggests that proposed development should not give rise to significant environmental effects in relation to ground conditions.

- For this purpose, an underlining baseline was determined by assessing several sources including historic information, geology, hydrogeology, etc.
- Potential impacts/effects were identified following a Preliminary Contamination Risk Assessment, and an approach and methodology was proposed. Whilst this subject was scoped out of the EIA, it is anticipated that any identified Potential Pollution Linkages (PPLs) will be dealt with through the planning process and conditions on the Decision Notice. Given the site history and identified PPLs I concur with this decision.

The Preliminary Contamination Risk Assessment identified a number of potential pollutant linkages to human health (site users and construction workers) and the shallow Principal Aquifer.

- It identified the presence of unknown contaminants in the Made Ground throughout the whole site due to historic uses. This, and the remaining uncertainties regarding contamination on site will have to be dealt with during development, and most likely require remediation works to be employed.
- Previous site investigations covered only part of the site, and identified potential sources of contamination, including made ground, disused tanks, etc.
- Based on these initial findings, it is recommended that further intrusive site investigation and assessment is carried out, and if necessary, remedial actions outlined and undertaken to make the site suitable for the proposed use.

Whilst the Environmental Statement Report does not include further details relating to ground conditions, as these were scoped out, a couple of other chapters are relevant to the overall potential impacts on human health. Thus, the following comments are relevant.

- Chapter 5 Demolition and Construction Environmental Management:
  - A detailed Construction Environmental Management Plan (CEMP) is yet to be produced, and submitted for review to the Local Authority, after which it needs to be implemented during the construction works.
  - This chapter briefly outlined the anticipated environmental issues and necessary management controls that would be covered within the CEMP.
  - The Description of Works Section follows all the stages of development and identifies the likely tasks, issues and how to address them. This is considered acceptable at this stage of the process.

#### 7.14 Tree Officer / Arboricultural / Landscape Consultant

Objection - Reason: Unacceptable loss of specially protected trees with moderate quality, a constraint to development, within and around the boundaries of the site. Inadequate scheme of mitigation on or off the site.

The Langley Business Centre was built in the 1970/80s with a good level of soft landscape provided around the office block and along the street frontage. Trees were planted within these areas have established, some have reached a stage and maturity to be consider worthy of retention.

To this end an area Tree Preservation Order was made to help enable the retention of the most important trees. The submitted arboricultural report has valued all the trees on the site in accordance with BS5837: 2012 Trees in relation to design, demolition and construction. The results identify 31 category B trees a constraint to development and 205 category C trees that are low value and should not constrain development. It should be noted, it is highly likely that some of the category C trees also merit retention.

The design of the data centre is a large industrial unit that occupies the majority of the site, with residential units at the front to 'disguise' the data centre. The tree removal plan must include the whole site.

The detailed tree schedule does however identify 296 trees for removal which is nearly  $\frac{3}{4}$  of all the trees. The loss of such a large number of trees cannot be mitigated within the site, the loss is catastrophic to the local area.

Trees growing along the boundary of Meadfield Avenue are retained and this approach is supported.

The established trees along Station Road provide the most significant public visual tree amenity and must be retained. It was one of main reasons for making the Tree Preservation Order. The new ILLUSTRATIVE SITE PLAN TREE OVERLAY shows that trees along the frontage as retained, but there is no supporting evidence that this is possible. In addition the PARAMETER PLAN 1 OVERLAY shows the location of a proposed road widening scheme.

If the road widening scheme is progressed, the need for a large area to that will allow trees to establish at the front is vital. To achieve this, the scheme must be set back further into the site to give enough space for these trees to be retained along side new planting.

Due to the scale of the development and associated infrastructure and auxiliary buildings to support the data centre there is no soft landscape retained within the site.

### *Landscape*

The landscape plan seeks to add to the retained trees along the boundary with Meadfield Avenue. There is no plan to scale where the width of this bed can be determined, none of the retained trees, individually are of any great merit. But as a group they provide significant and essential screening between the business centre and residential properties.

Therefore, the new planting must add quality to this while not adversely impacting on the enjoyment of neighbouring gardens and properties.

The DAS has provided some detail on boundary treatment, however the scale and impact is not clear, this would normally be provided within the arboricultural impact assessment that has been omitted from this application.

The management of surface water with green infrastructure as outlined is an approach that is supported. This will help reduce likelihood of flooding either on site or down stream.

Trees are proposed within hard standing area and will required below ground level rooting areas to ensure the successful establishment and growth of the these trees. Details of such systems can be found with the Trees and Design Action Group publication Trees in Hardscape a free download here: [www.tdag.org.uk](http://www.tdag.org.uk)

### *Mitigation for tree loss*

The developer must look to developing a scheme of mitigation for the loss of 296 trees from within the site. A small proportion can be achieved on site. Some could be accommodated in local parks and streets through a S106 agreement. The Slough Borough Council would require approximately £650.00/tree for initial supply, plant and maintain for 3 years until established.

#### *Green and walls roof*

Large green wall are proposed on the data centre on the western and southern sides. It is assumed that the income from data centre can support the high annual maintenance costs of such an installation for the duration of the building life. The applicant must provide a clear assurance of this, so that it does not fall away during detailed application stages.

It is unlikely, due to the building design, that a green roof is possible over the extent of the roof. Applicant to confirm, no acknowledgement yet

This will need a 25 year LEMP to ensure the green wall was maintained.

The green walls will provide habitat for small nesting birds.

### 7.15 Ecology

Given the likely scale of the proposed development, the location of the site and the potential for likely significant environmental effects, the Applicant has chosen to submit an Environmental Statement (ES) alongside the planning application for the Proposed Development. The Report sets out the proposed scope of the EclA and associated Environmental Statement (ES) to support the planning application for a mixed-use development, known as the Langley Business centre.

We consider that sufficient information has been provided in the Environmental Statement Report sufficiently assesses the site and its biodiversity value.

The site is not situated within any statutory designated sites for ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Areas of Conservation (SAC) or Ramsar Sites, nor are there any located within a 1km radius of the Site. As stated in the Environmental Statement the area falls within the SSSI Impact Risk Zone (IRZ) of Staines Moor, Wraysbury Gravel Pits SSSI, Hythe End SSSI and Arthur Jacob LNR which form constituent parts of the South West London Waterbodies Ramsar and SPA sites therefore, Natural England should be consulted and the application considered before planning is determined in relation to recreational impacts and increase in recreational pressure. The closest identified non-statutory designated site is the Queen Mother Reservoir Local Wildlife Site (LWS) (0.98km to the south of the Site), which is designated for its amenity and ornithological value. We are satisfied that there are adequate urban barriers separating the proposed development site from the LWS. The PEA concluded that there are no protected or notable habitats within the site and the majority of habitat within the site is comprised of buildings and hardstanding (approximately 90%). In terms of ecological features, the urban nature of the site and the surrounding areas offer minimal opportunities for habitats to become established to support protected species. However, the Grand Union Canal towards the north, as well as boundary vegetation may create a green habitat corridor providing connectivity adjacent to the proposed development site, although this area does not lie within the application boundary. We are satisfied that the ecology assessment within the EIA is adequate and ecology matters can be scoped out based on the findings of the PEA 2019 Report and PRA 2019 Report and that construction and operational impacts will not result in any significant adverse effects on the ecology of the Site and local context.



We welcome the recreational buffering and green linkage provided within the design to further enhance this localised feature of site level importance.

## 7.16 Transport and Highways Development

This is an updated response following our recent response issued on 18 June 2020. Please refer to that response for full details.

New information was received from the applicant team on 26 June 2020, comprising:

- Junctions 9 model file: “*Site Access Junction.j9*”;
- 20 Excel files of traffic data, including ATCs, queue length surveys and junction counts.

Please note also, that “Parameter Plan 5 - Access Location” in Appendix A of the TA is not accepted and all comments therefore assume this is superseded by the “Amended Parameter Plan 5 (rev.B) June 2020”.

There will be further requirements at the Reserved Matters application, as detailed in the 18 June 2020 response.

### *Personal injury accident (PIA) data*

1. This was not provided in the Scoping Note; nor in the TA.
2. We previously stated that this should be provided in line with National Planning Practice Guidance:
  - The National Planning Practice Guidance, 2014 says that a TA needs to include “*an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.*”
3. However, this request can be waived at the Outline application stage for these reasons:
  - The site benefits from good sustainable transport;
  - The site is currently occupied and the traffic generation will therefore be a moderate increase but not entirely new traffic movements; and
  - The safety of the design of the access and layout etc will be addressed at Reserved Matters.

### *Development Proposals – Parking*

Our outstanding concerns are as follows:

- As mentioned previously, more disabled spaces are needed. The number of spaces can be considered on merits, taking account of – among other factors – the wider demand assessments requested and the references in Section 8 of Slough Council’s ‘Transport and Highway Guidance Developer’s Guide Part 3’ interim document (November 2008).
- While this was previously noted as an Outline matter, this can now be addressed at Reserved Matters as the overall parking quantity is acceptable. Furthermore, while the creation of larger disabled bays may result in the potential loss of some parking bays, the overall quantity is such that these losses would not be critical.

### *Traffic Modelling and traffic volumes*

- Please also see the various assumptions noted in our 18 June response, to be covered at Reserved Matters.
- Subject to the above, we have reviewed the input data of the models and can comment as follows:
  - Four model runs have been undertaken, as follows:
    - 2023 Future Base + Development (Option 1), AM
    - 2023 Future Base + Development (Option 1), PM

- 2023 Future Base + Development (Option 2), AM
- 2023 Future Base + Development (Option 2), PM
- We have checked the impact of the model changes we requested by making copies of the modelling files and editing these. In our re-run models, we adjusted the major road width and the minor arm visibilities. While these are subject to confirmation in the CAD plans at Reserved Matters, we made the following adjustments to be robust:
  - Major road width: 4 metres (minimum width allowed in Junctions 9);
  - Minor arm visibility to left: 25m; and
  - Minor arm visibility to right: 25m.
- We previously had various potential concerns regarding the determination of traffic volumes used in the TA and modelling. However, in our re-run model of the AM peak, Option 1, we increased all traffic volumes by 20%. The revised results show there is clearly plenty of “room for manoeuvre” in that the traffic impact results remain way below critical. Therefore, we can overlook any potential errors in the traffic volumes.
- As the modelling results, even with the above amendments are still considerably below capacity, we can further confirm that the possible re-introduction of a limited D1 use back into the land use mix, to be restricted specifically to a doctors’ surgery, would be acceptable, provided this is limited to the previously proposed area for D1 in the previous form of the application.

*Development trip volumes:*

- We had several doubts or questions over the accuracy of the traffic generation methodology.
- However, in the end, I ran a sensitivity test by inflating the modelled volumes in our re-run model of the AM peak, Option 1, by 20%.
- The revised results showed there is clearly plenty of “room for manoeuvre” in that the traffic impact results remain way below critical.
- Therefore, we agreed that we can overlook any potential errors in the traffic volumes.
- Furthermore, as the modelling results, even with the above amendments are still considerably below capacity, we further confirmed that the possible re-introduction of a limited D1 use back into the land use mix, to be restricted specifically to a doctors’ surgery, would be acceptable, provided this is limited to the previously proposed area for D1 in the previous form of the application.

So in brief, we were not sure if the total development trips would be more or less than those for the Business Centre as currently existing and when fully occupied. But for the purposes of modelling the traffic impact, this was not a concern.

*Summary – Outstanding Requirements*

For the Reserved Matters application, issues to be covered were noted as such in the 18 June response; however, this was not an exhaustive list. As the design and application is progressed, there will be other design issues that need to be addressed as well as potentially details of construction processes etc.

We would also like to re-iterate a few issues to be covered at Reserved Matters, for avoidance of doubt as these were previously considered to be Outline matters (again, this is not an exhaustive list of Reserved Matters issues):

- In considering safety of the design of the access and layout etc, this should include consideration of personal injury accident (PIA) data in line with the National Planning Practice Guidance, 2014 which says that a TA needs to include “*an analysis of the injury accident records on the public*”

*highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”*

- More disabled parking spaces are needed. The number of spaces can be considered on merits, taking account of – among other factors – the wider demand assessments requested and the references in Section 8 of Slough Council’s ‘*Transport and Highway Guidance Developer’s Guide Part 3*’ interim document (November 2008). While the creation of larger disabled bays may result in the potential loss of some parking bays, the overall quantity is such that these losses would not be critical.

7.17 Rights of Way Officer

No comments received.

7.18 Housing

The mix of affordable housing needs to be provided in Section 106 agreement. Any changes to this mix should only be in discussion with the Council, to reflect the need from the Housing Register.

7.19 Economic Development

No comments received.

7.20 Lead Local Flood Authority

- At present the proposed scheme only includes a minimal amount of Sustainable Drainage Systems (in the form of a short swale) within the proposals, please indicate how compliance with NPPF and Slough Borough Council requirements will be achieved. It is not clear whether the swale shown within drawing RAM-XX-XX-DR-C-00402 is fully lined. The Geoenvironmental Appraisal (Report C4603/B) included within Appendix 3 of the Drainage Strategy Report indicates the presence of contaminants within the site. Please confirm whether the proposed swale would be fully lined.
- The site is within an EA Source Protection Zone III. The drainage proposals do not include any infiltration proposals, however due to the presence of lead and PAH (polyaromatic hydrocarbons) it is recommended the EA are consulted on the proposals and potential risk of mobilisation of contaminants during the works.
- The Geoenvironmental Appraisal (Report C4603/B) included within Appendix 3 of the Drainage Strategy Report identified groundwater at depths between 3.30mbgl and 4.80mgf. Please confirm that any proposed development will be above the observed groundwater levels or indicate how groundwater flood risk will be dealt with.
- The levels shown within the topographic survey provided are illegible, please provide a topographic survey where levels have a legible font size/resolution.
- Please provide levels of the existing Thames Water sewer invert levels within drawing RAM-XX-XX-DR-C-00100.
- Identification of and information on areas that may have been affected by failures in the existing drainage regime.
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753, please provide a Simple Index assessment as outlined in C753 Table 26.1

- If not using infiltration for drainage - Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonably practical, runoff volume should not exceed the greenfield runoff volume for the same event. This must be shown for a 1 in 100 year, 6 hour rainfall event.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event – Please demonstrate that greenfield runoff volume will not be exceeded. • Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence that Urban Creep has been considered in the application (or if it is not applicable justification on why it is not applicable) and that a 10% increase in impermeable area has been used in calculations to account for this.
- Foul Water Drainage Proposals. • The Thames Water capacity check was carried out in August 2016. Confirmation will be required that the Thames Water foul sewer would still have capacity for the proposed flows at present.

#### 7.21 Emergency Planning Team

No comments received.

### **PART B: PLANNING APPRAISAL**

#### **8.0 Policy Background**

##### 8.1 National Planning Policy Framework 2019 and National Planning Practice Guidance:

- 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 10: Supporting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which, for decision-taking, means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

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

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough  
 Core Policy 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

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

Policy H11 - Change of Use to Residential  
 Policy H14 - Amenity space  
 Policy EMP2 - Criteria for Business Developments  
 Policy EMP10 - Langley Business Park and Langley Business Centre  
 Policy S1 - Retail Hierarchy  
 Policy EN1 - Standard of Design  
 Policy EN3 - Landscaping  
 Policy EN5 - Design and Crime Prevention  
 Policy EN17 - Locally Listed Buildings  
 Policy T2 - Parking Restraint  
 Policy T7 - Rights of Way  
 Policy T8 - Cycling Network and Facilities  
 Policy T9 - Bus Network and Facilities

8.4 Slough Local Development Framework Site Allocations (November 2010)

Part of the site is allocated under site reference SSA23 in the Slough Local Development Framework Site Allocation Development Plan Document for retail (new supermarket). This provides for:

- Provision for a supermarket with no more than 2,500 sq m trading floorspace with limit on sale of convenience goods to no more than 25% of floorspace;
- Car parking provision close to the Station Road frontage with ability to use the facility for linked trips;
- Enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market;
- Design and layout to be attractive and accessible to pedestrians and cyclists;
- Provision for the traffic and transport improvements along Station Road and affected junctions and road;
- The development could incorporate an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways, at a scale and of a design which

enhances the vitality and viability of the District Shopping Centre as a whole.

The Site Allocation document notes that the site is within the Langley Business Centre Existing Business Area but that until the site is developed for a supermarket it was not intended to alter the boundary of the Existing Business Area; the relevant policies in the Local Plan and Core Strategy remain in force for the site. The Site Allocation was not considered to be contrary to Core Policy 5 as the proposed supermarket would have continued to provide employment on the site.

#### 8.5 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4:
  - Part 1: Planning application procedure and decision making
  - Part 2: Developer contributions and affordable housing
  - Part 3: Transport and highway guidance
  - Part 3: Update to Table 3 charges for highways agreements and licences
  - Part 4: General development guidance
- Proposals Map 2010
- SBC Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

#### 8.6 Planning and Compulsory Purchase Act 2004

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

The revised version of the National Planning Policy Framework (NPPF) was published upon July 2019. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

## 8.7 Emerging Preferred Spatial Strategy for the Local Plan for Slough

One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the “Centre of Slough”. The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

It is important that key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided. The *Local Plan Spatial Strategy Key Components* report was considered by the Planning Committee at the extraordinary meeting of 26<sup>th</sup> August. The three key themes for the Spatial Strategy which are derived from the Local Plan Vision and analysis of the most important issues that are facing Slough. These are:

- To make Slough a place where people want to “work rest, play and stay”, by making sure that people who have prospered in Slough have the opportunity to “stay” in the Borough
- By making sure that we have “inclusive growth” in Slough by ensuring that more of the wealth that is generated in Slough stays in Slough, by enabling residents to participate in more of the well paid employment opportunities in the town and providing more facilities in the Borough for people to use and enjoy.
- Making Slough a place where residents can meet all of their needs and be able to “live locally” in their own community, which will help to develop local communities and reduce the need for people to travel.

## 8.9 Equality Act

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

## 9.0 **Planning Assessment**

9.1 The planning considerations for this proposal are:

- Principle of development
- Mix of uses proposed
- Acceptability of outline application with all matters reserved

- Environmental Impact Assessment
  - Socio-economics
  - Air quality
  - Noise and vibration
  - Daylight, sunlight and overshadowing
  - Townscape and visual effects
  - Cumulative effects
- Issues not subject to EIA
  - Impact on the character and appearance of the area
  - Impact on amenity of neighbouring occupiers
  - Wind conditions / microclimate
  - Highways / Transport and parking
  - Sustainable Design and construction
  - Surface water drainage
  - Archaeology
  - Safe and Accessible Environment
  - Fire Strategy
  - Infrastructure/S106 requirements

## **10.0 Principle of development**

### **10.1 Mix of uses proposed**

- 10.1.1 The site is a protected employment area, where most B Class uses are supported in principle (Class B1(c) offices are not supported in Langley Business Centre).
- 10.1.2 The proposed use of the larger part of the site as a data centre is a *sui generis* use, which does not fall into any B class use. However, due to the scale and character of the buildings that accommodate data centres, it is acknowledged that in character terms, such uses are best located within established business / employment areas. The issue of loss of employment is considered later in this report; however in principle no objection is raised on the grounds of this proposed use being inappropriate in this location.
- 10.1.3 With regards to the road frontage Plot A, Policy S1 requires a demonstration that additional retail uses outside town or district centres is required as part of any application. While this is not provided in the application, it is noted that an element of A class uses is provided for in the Site Allocations DPD (2010), which includes part of the site within the SSA23 site allocation. The current proposals clearly do not include the key retail use envisaged there (a supermarket), but other key aspects of the site allocation policy are picked up in the proposal for Plot A, namely, the intention to
- *Enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market;*
  - *Design and layout to be attractive and accessible to pedestrians and cyclists; and*



- *...an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways, at a scale and of a design which enhances the vitality and viability of the District Shopping Centre as a whole.*

10.1.4 The site was considered within the *Proposed Strategic Housing Sites* by the Planning Committee in February 2018. While the Local Plan is at an early stage of development and this report can be given only very limited weight, the document set out the key site requirements for a possible residential allocation at the Langley Business Centre, as follows:-

- *Mixed use scheme of primarily residential development plus retail and office development with public open space and ancillary facilities.*
- *Provide a wide range of homes and tenures to attract a wide range of households.*
- *Affordable housing to be policy compliant. Affordable housing to include some family homes.*
- *Street based development wanted.*
- *Low rise family housing along the southern and eastern perimeters adjacent to existing residential areas.*
- *Medium rise apartments on the rest of the site with barrier blocks alongside the railway line that can help to reduce noise from the railway to the rest of the site.*
- *There may be scope for a taller landmark building on the north west corner of the site.*
- *Open space and green infrastructure to be in accordance with Council's policy.*
- *Station Road to have an active frontage with a range of small scale retail and leisure uses.*
- *The quality of the pedestrian route to the Harrow Market to be improved along with other environmental improvements.*
- *Highway access to be on Station Road and any necessary off site improvements to the highway network will have to be provided.*
- *Improve access to the railway station along Station Road and the path from Mead Avenue. Take account of new footbridge to be installed and incorporated, subject to Network Rail's approval, better direct access to platforms from south.*
- *High quality design including public realm; use building materials that last.*
- *Long term maintenance / management of public realm to be secured.*
- *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.*

10.1.5 This approach was unanimously agreed at committee. However, the site owner has subsequently chosen not to progress a scheme of this type, and as noted above the document can be given only very limited weight. It is however significant in this application that the aspirations in the report

for active street-frontage development and in addition an element of residential use have been taken forward in the proposals for Plot A.

- 10.1.6 In addition to assessing the acceptability of the principle of the proposed uses in terms of local policy, the proposals must be assessed against the National Planning Policy Framework. Paragraph 8 sets out that the planning system should balance economic, social and environmental objectives, and paragraph 38 that:

*...Local planning authorities should approach decisions on proposed development in a positive and creative way.....and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.*

Taking into account that the 2010 Site Allocations DPD and the direction of travel in the preliminary stages of the emerging Local Plan, have accepted that the Business Centre would result in significant changes from a purely employment uses at the site to a range of mixed uses, it is considered that for the most part, the mix of uses proposed here can be accepted in principle, subject however to balancing and meeting the three objectives noted above in NPPF paragraph 8.

- 10.1.7 It is however considered that, while hot food takeaways were envisaged as a possible land use in the 2010 site allocations document, that health concerns that have emerged with takeaway food in the decade since that DPD was adopted together with the proximity of any A class uses at Plot A to residential use within the Plot, that Class A5 use would not be appropriate in this location. This is excluded in the A classes uses set out in condition 33.
- 10.1.8 Notwithstanding that, changes in use classes order which have very recently been adopted under The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 require, as noted in the Recommendation at 1.1 of this report, a consideration of how the introduction of the new Class E should be treated within the description of this application. Further comment on this will be provided in the Amendment Sheet.

10.2 Acceptability of outline application with all matters reserved

- 10.2.1 The application is in outline form, with all detailed matters - access, appearance, landscaping, layout and scale reserved for consideration in subsequent applications. Due to concerns with the ability of the site to accommodate the quantum of development proposed and as noted in Section 2 of this report, following registration and validation of the application officers wrote to the applicants to notify them that, prior to determining the application it would be necessary to provide in full and as part of this application, the reserved matters of scale, layout and access. This was largely consistent with pre-application advice, which advised that a full application or a hybrid application that included full details of the Plot A development should be made. It is noted that the application includes an illustrative scheme of one possible means of developing the site, which is intended to show that a quality development can be provided within the applications parameter plan approach. An amended illustrative scheme has also been submitted which presents a case that the reduced floorspace provided in the amended application

description can also be provided. It is accepted that this approach is of considerable assistance in demonstrating that the application can be considered in outline only, and the Highways Officer has commented that the amended access plan (Parameter Plan 5) is acceptable. Some issues remain which will need to be resolved before the application can be positively determined. These are discussed in this section of this report.

## **11.0 Environmental Impact Assessment**

11.1 As noted in Section 4 of this report, the following topics were subject to Environmental Impact Assessment:

- Socio-economics,
- Air quality,
- Noise and vibration,
- Daylight, sunlight and overshadowing,
- Townscape and visual effects

Assessment of effects in these topic areas is accompanied by an assessment of cumulative effects. The ES concludes that there are no cumulative effects, for the reasons set out in the Section 11.7 below.

### 11.2 Socio-economics

11.2.1 Chapter 6 in the Environmental Statement considers socio-economic effects of the development, and is supported by a separate Economic Impact Report. Further information was also submitted following a request made under EIA Regulation 25, in the form of an EIA Addendum, where Appendix 2 comprises a “Socio-economic Effects Clarification Statement”. This comprises a letter from Barton Willmore that sets out the changes from the findings in Chapter 6 that result from the amended application description and reduced floor area for the data centre.

11.2.2 Chapter 6 considers socio-economic impacts in the following areas:

- Employment generation and economic output
- Increase in local population
- Increase in housing provision
- Reduction in local expenditure
- Primary healthcare
  - GP provision
  - Dental provision
- Education
  - early years
  - primary

11.2.3 A summary of the findings of the ES is set out in the following table, and these impacts are considered in further detail below:

<b>Receptor</b>	<b>Effect</b>	<b>Residual Significance</b>
<b>Demolition and construction phase</b>		
Employment generation / Economic output	Temporary, moderate beneficial	Moderate beneficial
<b>Completed development (operational phase)</b>		
Increase in local population	Minor adverse	Minor adverse

Increase in housing provision	Negligible	Negligible
Reduction in local expenditure	Minor adverse	Minor adverse
Employment generation/Economic output	Permanent, major beneficial	Major positive
Primary healthcare – GP provision	Negligible	Negligible
Primary healthcare – Dental provision	Minor adverse	Minor adverse
Education (all ages)	Negligible	Negligible

*Employment generation and economic output*

11.2.4 The submitted documentation notes that the application site is an identified Employment Site within the Borough. It sets out that demolition and construction would result in the temporary loss of existing on-site employment but that the development would generate a significant number of new jobs during the demolition, construction and operational phases of the development. The predominant employment use as a data centre and secondary employment by A class uses in the road frontage development would result in a net loss of jobs from the employment site as compared with the levels of employment that would be provided if the site was fully occupied. It is noted however that there is a significant level of vacancies at the site at present, although the application does not provide any information on the current level of vacancies

The ES states that there are an estimated 343 direct jobs currently provided at the Business Centre, although if fully occupied the site has the potential to support 754 jobs on-site. Set against this, 58 jobs are anticipated during demolition and 448 direct full-time equivalent (FTE) jobs would be provided on site during construction phase.

11.2.5 For the operational phase, anticipated on-site employment is 59 in the A class floorspace to be provided on Plot A and up to 300 in the data centre (150 full-time and 150 part-time fro the data centre. For both Plots these figures are subject to the reserved matters stage being forward the maximum floorspace in the application description).

11.2.6 The ES cites significant indirect employment benefits in the form of off-site jobs that will be created or stimulated by the development. This additional job-creation potential is given as an additional 435 off-site jobs during the construction phase and 5577 that would be indirectly created by the data centre during the operational phase. The ES considers therefore that the proposed development would have a permanent, major beneficial effect (significant) on employment and economic output at the national level which is considered significant but for which mitigation is not required.

11.2.7 While the national benefits of the data centre use are known and appreciated, in assessing this benefit the Council's EIA Regulation 25 further information request asked for clarification on the on-site employment figures, including whether they are realistic for the small A class units proposed for Plot A and for the Plot B data centre, which is understood to be a typically low employment-density use. It was also noted in the Regulation 25 request that commercial film making at the

site has been provided for at the site, in line with temporary prior approvals and permissions which extend back over the last five years, and it was questioned if this could represent a viable alternative use with greater local employment benefits than the data centre. These questions were not addressed in the Regulation 25 response. It is also noted that off-site and indirect employment for existing and potential uses is not considered in the ES. For the purposes of assessing the benefits of the proposals in terms of employment generation and economic output, a comparison of potential and projected employment figures is therefore considered to be the appropriate basis for the following assessment of employment effects:.

- 11.2.8 During the demolition and construction phase of the development, and taking into account that the time taken for construction as opposed to demolition will take up the greater part of this phase, up to 448 jobs will be created on-site, as against potential maximum employment of 754 jobs. It is noted that currently an estimated 343 people are currently employed at the site, this represents a temporary increase of up to 105 jobs. (If the site was fully occupied, there would be a corresponding loss of 306 jobs during this phase of development).
- 11.2.9 During the operational phase of the development, on the basis of the projected employment figures in the ES, there would be up to 359 jobs at the site, of which 150 would be part-time within the data centre. While nominally slightly more than the estimated current employment figure, this would appear to be a loss of full-time equivalent positions as compared to estimated existing employment, and a loss of at least 295 jobs against the potential employment at the site (although this would be likely to be significantly greater in terms of FTEs).
- 11.2.10 For this reason, while the principle of the proposed change of uses at the site is supported (Section 10.1 above), in coming to a decision on the overall acceptability of the proposals, this loss of employment must be weighed against the other benefits of the scheme.

#### *Population*

- 11.2.11 The maximum impact on local population would result from the development providing the maximum 60 residential units in the application description, which is estimated by the applicant on the basis of average occupancy figures to result in an overall population increase of approximately 163 people. The ES assesses this aspect of the proposed development as a minor adverse effect (not significant) on population at the local level, for which mitigation measures are not required. This conclusion is further discussed below in regards to the other aspects of the socio-economic assessment.

#### *Housing provision*

- 11.2.12 Chapter 6 in the ES set out a case for impact of housing on the basis of the flexibility of the application description as originally made (i.e. including offices, and allowing for flexibility in the delivery of any housing such that little or no housing could have been provided). The maximum units that would be provided has not changed in the amended application description, and the findings that the proposed development would have a negligible effect on housing (not significant) at the local level is agreed in terms of any negative impacts that would arise from the proposal. However, the amended application description now provides for all

housing at the site to come forward as affordable housing. This is subject to the adopted tenure mix as set out in the SBC Developer's Guide Part 2 *Developer contributions and affordable housing (Section 106)*, and is seen as a positive aspect of the scheme.

*Reduction / changes in local expenditure*

- 11.2.13 The ES notes that the proposed development has the potential to contribute to spending at the local and borough levels by new residents and employees. The "worst-case" scenario in ES Chapter 6 notes that potential spending by residents is greater than from employees, and assumed that no homes would be delivered by the proposed development. This has changed in the amended description now being considered. The assessment noted that the potential spending in the Borough would be lower than the "spend" by employees where the existing premises were full occupied. Due to the discounting of any spending by new residents), the ES finds that the proposed development would have a minor adverse effect (not significant) on local expenditure and that no mitigation measures are required.
- 11.2.14 The change in application description essentially means that this assessment is not as optimistic as now warranted by the changed application description. While it cannot be assumed that all new residents at the site will be new to the Borough, the additional residential accommodation at the site is likely to generate increased demand at the site which will be likely to balance out any loss in local spending by employees at the site.

*Primary healthcare*

- 11.2.15 The additional local population of up to 163 new residents is assumed in the ES to be new to the local area and that it would therefore create additional demand for healthcare services in the area. The effects on pressure from new residents on GP and dental practices in the area were therefore taken into account.
- 11.2.16 Three GP surgeries were identified within proximity of the application site, which currently have sufficient spare capacity to allow all 163 residents of the proposed development to register within a local GP meaning that the proposed development would have a negligible effect (not significant) on existing GP provision at the local level which is not considered significant and for which mitigation is not required. Three dental practices were also identified that offer both NHS and private treatments. However, none of these three dental practices are accepting new NHS patients although two are accepting new private patients. As this existing capacity is limited to private treatment, it is considered that the proposed development would have a minor adverse effect on dental provision in the area. This is not considered significant and mitigation is therefore not required.
- 11.2.17 As noted in the previous discussion on changes in local expenditure, it is considered that the change in application description essentially means that this assessment is less optimistic than is now warranted by the changed application description. As the housing to be provided will all be in affordable, across the full range of tenures, a proportion of the new residents will be nominated by the Council's Housing Department, so will not be new to the Borough. Any residents who are already registered with an NHS dentist is therefore likely to be able to retain this registration, so that the minor adverse effect identified in the ES is much less likely to

occur.

#### *Education provision*

- 11.2.18 The maximum 60 homes that would be provided are estimated in the ES to generate a need for an additional 12 early years education places, eight primary school places and two secondary school places. A review of availability of pupil places at each level concludes that there are sufficient available places to accommodate this, and it was found that the development would have a negligible effect on educational provision in the area.
- 11.2.19 Notwithstanding the above assessment in the ES, the provision of new flats will require financial contributions to be made towards provision of school places in line with the SBC Developer's Guide Part 2 *Developer contributions and affordable housing (Section 106)*. In addition, the assessment does not look at availability of post-16 places at Langley College. While there are no specific financial contributions set out in the Developer's Guide, it is understood that the applicant has been in discussion with Langley College regarding possible work placements in the development, and this could potentially be during both the construction and operational phases. Clarification on this aspect of the proposal has been sought, and this will also be provided for in a section 106 agreement.

#### *Conclusion to Socio-economic assessment*

- 11.2.20 The EIA Addendum notes that the amended development description would result in minor changes to the socio-economic outcomes but considers that the findings of the 2019 ES remain unchanged. As noted above, there are some areas such as Housing and Primary healthcare where outcomes are expected to be slightly better than set out in the ES, although assumptions about employment figures are considered to be overly positive and it is there important that the employment effects of the development are properly taken into account in assessing the overall planning balance in the determination of the application.

#### 11.3 Air quality

- 11.3.1 Chapter 7 in the Environmental Statement considers air quality effects of and within the development, both at Construction Impacts and Operational phases. In addition, Chapter 5 in the ES deals with Demolition and Construction Environmental Management. Chapter 7 assesses the suitability of the site for the proposed development and whether any significant air quality impacts are expected as a result of the construction and operation of the proposed development.
- 11.3.2 The closest Air Quality Management Area is the South Bucks AQMA which is located approximately 300 m north and east of the application site. The Council's Air Quality Officer's comments, which are noted at Section 7.10 in this report, also state that Slough BC are considering implementing an AQMA in this area, due to high NO<sub>2</sub> levels.
- 11.3.3 Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

*"...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by,*

*unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality..."*



- 11.3.4 Strategic Objective J of the Core Strategy seeks to  
*“To reduce areas subject to risk of flooding and pollution and control the location of development in order to protect people and their property from the effects of pollution and flooding”*,  
while Core Policy 8 requires that  
*“Development shall not:*  
a) *Give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise;*  
b) *Cause contamination or a deterioration in land, soil or water quality; and*  
c) *Be located on polluted land, areas affected by air pollution or in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.”*
- 11.3.5 The Council’s Air Quality Officer has provided detailed comments on the potential impacts in this area, which set out impacts at the demolition / construction and operational phases of the development. While the June 2020 amendments to the scheme will not result in any changes during the demolition / construction phase, it is noted however that the range of potential impacts during the operational phase of the development may differ from those for those under which the applicants AQ modelling work would have been carried out for the purposes of the Air Quality Assessment. This would result both from the differing travel patterns for Plot A, where possible office and D1 uses have been removed from the mix of possible land uses, and from the reduction in the maximum area of data centre development proposed for Plot B.
- 11.3.6 Chapter 7 in the EIA sets out a future baseline which consists of air quality projected without the development going ahead. This sets out that  
*Air quality at background and roadside locations is expected to improve in future years due to the gradual renewal of the vehicle fleet with less polluting and more efficient models. National policies such as the intention to ban new combustion engine private vehicle sales by 2040 will hasten and enforce this process.*  
*Roadside air quality will remain largely static or gradually improve with time, as the impacts of National policies and the natural fleet renewal process proceeds.*  
*The proposed development would be expected to be operational by 2023. Based on the above, the future baseline air quality at this date in the absence of the proposed development would be expected to be broadly similar or slightly improved when compared with the existing situation.*
- 11.3.7 With regards to air quality impacts, the Environmental Statement Addendum dated 14<sup>th</sup> July 2020 states that:  
*No additional car parking spaces are proposed as part of the June 2020 amended proposed development and the location and specification of the energy centre and stack heights would remain unchanged. While the maximum heights have changed on Plot A as presented in Table 2, this is not considered to have a material change to the conclusions of the November 2019 ES.*

*There would be no change to the Energy strategy of the November 2019 ES.*

*Accordingly, the conclusions of the November 2019 ES remain valid for the June 2020 amended proposed development.*

11.3.8 Chapter 7 in the ES summarises air quality effects as follows:

<b>Receptor</b>	<b>Effect</b>	<b>Residual Significance</b>
<b>Demolition and construction phase</b>		
Existing Off-site Human Health and Amenity	Dust Soiling and PM10 due to demolition and construction works	Minor adverse
Existing Off-site Human Health	NO2, PM10 and PM2.5 due to vehicle emissions	Moderate adverse
<b>Completed development (operational phase)</b>		
Existing Off-site Human Health	Dust Soiling and PM10 due to demolition and construction works	Minor adverse
Future On-site Human Health and Amenity	NO2, PM10 and PM2.5 due to vehicle emissions	Negligible

11.3.9 The detailed comments provided by the Council’s specialist officer note a number of areas that required clarification in the Air Quality Assessment. However, the overall position in the consultation response is that the development can be made acceptable by a combination of

- conditions requiring further detail to be provided at reserved matters stage, and
- mitigation to be provided by a section 106 agreement.

11.3.10 It is noted that, as assessed in the ES, the largest effects are during the demolition and construction phases. With regards to the operational phases, at the time of writing this report clarification was being sought as to whether the application would result in a decrease in total transport movements associated with the development, as compared to the Business Centre as currently existing and when fully occupied. While this will be dependent on the quantum of development that comes forward at reserved matters stage, any decreases in traffic movements will impact directly on the scope of mitigation that can be sought via the s106 agreement. Any updates on this will be provided in the amendment sheet, which will be issued on the day of the Planning Committee meeting.

11.3.11 The EIA Regulations 2017 also provide additional powers under Regulations 9(3) and 25 so that, where a further application is made in respect to conditions of any planning permission, planning authorities may require further information on any matter forming part of the Environmental Statement, to ensure that a proper assessment of significant effects of the development on the environment is carried out. This then requires the applicant and the planning authority to follow EIA protocol in the consideration and determination of matters required by condition. In this case, this will allow for a “belt and braces” approach to ensuring no significant adverse air quality impacts will result from the development.

11.4 Noise and vibration

11.4.1 Chapter 8 in the Environmental Statement considers noise and vibration effects of and within the development both at Construction Impacts and Operational phases. In addition, Chapter 5 in the ES deals with Demolition and Construction Environmental Management. The principal noise sources affecting the site are road and rail traffic with the highest noise levels experienced within the northern part of the site.

11.4.2 As noted above in relation to air quality issues, paragraph 170 of the NPPF 2019 states that planning decisions should prevent new and existing development from unacceptable levels of noise pollution.

11.4.3 The ES summarises the range of environmental noise effects as follows (the reference to ‘all receptors’ below refers to all potentially affected residential and non-residential properties, both existing and within the development:

Receptor	Effect	Additional mitigation required	Residual Significance
<b>Demolition and construction phase</b>			
All receptors	Demolition and Construction Noise	Best Practicable Means (BPM) measures would be considered and tailored to demolition and construction activities, where reasonably practical.	Major adverse
All receptors	Demolition and Construction Traffic Noise	n/a	Negligible
All receptors	Demolition and Construction Vibration	n/a	
<b>Completed development (operational phase)</b>			
New residential receptors	Internal amenity noise levels	Design of glazing and ventilation strategies	Negligible
New residential	External	Proposed	Negligible

receptors	amenity noise levels	development layout, screening, access to Langley Memorial Ground	
New office and retail spaces	Internal ambient noise levels	Design of glazing and ventilation strategies	Negligible
New on-site receptors further than 100 m from the railway line	Vibration	n/a	Negligible
New on-site receptors within 100 m from the railway line	Vibration	Detailed vibration assessment to determine mitigation measures.	Negligible
All receptors	Changes in Traffic Noise	n/a	Negligible
All receptors	Noise from Fixed plant installations	Suitable design and selection of plant/mitigation measures, including:	Negligible

11.4.4 Environmental Quality comments set out in Section 7.11 of this report have outlined noise impacts at both Construction Impacts and Operational phases of the development. Demolition and construction plant noise require careful mitigation, and although noise effects due to construction traffic and vibration effects are not predicted to be significant, clarification is being sought on whether all construction-related vehicles have been included in the assessment.

11.4.5 For the Operational phase (i.e. the completed development), the specialist officer's advice is that mitigation (additional insulation) would be required for residential properties particularly where they are within 100m of rail and road traffic noise sources. Vibration would also be an issue for any residential units that are to be within 100m of the rail line. External amenity is unlikely to meet criteria within the relevant British Standard, BS8233 and is considered a major adverse effect. The specialist officer has recommended that alternative site layouts should be explored to relocate the residential units further from the rail line towards the south to reduce risk of exceeding internal noise limits and vibration thresholds and to allow residents to have suitable external amenity space or alternatively, that good acoustic design principles can be applied so buildings can be orientated to screen noise from rail and road traffic sources.

11.4.6 While it is appreciated that a larger separation from railway noise sources could be provided to improve amenity of residents, it is noted from the specialist officer's comments that acoustic principles can provide this internally. For any external amenity spaces in closer proximity to this noise source, acoustic screening or shielding has been

successful on other sites and would be required here at the detailed design stage. The proposed location of the energy centre as provided for in Parameter Plan 6 at the northern end of Plot A would ensure that there is some separation between the residential component and railway line, and shared outdoor amenity space could be considered further south on the plot, at reserved matters / detailed design stage. This is indicated on the illustrative scheme drawing (although it must be stressed that this is just that, an illustrative scheme which is intended to illustrate that a development with the floorspace proposed can be successfully provided on the site).

11.4.7 It is expected that noise impacts for the demolition and construction phase will be subject to detailed conditions requirements, and that for the operational phase they will be subject to additional detailed assessment as part of the relevant reserved matters application(s). As noted above, EIA Regulations 9(3) and 25 provide that for further applications including those made in respect of conditions, planning authorities may require further information on matter a forming part of the Environmental Statement to ensure that a proper assessment of significant effects of the development on the environment is carried out. In this case, noise impacts will be of particular importance to both neighbouring residents and new residents at the site, and will allow for a robust approach to ensure that no significant noise impacts will result impinge upon their future amenities. In particular, the flexibility sought in the location of the substation as shown on Parameter Plan 6 will require particularly close scrutiny in order to ensure that noise effects are sufficiently taken into account when ensuring sufficient separation and acoustic screening from nearby receptors.

11.4.8 Noise impacts from A class uses have been largely overshadowed within the application by the much larger scale of the potential impacts from the data centre and Energy Centre. Comments from the Housing Enforcement Team and local residents allude to this impact, and it is considered that any restaurant or takeaway uses at Plot A should be provided for a detailed design stage to avoid later retrofitting with external flues and ventilation equipment. Due to their proximity to both existing and future residents, it is also considered that opening hours for all A class uses should be controlled to avoid opening at unsociable hours, and a condition to provide for this is recommended accordingly.

## 11.5 Daylight, sunlight and overshadowing

11.5.1 Chapter 9 in the ES contains an assessment of the effects of Daylight, Sunlight, Overshadowing and Solar Glare. Following submission of a revised Parameter Plan 3 (Building Heights, rev. B, received 12 June 2020) it was noted that height increases and decreases along Station Road that are included in this revised plan would require corresponding additional consideration and amendment to the Daylight, Sunlight, Overshadowing and Solar Glare Assessment (DSOSGA). This was received on 14<sup>th</sup> July, and was subject to additional neighbour consultation as outlined in Section 6 in this report.

11.5.2 The NPPF mentions daylight and sunlight only at paragraph 123; this states that if there is an existing or anticipated shortage of land for meeting identified housing needs that "...when considering applications for housing, authorities should 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...". The NPPF is silent on

the approach that should be taken if there is not an existing or anticipated shortage of land for meeting identified housing needs, although does seek to ensure that proposals provide a well designed environment.

11.5.3 There are no mandatory standards for daylight or sunlight to dwellings, but a number of publications provide guidance. The guidance documents give advice on minimum recommended average daylight factors (ADF) in habitable rooms in dwellings and give recommendations for sunlight to interiors, based on the percentage of annual probable sunlight hours (APSH).

11.5.4 Chapter 9 sets out that the completed development would result in a number of negligible to minor adverse effects on surrounding receptors, which are summarised as follows:

Receptor	Effect	Additional mitigation required	Residual Significance
<b>Demolition and construction phase</b>			
Surrounding Properties	Reduction in daylight and sunlight	n/a	Negligible - minor adverse
Offsite existing amenity areas	Overshadowing	n/a	Negligible
Road and rail users	Reflected solar glare	n/a	Negligible
<b>Completed development (operational phase)</b>			
50 & 52 Station Road, 104-109, 112-117 & 199-124 Scholars Walk	Reduction in daylight, no noticeable change to sunlight	n/a	Minor adverse
48 Station Road	No noticeable change to daylight, reduction to sunlight	n/a	Minor adverse
9 Station Road	Reduction in daylight, no noticeable change to sunlight	n/a	Minor adverse
26 and 28 Meadfield Avenue	Reduction in daylight, not relevant for sunlight	n/a	Minor adverse
54, 56, 58, 60 Station Road and 1-6, 8-12, 14, 16-21 & 23-28 Scholars Walk	No noticeable change to daylight and sunlight levels	n/a	Negligible
Offsite existing amenity areas	No noticeable impact to overshadowing	n/a	Negligible
Road and rail users	Reflected solar glare	Use of non-reflective	Negligible - minor

		materials for the external facades	adverse
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- 11.5.5 An additional modelling study has been undertaken to assess the impacts of these changes, and is presented in the EIA Addendum Appendix 2. The additional study concludes that the changes to the maximum extents building envelope within Plot A will not have a material effect on the findings within the November 2019 ES for daylight, sunlight overshadowing or solar glare, which found that the development is of a scale and height that would not be harmful in sunlight and daylight terms towards adjoining or adjacent developments.
- 11.5.6 The application notes that potential adverse effects associated with daylight, sunlight and overshadowing during demolition and construction would gradually increase in magnitude as the massing of the proposed development is erected. Although the effects would be noticeable, such effects would be less than that of the completed development.
- 11.5.7 Potential solar glare effects were also included in the Chapter 9 assessment, and could result at the point at which the proposed development's cladding is fixed. The adverse effects associated with solar glare would therefore be negligible until the development is nearing completion. It will be particularly important to ensure that the choice of materials for the building facades are non-reflective, to ensure that any such effects are minimised. This will be particularly important in the case of drivers on both the adjacent road and the railway. While the latter is north-east facing, solar glare could potentially result from reflective materials during earlier part of the morning and during the longer months of the year, when the sun rises in the north-east. Use of green walls for the data centre, and brick or other non-reflective materials for vertical surfaces in the road frontage blocks, would assist in this respect. These can be secured by condition.
- 11.6 Townscape and visual effects
- 11.6.1 A Townscape and Visual Impact Assessment (TVIA) was submitted as Volume 2 in the ES, and was amended to reflect the changes in maximum building height envelope as provided for in the amended Parameter Plan 3. Additional views were also sought in the Council's EIA Regulation 25 further information request. The additional views requested were sought in order to provide closer views of the site, particularly along Station Road from the north and south and an additional closer view along Alderbury Road, and also from the north adjacent to the locally listed Langley Railway Station. The applicant has responded to advise that the additional views are not required within the scope of TVIA methodology, but has nevertheless provided the majority of the views. The additional views showing the site as background to Langley Station were not provided, citing difficulties obtaining permission from TfL to access the land. (It is noted that Network Rail is likely to be the correct body to provide this landowner permission.)
- 11.6.2 The ES explains that a townscape assessment is the systematic description and analysis of the features within the townscape which make up the character of localities and create a particular sense of place. A visual assessment considers impacts of development proposals on visual receptors - viewers of and within the townscape,

with typical locations for visual receptors including homes and businesses, public buildings, transport routes, Public Rights of Way and other public open spaces. The significance of effect thresholds for townscape and visual effects is then determined by considering the sensitivity of the receptor alongside the magnitude of effects that would be experienced from a development proposal.

11.6.3 The assessment of townscape effects is based on a bespoke characterisation of townscape character areas, which identified eight Townscape Character Areas (TCAs) within the surrounding area. These are:

- TCA 1: Business Park and East Berkshire College
- TCA 2: Semidetached Residential
- TCA 3: Heathrow World Distribution Centre
- TCA 4: High Street and Kedermister Park Residential
- TCA 6: Langley New Town
- TCA 7: Transitional Lowland
- TCA 8: Lower Valley Floor

A Townscape Character Area Plan that shows these areas will be provided in the Planning Committee PowerPoint presentation. This can also be viewed on-line page 35 in Volume 2 of the Environmental Statement, along with individual plans of the eight TCAs.

11.6.4 The assessment of visual effects was based on a Zone of Theoretical Visibility (ZTV) plan, which models the full range of potential viewpoints within an area up to and well in excess of 2.5km of the site, taking into account obstructions which would essentially screen out views of the site from many points and localities with the assessed area. Ten viewpoints were then selected as visual receptors in the assessment. These provide potentially wide views of the proposed building envelope, albeit that these views are restricted by objects such as buildings and trees which are located between the viewpoints and the application site. The building envelope in these views represented include the maximum heights and widths as shown in Parameter Plan 3, so in all likelihood visually overstate the extent of the volumes of built form, and are therefore a “worst case” scenario as viewed in any given direction. The views chosen TVIA provide a reasonably representative range of the more distant viewpoints from around the site, but do not illustrate the potential bulk of buildings in views from closer to the site’s vicinity of the site. The viewpoints and their proximity to the application site are:

	<b>Distance from site</b>
1. View NW from Meadfield Ave	75m
2. View W from Mead Ave at the junction with Harvey Road	180m
3. View N from Langley High Street	630m
4. View from NW from Parlaunt Road/ North Park Road	1110m
5. View SE from Station Road	120m
6. View E from Alderbury Road	610m
7. View SE from public footpath WEX/13/2	610m
8. View NE from Langley Memorial Ground	370m
9. View NW from Eden Close Green	1420m



	Space	
10.	View SW from Mansion Lane	1170m

11.6.5 For the purposes of EIA, the Townscape Character Areas are the receptors of townscape effects, while the sample viewpoints are the receptors in the consideration of visual effects.

11.6.6 The TVIA process recognises that new development will, over time, meld into its surroundings to a greater or lesser degree as landscaping within and outside the development site matures. This is reflected in the assessment of both townscape and visual effects are considered for the operational phase, which are projected for the completion of the development (Year 1) with the residual effects for the operational phase projected to Year 15 following completion of the development.

11.6.7 *The magnitude of townscape effects during construction would be greatest for the two closest TCAs, where the effects are assessed as 'medium' for TCA1 and 'large' for TCA2. Significance of effects during the construction phase was assessed as **minor adverse** for TCA1 and **moderate adverse** for TCA2. For the operational phase (Year 1) , both of these TCAs will experience **minor adverse** visual effects, with residual effects at Year 15 described as **negligible adverse** for TCA1 and **minor adverse** for TCA2. Townscape effects on the other TCAs will be low overall.*

11.6.8 *The magnitude of visual effects during the demolition and construction phase was assessed as 'large' at Viewpoints 1 and 2, 'medium' from Viewpoints 4, 5, 6 and 8, and small from the remaining viewpoints. Significance of effects during the construction phase was assessed as **moderate adverse** for Viewpoints 1, 2 and 6 while for the operational phase (at Year 1) this would be experienced as **minor adverse** at Viewpoint 1 and **moderate adverse** at Viewpoints 2 and 6. At year 15 these effects will have diminished to **negligible beneficial** at Viewpoint 1 and **minor adverse** at Viewpoints 2 and 6. Visual effects are of a lesser order at the Viewpoints, with some (3 and 10) assessed as **minor beneficial** by Year 15.*

11.6.8 The TVIA also notes the following designated heritage assets:

- The St. Mary's Church conservation area, approximately 700m to the west of the application site;
- The St Bernard's School conservation area, approximately 2km to the west;
- The Grade II listed Langley Hall, approximately 200m south-west;
- The Grade II Langley War Memorial, approximately 350m to the south;
- Two Registered Park and Gardens; Langley Park, which is located approximately 1.4 km to the north-west of the application site, and Ditton Park approximately 1.6 km to the south-west; and
- a scheduled monument approximately 2.5km to the east, described as 'Two Concentric Ditches / Crop Marks'.

No specific analysis of effects was included for these heritage assets. However, it is considered that the TVIA successfully demonstrates that the development would have no significant effects on any of the above assets. The locally listed Langley Railway Station, adjacent to the site, was however not considered in the analysis.

11.6\_ In the absence of the detailed matters of layout and scale within this application, the additional closer views provided by the applicant in response are of some value in assessing the potential visual impacts of scale, particularly in more public viewpoints of the site from the north and west, including the Station Road frontage. Considered alongside Parameter Plan 3, it is noted that the increased heights along the Station Road frontage, particularly along the northern part of this frontage, could result in pronounced visual impacts. This is considered further in the discussion on appearance in Section 12 below.

## 11.7 Cumulative impacts

11.7.1 As noted earlier in this report, there are two types of cumulative effects:

- Intra-project effects can occur through the interaction of different environmental effects. Considered together, these may have a greater effect than when considered in isolation within the same project; and
- Inter-project effects, which can occur where incremental changes caused by other development occurs in combination with the proposed development, resulting cumulative effects resulting in a greater adverse effect from one or more impact.

11.7.2 There are potential intra-project cumulative effect interactions with existing residential occupants in the surrounding area during the demolition and construction phase of the development. These result from construction noise and vibration, loss of daylight / sunlight amenity, and air quality effects that could include increased dust levels and PM<sub>10</sub> emissions from demolition and construction works and increased PM<sub>10</sub> and NO<sub>2</sub> concentrations from vehicle emissions. These would be managed by on-site measures including the Construction Environment Management Plan (CEMP) and Construction Traffic Management Plan (CTMP). Given that the construction programme would be temporary and relatively short in timespan, and the adoption of the CEMP and CTMP mitigation frameworks, the combined intra-project effects would be result in a temporary, **Negligible - Moderate Adverse** effect.

11.7.3 For the completed development there are minor individual effects for existing residents as a result of an increase in population and reductions in daylight and sunlight levels. However, it is not considered that this would interact to result in combined or cumulative effects.

11.7.4 In considering cumulative effects alongside those from other development proposals, the criteria used to identify other projects have similar criteria to those used to identify EIA Schedule 2 'Urban development projects', and which in addition are

- within 1 km of the site boundary, or
- spatially linked to the application site by the local road network, or
- Visible in protected and important views to and from the application site.

11.7.5 The assessment undertaken did not identify any cumulative schemes within these criteria, and cumulative or inter-project effects are therefore not expected to result from the development. As noted in Section 4 of this report, if outline planning permission is granted the reserved matters application or applications will be 'subsequent applications' in EIA terms and as such these may require further environmental assessment. Subject to the timing of both the reserved matters applications and of any

other projects which may fall into the 'cumulative' category at that time, further assessment of cumulative impacts may therefore be required as part of the reserved matters application(s) for this development.

## **12.0 Issues outside the EIA**

12.1 A number of key issues while significant in terms of the potential impacts of the proposal on the surrounding area are not matters for or in the Environmental Impact Assessment, and are addressed in separate technical reports and in the Design and Access Statement. These include issues that were considered for their environmental significance during the scoping assessment, but which were scoped out.

### **13.0 Impact on the character and appearance of the area**

13.1 The National Planning Policy Framework 2019 paragraphs 124 – 131 encourage new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

13.2 The application states that the detailed design of the proposals would proceed in accordance with a Design Coding approach. The Design and Access Statement (DAS) includes Design Guidelines although given that the application is in outline these are necessarily at an early stage of development. The DAS also includes an illustrative landscape scheme which shows ambitious landscaping plans that incorporate biodiversity improvements, along with the replacement of the large number of trees which would be removed from within the site. The illustrative landscape scheme also includes guidelines for the development of footpath enhancements within the land provided for this purpose in Parameter Plan 4.

13.3 The illustrative proposal is helpful in showing the extent of what could be achieved within the proposed development parameters, although it is noted that the maximum floorspace proposal for Plot A would only be achieved either by building additional residential floorspace in the location proposed for the Energy Centre (and instead of it), or alternatively it may be possible to provide additional floors within the road frontage blocks as shown in the illustrative scheme, by building these blocks to the full height of the lift overruns shown in this scheme. This may then allow the full floorspace provided for in the application description for Plot A to be provided, in conjunction with the provision of the Energy Centre.

13.4 While the illustrative scheme is helpful in showing a scheme that could come forward under the outline application description, it is therefore not considered that this is fully indicative of the type of development that could come forward under a scheme that is designed to the maximise the development opportunities provided by the maximum building heights in Parameter Plan 3.

13.5 Due to concerns with building bulk on Station Road and the northern boundary of the site, where excessive bulk could impact on the setting of the locally listed Langley Railway Station and the ability to deliver northern footpath improvements in compliance with Secure by Design standards, an Urban Design Framework was requested in the Council's Regulation 25 further information request. This has not been provided at this stage. It is considered that this matter requires further detailed

consideration to be undertaken. This that this can however be provided for by the following:

- a condition, which is recommended to provide for the submission and approval of the proposed Design Code ahead of the reserved matters being submitted and determined, and
- a financial contribution is recommended within the section 106 agreement to provide independent urban design advice through Design South East or another urban design practitioner on the Design Code when it is submitted.

13.6 It is noted also that the application has not yet been subject to an external design appraisal on behalf of the Council.

13.7 Particular attention will be required within the Code to ensure that:

- (i) As the most public face of the development, the Plot A development should reinforce the qualities of existing buildings and townscape to provide an appropriate streetscape in this part of Station Road, as provided for in the relevant objectives in the Site allocations DPD and the emerging Local Plan and noted paragraphs 10.1.3 and 10.1.4 above. it will also need to consider amenity provisions and effects on amenity for residents.
- (ii) On the northern side of the site, the Code must:
  - provide a suitable setting for the locally listed Langley Station. in line with Saved policy EN17, which requires special consideration to be given to the retention, enhancement and appropriate refurbishment of locally listed buildings and their settings.
  - Provide the proposed public footpath enhancements to Secure by Design standards.
- (iii) For the western and southern sides of the development, the Code will:
  - Ensure retention of the majority of existing planting within Open Space Zone and provide substantial replacement planting for any of the existing trees that are lost.
  - Pay particular attention to the south-facing elevations of buildings located in the south-western corner of the site, which is within Plot A.
  - Provide appropriate elevational treatment for the data centre on these elevations.

13.8 Subject to the above requirements being achieved, it is considered that the outstanding issues related to design scale and layout can be successfully resolved.

#### 14.0 Impact on amenity of neighbouring occupiers

14.1 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.

14.2 A significant number of residential properties share boundaries with the

application site, and others are in relatively close proximity. The closest dwelling to the site and the proposed development is 9 Station Road which has a side and rear extension that abuts its side boundary. Those at 2 - 30 Meadfield Avenue (evens), 27 – 65 Meadfield Road and 3 – 67 Mead Avenue (odds) all share their rear boundaries with the site, and 1 Mead Avenue is also separated from the site boundary by less than 5 metres. On the opposite side of Station Road, properties at Scholars Walk and 48 – 60 Station Road (even numbers) are located at distances of 20 to 30m from the western road frontage to the site.

14.3 These properties will experience varying degrees of impact both during the demolition / construction and operational phases of the development. Environmental impacts on the development including socio-economic impacts, air quality, noise and vibration, daylight and sunlight, and townscape / visual impacts have been considered in detail in the ES and are discussed in Section 11 of this report. The majority of these impacts will be controlled by conditions, although the townscape impacts will be permanent and some loss of daylight, whilst not considered to be environmentally significant, will also result from the development. It is considered that the Design Coding approach can be used to ensure that the outlook for properties opposite the site on Station Road will be enhanced by high quality buildings and landscaping, together with retention of the more significant trees in this part of the site.

14.4 For the properties that share boundaries with the site, it is noted that 9 Station Road and 26 / 28 Meadfield Avenue are likely to be the most affected by proximity to new buildings. The potential building envelope in Parameter Plan 3 provides a minimum 5m set back from these residential boundaries. The design and siting any building in the southern part of Plot A will need to be managed to ensure that any additional impacts on these properties remains within acceptable limits. The other properties at Meadfield Avenue and those in Meadfield Road and Mead Avenue will back onto the Data Centre, which will be set a minimum of 30m back from these adjacent residential boundaries. As noted in a letter from one of these residents, the applicant has proposed bunding inside their boundary. This would be within the area defined as the Open Space Zone within Parameter Plan 2. It is understood that an internal security fence and landscape screening could be provided on any bunds, and that dense planting in this area could also be incorporated into the ecological improvements for the site. While it would be important to ensure that any demolition materials to be used within this bunding is properly tested to ensure that it contains no contamination, this would provide both acoustic screening and additional visual screening for residents in these properties, and any long-term impacts on their amenities are likely to be very limited, and balanced by the improvements in outlook that would result from improved landscaping within the Open Space Zone.

14.5 In order to manage any issues arising particularly during demolition and / construction, a complaints process and register will be provided for by a condition.

#### 15.0 Sustainable design and construction

15.1 The NPPF 2019 seeks to promote high levels of sustainability, and to avoid increased vulnerability to climate change through planning of green infrastructure and reducing greenhouse gas emissions.

- 15.2 Paragraph 153 in the NPPF sets out that:
- In determining planning applications, local planning authorities should expect new development to:*
- a) *comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
  - b) *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.*
- 15.3 While directed towards plan-making, NPPF paragraph 151 seeks an increase in the use and supply of renewable and low carbon energy and heat, through
- b) *...identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and*
  - c) *identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for collocating potential heat customers and suppliers.*
- 15.4 Core Strategy Policy 8(1) requires all development to include measures to:
- a) *Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;*
  - b) *Recycle waste;*
  - c) *Generate energy from renewable resources where feasible*
  - d) *Reduce water consumption; and*
  - e) *Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.*
- 15.5 This approach is updated in 2017, in Council's Developers Guide Part 2 *Developer Contributions and Affordable Housing (Section 106)*. This requires that non-residential development of 1,000 sq metres and above should achieve the following energy standards:
- 1 *Design and construct to achieve a BREEAM rating of Very Good or excellent. Commercial Development of 10,000 sqm or more will be expected to achieve a BREEAM rating of excellent....Submission of proof of compliance will be required at the design and completion stage.*
  - 2 *Low or Zero Carbon energy - include energy generation capacity from low or zero carbon sources either on site or in the vicinity of the site. For off site provision the energy generated should be linked to the development i.e. district heating or combined heat and power. An appropriate amount is 10 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).*
- 15.5 Separate Energy and Sustainability Statements were submitted with the application. As the Energy Centre is an important component of the proposals for Plot A, the following discussion looks first at energy efficiency and then at the Energy Centre itself and how it fits into the overall energy strategy for the site, and then at other sustainability features and issues within the development.
- Energy efficiency*
- 15.6 The overall approach to Energy and minimising CO2 emissions is set out in the Sustainability Statement, as follows:

- *Adoption of an energy hierarchy based on the 'Be Lean, Be Clean, Be Green' principles;*
- *Operational energy will be minimised by limiting solar and conductive gains through façade optimisation for the Data Centre;*
- *Passive design measures, such as maximising daylight and natural ventilation, will be considered, if feasible for the residential and commercial spaces;*
- *Specification of energy efficient building fabric in line with current requirements stipulated by Building Regulations Part L 2013;*
- *Through the provision of space and infrastructure the Data Centre will be designed to allow the potential for heat from the data halls to be collected and reused in a district heating network via an energy centre, rather than being rejected to atmosphere. This provides the potential for the waste heat to be supplied to planned residential developments in the Northern Extension, together with the nearby hospital & college;*
- *Photovoltaics and air source heat pumps will be further investigated as a potential renewable energy source for the residential and commercial areas;*
- *Air handling units with low specific fan powers shall be selected to reduce the energy required to supply air to all rooms that require mechanical ventilation;*
- *Heat recovery shall be used for all supply and extract systems with a summer by-pass to ensure that energy is recovered from exhausted / expelled sources where possible;*
- *High efficiency LED lighting will be specified across the development and lighting systems shall be controlled by occupancy and daylighting sensors where suitable;*
- *High efficiency gas fired boilers, air source heat pumps or heat interface units (HIU) fed from a district heating main will be considered to meet the heating and hot water requirements for the non-residential and residential areas along the Station Road frontage;*
- *Computer Room Air Conditioning (CRAC) units with heat rejected through chillers, hybrid dry air coolers and a district heating connection via plate heat exchangers will be considered to provide cooling to the Data Centre;*
- *An automatic metering system will be provided for the Data Centre, allowing monitoring of all loads and power usage;*
- *Energy meters and sub-meters will be provided for the residential and non-residential units to monitor operational energy usage.*

15.7 The Statement also sets out that .... *during construction, the Main Contractor will be required to monitor, meter and report upon monthly energy use from site activities and from site transport against set targets. The Main Contractor will promote best site practices to minimise energy use as far as practicable.*

15.8 Following a consideration of the range of low/zero carbon technologies available for the development, the Energy Statement states that the following on-site low-carbon energy supply options will be investigated in the detailed design of the buildings to inform the subsequent Reserved Matters Applications:

- Photovoltaics
- Air source heat pumps
- Cooling via heat rejection into District Heating network

### *The Energy Centre*

- 15.9 The proposed Energy Centre is a key feature of the potential sustainability of the scheme, in that it would allow heat recovery and reuse of a significant energy resource that would otherwise be lost to the atmosphere. However, the possible sites for end use that are identified in the application are understood to have had recent low-carbon energy provision installed, in the case of Wexham Park Hospital, or not confirmed for inclusion in the relevant Local Plan. (In the case of the proposed Northern Extension, this is the proposed South Buckinghamshire Local Plan or any other replacement statutory planning document for the new Buckinghamshire Council.) Discussions on this topic have therefore centred around whether the Energy Centre would be able to provide waste heat to a future District Heating Network (DHN) to deliver heat to other sites in the Borough.
- 15.10 The Energy Statement stresses that the selection of the cooling system will be crucial to the future efficiency of this aspect of the scheme, and sets out that
- “ The Data Centre has been designed to allow heat from the data halls to be collected and reused in a district heating network via an energy centre (by others), rather than being rejected to atmosphere. This significantly reduces the energy requirements, both to provide cooling to the data centre and heating required by the local properties that will be connected to the planned district heating scheme.... If delivered, this would significantly decrease the environmental impact of the Data Centre.”*
- 15.11 The Energy Statement also sets out that the European Code of Conduct for Data Centre Energy shall be used in minimising the energy consumption and associated carbon emissions of the proposed scheme. The Code is described in the Statement as a voluntary initiative which is intended provide guidance that will assist in limiting the further impacts of development-related environmental, economic and energy supply security and consumption within the data centre sector.
- 15.12 While current Council guidance requires non-residential development on the scale proposed to reach BREEAM ‘excellent’ standard, the Energy Statement sets out that data centres also measure their energy efficiency in Power Usage Effectiveness (PUE). The ideal value is 1 PUE although the average PUE value can be much higher - around 2.0 according to the European Code of Conduct for Data Centre Energy website. Reference to that website shows that current industry best-practice, using examples from France, the Netherlands and the UK, can give a PUE of between 1.04 and 1.25. The UK example, which is in Lincoln, has a target PUE of 1.1, with heat recovery and reuse being a contributor to this high level of energy efficiency.
- 15.13 At this stage the applicant’s offer regarding the Energy Centre are twofold:
- (i) to provide the heat from the Data Centre to the Energy Centre at zero cost, and
  - (ii) to sell the land to Slough Borough Council at a nominal sum, so that the Council would then take on the responsibility for building and running the Energy Centre (or alternatively could enter into an agreement with a third party provider to do so).



- 15.14 Very early investigations have been carried out during the course of this application that seek to establish whether a District Heating Network would be feasible in this part of the Borough, which have been generally positive; however it must be stressed that this work is at a very early stage and substantial further work is required to confirm this feasibility.
- 15.15 On the basis of the information provided with the application, it is unclear as to how energy efficient the data centre would be without the energy centre. This would need to be considered as part of the overall design strategy for the data centre at reserved matters stage. In line with policy and guidance on low carbon energy at both national and local level, it is considered that in order to be acceptable the data centre would need to achieve an exemplary level of energy efficiency, include a PUE that matches the industry best-practice as well as the more generally applied BREEAM 'excellent' standard for all non-residential commercial developments. As part of the overall non-residential offer in the development, this BREEAM standard will also apply to the commercial development on Plot A. This can be secured by condition. In regards to the applicant's offer to sell the land to the Council to build and operate the Energy Centre at a nominal sum, this cannot be relied upon at this outline stage to ensure that the development will reach the required standard. It is therefore recommended that, unless it can be demonstrated at reserved matters stage that the development can meet the required standards without the Energy Centre, that the relevant condition provide for an alternative scheme that makes acceptable compensatory provision in the form of or towards the proposed Energy Centre and / or district heating network as part of the overall package of sustainability, energy efficiency and low carbon measures to be provided. This can also be provided for in the section 106 agreement by making provision for financial contributions for (i) the design and construction of the energy centre, and (ii) to ascertain the feasibility of the energy centre providing distributed heat outside the site, albeit that the trigger for any such financial contributions would be the detailed design and fit-out of the Data Centre and that it cannot demonstrate compliance with the required standard.
- 15.16 The applicant's proposal to sell the land for the Energy Centre to the Council would be time limited. While five years has been suggested as an appropriate period for this, if the agreement is to proceed on this basis it is considered that a longer period of up to 10 years should be included in the agreement. This is because the applicant's proposal would be likely to see a delay in the delivery of the Energy Centre as it would also be necessary for the section 106 agreement to provide sufficient time for district heating networks to be properly planned and for the Energy Centre to be built.
- 15.17 The Energy Statement also proposes the use of air source heat pumps for the road frontage development on Plot A, and photovoltaics on the Plot B Data Centre. There are draw-backs to both proposals. While it is noted that the Plot A development could come on stream before the Energy Centre is constructed, it is advisable for any development that could benefit from connection to a district heating network (DHN) at a later date, should provide a communal heat network that allows a single point of connection. This is in order to facilitate later connection to DHN by avoiding a more costly retrofit that would be required for this connection if a non-centralised system is used.
- 15.18 The Data Centre proposals allow for use of much of the roofspace for plant

including back-up generators, although siting on the northern side of the site adjacent to the railway line in the detailed design of the site could possibly remove this need. If roofspace is to be used primarily for back-up generators and associated plant this would limit the renewable generation capacity within this part of the development.

*Other sustainability considerations*

- 15.19 The submitted Sustainability Statement sets out the proposed development's performance against policy, industry best practice and standards across its full lifecycle. This covers the design, construction and operation of the Proposed Development and includes eight thematic areas:
- Energy and CO2 emissions
  - Water
  - Materials
  - Waste
  - Pollution
  - Health and Wellbeing
  - Ecology
  - Transport

The Sustainability Statement is intended to provide verification that the design of the proposed development is in accordance with the sustainability objectives of relevant planning policy at all levels and is a 'good practice' example for sustainable design.

- 15.20 Conditions are recommended to ensure that the potential for sustainable development as set out in the Statement is maximised.

16. Flood Risk and Surface water drainage

- 16.1 A Flood Risk Assessment is included in the Technical Appendices to the ES, along with a separate Drainage Strategy. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding, and is also at very low risk surface water flooding.
- 16.2 A Ministerial Statement from December 2014 confirms the Governments commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of "flash flooding". Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.
- 16.3 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2019 require development to be directed away from areas at highest risk off flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 16.4 The Drainage Strategy sets out that proposed development will use Sustainable Drainage Systems (SuDS) with the following features:
- Surface water will be stored within below ground attenuation tanks with gradual release to a surface water sewer.
  - Swales, rills, rain garden(s), rainwater harvesting and permeable paving will be will considered.

- Petrol interceptors will be provided within the car parking areas.
  - The water demand for landscape irrigation will be minimised through good practice design and specification. Measures to be considered include irrigation using recovered water from rainwater collection.
- 16.5 The Council's drainage consultant has requested further information on the drainage scheme, and it is considered that these issues must be resolved before planning permission can be granted.
- 17.0 Ecology
- 17.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 17.2 An Ecological Impact Assessment is included as Appendix 2.3 of the EIA Technical Appendices, which includes details of a Phase 1 habitat survey. This identifies that habitats within the site are limited, although the belts of trees within and around the site boundaries offer opportunities for bird nesting and invertebrates. Creation of the new habitats that are proposed, if properly managed, will develop species diversity over time and the Council's consultant ecologist has advised that the scheme may lead to a 'performance' exceeding the mandated credit target (which would become 'environmental net gain'). The proposed enhancements (EclA 2019) should be incorporated within a Habitat Ecology Management Plan, and carried forward into the future scheme management for the next 5 years through suitably worded conditions that provides for appropriate enhancements.
- 17.3 The closest identified non-statutory designated site is the Queen Mother Reservoir Local Wildlife Site (LWS), which is designated for its amenity and ornithological value, is located 0.98km to the south of the site. The site is not within any statutory designated sites for ecological value such as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Areas of Conservation (SAC) or Ramsar Sites, nor are there any located within a 1km radius of the Site. As stated in the Environmental Statement the area falls within the SSSI Impact Risk Zone (IRZ) of Staines Moor, Wraysbury Gravel Pits SSSI, Hyth End SSSI and Arthur Jacob LNR. Natural England has been consulted with particular regard to the closest designated sites and has provided a response with no objection raised.
- 17.4 All birds and their nests are protected from harm and destruction under the Wildlife and Countryside Act 1981 (as amended). A condition to ensure that clearance is undertaken outside of the bird-nesting season (March to September inclusive for most British bird species), is recommended. If the clearance works are to be undertaken from March to September then an ecologist should undertake a check for nesting birds immediately prior to any vegetation being removed.
- 17.5 The proposal is considered acceptable in ecology terms subject to conditions which would also require the provision of the enhancements proposed within the Ecological Impact Assessment. Another condition

will require that, if commencement is delayed it may be necessary to carry out additional surveys before demolition commences, and for any additional mitigation required as result of the survey(s) to be provided.

18.0 Housing supply

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

18.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). 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

18.3 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 would make a welcome contribution to the supply of housing.

18.4 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.

18.5 The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in Table 39 the following percentage mixes within Slough (rounded for each unit size and tenure):

	1 bed	2 bed	3 bed	4 bed	Totals by tenure
Market	5	19	57	20	100
Affordable Home Ownership	33	32	26	10	100
Affordable Home Rented	44	27	25	4	100

18.6 The housing to be provided is intended to be 100% affordable. In accordance with the Council's policy requirements in regards to mix, and in line with current housing need, it is expected that the flats will be

predominantly larger units.

- 18.7 In accordance with the emerging local plan five percent provision of wheelchair accessible units (to Part M4 (3) of the Building Regulations) would be sought, and this would be secured by a condition.
- 18.8 It is considered that the proposals would assist in meeting the broad housing mix requirements set by The Emerging Local Plan for Slough 2016-2036 and in the provision of 100% affordable housing onsite, substantial positive weight is given in the planning balance.
- 19.0 Affordable housing
- 19.1 The NPPF 2019 at paragraph 62 requires that *planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.*
- 19.2 Core Policy 4 provides for residential developments for 15 or more dwellings to have between 30% and 40% of the dwellings as social rented units, along other forms of affordable housing, with the affordable housing should to be secured by a section 106 planning obligation. The Council's updated Developer Guide Part 2, (September 2017) requires developments of 25 to 69 units to make a 30% on-site provision of affordable housing (split between Slough Affordable / Social Rent, Slough Living Rent Intermediate). However, in this case the uplift in land values associated with the creation of a data centre has provided scope for residential development with up to 100% affordable housing on the site. This is a clear benefit of the scheme, which is considered to be strongly weighted in the planning balance.
- 19.3 The Council's section 106 guidance Part 2 *Developer Contributions and Affordable Housing* (Section 106) notes the high levels of housing need for disabled residents across all tenures. A requirement is set for 5% of homes on all developments of 25 or more dwellings to be wheelchair accessible, and in order to ensure that an acceptable proportion of the flats in this development are built to disabled access standards a condition is recommended to ensure that a minimum of two flats in the development are provided to Part M4(3) standard (wheelchair user dwellings).
- 20.0 The amenities of the development for future occupiers
- 20.1 At reserved matters stage, all flats will be required to demonstrate adequate ventilation, sunlight and daylight access and to comply with the internal minimum floor area standards set out in the Council's SBC Developers Guide Part 4 supplement (November 2018) *Space standards for residential development*, including storage space.
- 20.2 Provision will be sought for a Local Area of Play within the site, and a financial contribution will be sought for off-site amenity space, as provide for in the Developer Guide Part 2 Section 106 Guidance at the rate of £300 per flat, where no on-site provision is made.
- 21.0 Safe and Accessible Environment
- 21.1 Paragraph 91 of the NPPF 2019 states that planning policies and

decisions should aim to achieve healthy, inclusive and safe places which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

21.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

21.3 While no comments have been provided by the Crime Prevention and Design Advisor at this stage, the proposals will be required to meet Secure by Design accreditation, in accordance with the recommended condition. Potential safety issues have been identified with the existing footpath adjacent to the northern boundary, and the footpath enhancements in the northern part of the site are expected to be particularly beneficial in combination with this requirement. Provision of CCTV for this and other publically accessible parts of the development will also assist in meeting this accreditation, and will be secured in the section 106 agreement.

21.4 The application can therefore be made acceptable in terms of avoidance of crime and providing a safe and accessible environment.

## 22.0 Fire Strategy

22.1 The NPPF 2019 does not have any policies relating to fire safety; this is normally considered under Building Control rather than planning. However, a fire strategy is recommended by condition.

## 23.0 Highways/transport and parking

23.1 Paragraph 108 states that in assessing planning applications it should be ensured that:

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

23.2 Paragraph 109 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 states that development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be

designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 23.3 Core Policy 7 requires new development to be located in the most accessible locations and reduce the need for travel, and Policy H11 provides for change of use of existing commercial properties to residential use subject to a number of criteria including that  
*b) any parking provision meet the aims of the integrated transport strategy.*
- 23.4 The Transport and Highways officer has provided detailed comments which are set out at Section 7.16 above. The main points are set out below.
- 23.5 The site's proximity to Langley Rail Station provides convenient access to rail services for future residents and employees at the site. Bus services are accessible from stops on Station Road and Harrow Market, and the proximity to this District Centre will also provide future residents and employees to be able to access to key amenities on foot.
- 23.6 The development will have a single point of access for residents, employees and users of the retail units alike, in the form of a simple priority junction which will be proposed in place of the current junction on Station Road and in approximately the same location. It is intended that a separate lane will be provided in each direction, entry and exit, with tactile paving and dropped kerbs to either side of the junction and a central refuge island for pedestrians. It is envisaged that, in addition, there will be a single point of entry within the site, from the access road within Plot A to the data centre which as discussed elsewhere in this report will located be in a secure compound.
- 23.7 Subject to this limitation being set on site permeability, the remainder of the internal layout is intended to be as permeable as possible to pedestrians and cyclists, in order to encourage sustainable travel, although it is recognised that suitable footways will be provided. Separate accesses will be provided within the site for the secure rear car park and for the Data Centre.
- 23.8 When considering an appropriate level of car parking to provide, reference has been made to the Council's Transport and Highway Guidance Developer's Guide Part 3 and the site's location adjacent to Langley Rail Station, residential car parking is proposed on the basis of 1 car parking space per 1 bed flat, 1 – 2 spaces per 2 bed flat and 2 car parking spaces for 3 bed units. This will be provided within a secure car park to prevent unauthorised access.
- 23.9 The application notes that data centres typically have a low employment density when compared to other commercial land uses, and that the Council's car parking standards will therefore overestimate the number of car parking spaces required by the future occupiers of the Data Centre. It is therefore proposed that car parking will be provided with 1 space per 2 Full Time Equivalent (FTE) staff members.
- 23.10 As submitted, it is the application's intention that the A class uses to be provided on Plot A will not be provided with visitor parking, with the exception of two disabled parking spaces. It is intended that these spaces will be provided along the site access road and will be accessible

to all visitors of the site. It is noted that this location is unlikely to be ideal for wheelchair users and many other disabled drivers and passengers, and this aspect of the scheme will be revisited at reserved matters stage. Three spaces are proposed for employees, and will also be provided within the secure car parking area which will be used primarily by residents. It is also proposed that a car club space will be provided along the access road. The extent of this provision has been queried with Highways Officers, and their response will be included in the Amendment Sheet to be issued prior to the Planning Committee meeting.

- 23.11 The application sets out that high quality, secure cycle parking will be provided for each land use in the development, including lockable stores for residents and employees and visitor cycle parking spaces within the public realm along the street frontage. Visitor parking spaces will be covered where possible to protect bicycles from the elements.
- 23.12 It is proposed that two loading bays will be provided along the Station Road frontage, to be provided off the main carriageway as shared-surface facilities within the Station Road public realm. This is intended to ensure that the entirety of the public realm can be used when the loading bay is not occupied, to improve the pedestrian environment. Further advice is being sought from Highways Officers on this point, and this feature may only be possible if it can be provided in conjunction with the Council's road widening proposal on Station Road. It is expected that the acceptability of this feature will be determined at reserved matters stage.
- 23.13 The application includes separate Travel Plans and Delivery and Servicing Management Plans for the Plot A / Station Road frontage development and the Data Centre to be secured prior to occupation. Subject to any changes required by Highways Officers, the Travel Plans will be secured by a Section 106 Agreement while the Delivery and Servicing Management Plans can be secured by conditions.
- 23.14 A car park management plan, detailed service delivery plan and a construction management plan will need to be secured as conditions.
- 23.15 The site is impacted by road widening proposals which are being considered by the Highways and Infrastructure Team. The proposals has been provided for in the building envelope plans for Plot A (in Parameter Plan 3), which have been amended during the course of the application to increase the set-back from the Station Road frontage. Land for the road widening will be secured by the Section 106 agreement.
- 23.16 Recognising that HGV traffic movements to and from the site will decrease very significantly if the application is approved and implemented, Highways officers have advised that additional mitigation for highway impacts will be limited to securing and monitoring the Travel Plans for the site.
- 24.0 Impact on Heritage Assets including Archaeology
- 24.1 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special



architectural or historic interest which it possesses. As a consequence the desirability of preservation must be given considerable importance and weight in the decision making process.

- 24.2 Paragraph 190 of the NPPF 2019 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 24.3 Paragraph 199 of the NPPF which states that local planning authorities should "...require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible".
- 24.4 Berkshire Archaeology has commented that there are potential archaeological implications associated with development in this area due to adjacent spot finds of Iron Age and Roman material, with potential interest in the wider area. A desk based archaeological assessment should therefore be undertaken in order to identify areas of land that had been impacted least by past development, in order to direct an archaeological trial trench evaluation. However, given the past development impacts it is likely that any archaeological material that has survived is unlikely to merit preservation *in situ*. Therefore archaeological mitigation can be undertaken following the grant of any development proposals, in line with an approved Written Scheme of Investigation.
- 24.5 There are no statutorily listed buildings within the Site. The Townscape and Visual Analysis notes the following designated heritage assets which in the surrounding areas:
- The St. Mary's Church conservation area, approximately 700m to the west of the application site;
  - The St Bernard's School conservation area, approximately 2km to the west;
  - The Grade II listed Langley Hall, approximately 200m south-west;
  - The Grade II Langley War Memorial, approximately 350m to the south;
  - Two Registered Park and Gardens; Langley Park, which is located approximately 1.4 km to the north-west of the application site, and Ditton Park approximately 1.6 km to the south-west; and
  - a scheduled monument approximately 2.5km to the east, described as 'Two Concentric Ditches / Crop Marks'.
- 24.6 Impacts on the locally listed Langley Railway Station, which is approximately 50m from the site boundary, have not been considered in the application. As noted in the discussion above on appearance and character of the area, the setting of this building will need to be considered as in developing the proposed Design Coding approach to the detailed design of buildings, and as part of the reserved matters of scale, layout and appearance.

- 25.0 Health Impact Assessment
- 25.1 An assessment was provided, which identifies local health challenges including high rates of childhood obesity, differences in life expectancy between the most deprived and least deprived areas of Slough, and higher rates of cardiovascular disease and smoking with lower rates of physical activity than the rest of England.
- 25.2 Potential health effects of the development were identified as follows:
- A. Demolition and construction:
    - Managing any existing ground contamination associated with construction
    - Noise, dust and vibration impacts associated with construction
    - Flood risk change
  - B. Completed Data Centre and supporting infrastructure:
    - Managing cooling water, including chemicals used in cleaning
    - Electro-magnetic fields (EMF) including of the data centre and substation
    - Air quality and noise associated with occasional use of backup generators
    - Lighting and visual impact of buildings and planting
    - Economic benefits (economic circumstances being a key determinant of health)
  - C. Completed development, other land uses:
    - Health effects of housing and urban design in relation to the mixed-use development (e.g. issues of diet, physical activity and green space).
- 25.3 Means of managing these potential health impacts is integral to the consideration of how impacts can be mitigated for in those topic areas included within the environmental impact assessment, and for most issues has in addition been taken into consideration for the above issues for those that are outside the EIA.
- 25.4 However, there are two proposed land uses that require further consideration before permission can be granted:
- Inclusion of A5 (hot food takeaways) in the mix of land uses:
- The amended application description allows for all land Class A uses to be provided within the non-residential land uses at Plot A. It is considered that this is not appropriate in close proximity to residential use, and has therefore been excluded as a permitted use by condition 33 as recommended below.
- Primary healthcare:
- The provision of primary healthcare was included in the range of uses proposed in the application as submitted, but in narrowing the range of non-residential uses on Plot A in the amended application this was removed. There would be no objection in principle to primary healthcare facilities being located within Plot A. In line with the discussion at Section 8.7 above regarding the changes to the Use Classes Order that provides for a new Class E land use, it is considered that this land use should be provided for under any amended application description.

26.0 Infrastructure requirements/Section 106

26.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. The following Section 106 contributions have been sought

<b>Item</b>	<b>Contribution</b>
On-site:	<ul style="list-style-type: none"> <li>- Affordable housing,</li> <li>- Car Club parking and charging space,</li> <li>- public access for improved footpath adjacent to northern boundary,</li> <li>- the Energy Centre site,</li> <li>- any additional provision required towards Energy Centre / other sustainability initiatives in the Langley area, in the event that the data centre is unable to meet the required sustainability criteria,</li> <li>- land to be provided for road widening proposed along the Station Road frontage,</li> <li>- long term maintenance / management plan for ecological improvements and any residual public realm not included in road widening proposals,</li> <li>- CCTV to be provided in and/or adjacent to the public parts of the site including the proposed northern footpath enhancements, and replacement planting for protected trees to be removed as part of the development.</li> </ul>
Financial contributions:	<ul style="list-style-type: none"> <li>- Urban design consultancy support for review of and input into the Design Code for the development,</li> <li>- any balance replacement tree planting that cannot be provided on-site,</li> <li>- public realm improvements,</li> <li>- public open space and education provision</li> <li>- any sustainable transport improvements including electrical vehicle infrastructure required to mitigate air quality impacts at reserved matters stage,</li> <li>- provision and monitoring of Travel Plan, and</li> <li>- other Section 278 highways and access works.</li> </ul>

26.2 The sums to be sought for the majority of the financial contributions noted above will be determined at reserved matters stage. The financial contribution sought for urban design support will be determined on the basis of a quote from Design South East (yet to be obtained) and / or quotes from other registered urban design practitioners.

## **27.0 Equalities Considerations**

27.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing or working 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 (e.g.: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

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

27.2 This report identifies the need to ensure the new development provides new residential and A class units which are suitable for individuals, with respect to access and use. The Design and Access Statement identifies design measures that will be incorporated to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. Conditions have been recommended to ensure the floorspace within the development and external areas are laid out to be easily accessible to all protected groups.

27.3 The proposals will make provision for wheelchair accessible car parking spaces, level accesses and thresholds to the buildings and communal terraces.

27.4 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 e.g.: 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 demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.

27.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the local planning authority exercising its public duty of care, in accordance with the 2010 Equality Act.

## **28.0 Planning Conclusion**

28.1 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.

- 28.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.
- 28.3 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 28.4 The report identifies that the proposal complies the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some minor conflicts with the Development Plan, although these do not ultimately result in non-compliance with policy.
- 28.5 The development would make a positive contribution to the supply of infrastructure for the data economy and support office floorspace within the proposed Data Centre. There will be economic benefits in terms of the employment generated by the A class uses and the construction of the development itself and benefits associated with the resultant increase in population to which moderate weight should be attached. There will also be social benefits too arising from the provision of new commercial and A Class uses and provision of improved high quality public realm (moderate positive).
- 28.6 The development would also make positive contributions to the Borough’s stock of housing in general and more specifically to affordable housing, and would towards the establishment of a heat distribution network. Very significant weight (major positive) is given in the planning balance to these contributions. Any provision of primary healthcare facilities within the non-residential component of Plot A, while not included in the current application description, would also be weighted significant weight if this was to be included in any revised application description to provide for the changes to the use classes order as noted at paragraph 8.7 and elsewhere in this report.

### **PART C: RECOMMENDATION**

- 25.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:
- A. Approval subject to:
- (i) the satisfactory completion of a Section 106 Agreement to secure the on-site and off-site provisions listed in Section 1 of this report;
  - (ii) finalising conditions and any other minor changes; OR
- B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 December 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

## **PART D: DRAFT CONDITIONS**

### **1. Compliance with reserved matters**

With the exception of enabling works, no development shall commence until approval has been obtained in writing from the Local Planning Authority of the details of the layout, scale, external appearance, landscaping and access (the reserved matters), and the development shall not be carried out other than in accordance with the approved details.

Reason: To prevent the accumulation of planning permissions, to enable the Council to review the suitability of the development in the light of any 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.

### **2. Timing for Reserved Matters**

An application or applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

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.

### **3. Timing limits for commencement**

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, 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.

### **4. Approved plans and documents**

The development / application relates to the following site:

a) Site Location Plan 002 rev. a; dated NOV19, received 9 December 2019

### **5. Limits set by approved Parameter Plans**

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

- a) Drawing no. 011 'Parameter Plan 1 - Plot Allocation' dated NOV19, received 9 December 2019;
- b) Drawing no. 012 rev. a 'Parameter Plan 2 - Open Space' dated NOV19, received 9 December 2019;
- c) Drawing no. 013\_3 rev. B 'Parameter Plan 3 - Maximum Heights' dated 12.06.2020, received 12 June 2020;
- d) Drawing no. 014 Parameter Plan 4 - Footpath Enhancements; dated NOV19, received 9 December 2019;
- e) Drawing no. 015 rev. B 'Parameter Plan 5 - Access Location' dated 12.06.2020, received 12 June 2020;
- f) Drawing no. 016 rev. b 'Parameter Plan 6 - Sub Station and Energy Centre Locations' dated NOV19, received 9 December 2019.

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.

#### 6. Design Code

Prior to the submission of the first reserved matters application for the residential development a detailed Design Code 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 and to consider residential amenity
- c. principles of hard and soft landscaping including the retention 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 spaces

- i. principles for the alignment, width and surface materials (quality, colour and texture) proposed for all footways, cycleways, roads and vehicular accesses to and within the site and individual buildings
- j. principles for on-street and off-street residential and commercial vehicular parking and / or loading areas that take into account road widening proposals on Station Road
- k. principles of cycle parking and storage
- l. integration of strategic utility requirements, landscaping and highway design
- m. details of integration of Secure by Design principles into the Design Code
- n. details of how the Code takes into account the creation of a setting for the locally listed Langley Station

The details to be submitted in the reserved matters application shall be in accordance with the principles established in the approved Design Code.

REASON: To ensure that the Design Code provides sufficient guidance for the development of the site in accordance with good design principles and in a way that will be complimentary and appropriate to its surrounding, as set out in Policies 7, 8 and 11 of the Core Strategy 2008, saved Policies EN1, EN3, EN5, EN17 and T7 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, and National Planning Policy Framework 2019 Chapters 8, 9, 12, 14, 15 and 16.

## 7. Archaeology

No demolition or construction works shall take commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) An assessment of significance and research questions;
- (ii) The programme and methodology of site investigation and recording;
- (iii) The programme for post investigation assessment;
- (iv) Provision to be made for analysis of the site investigation and recording;
- (v) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- (vi) Provision to be made for archive deposition of the analysis and records of the site investigation; and
- (vii) Nomination of a competent person / persons or /organisation to undertake the works set out within the Written Scheme of Investigation.

The demolition or construction phase of the development shall be carried out in accordance with the approved Written Scheme of Investigation, and the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provisions required for analysis, publication and dissemination of results and archive deposition has been secured.



REASON: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Roman remains. The potential impacts of the development can be mitigated through a programme of archaeological work, 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.

#### 8. Construction Traffic Management Plan

Prior to the commencement of any works of demolition or construction, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The CTMP shall include: Construction traffic routes; provisions for loading and 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 or other waste materials from being deposited on the highway; and a programme for demolition and construction. The CTMP shall be fully implemented in accordance with the approved details and retained throughout the construction phase of the development.

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.

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

- (i) location and operation of cranes,
- (ii) control of noise,
- (iii) control of dust, smell and other effluvia,
- (iv) control of surface water run off, and
- (v) site security arrangements including hoardings.

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

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

#### 10. Tree Protection

Prior to the commencement of any works associated with the development, 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 root protection areas (RPAs) and / or that may otherwise 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.
- (vii) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- (viii) A specification for scaffolding and ground protection within tree protection zones.
- (ix) 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 RPAs
- (xii) Methodology and detailed assessment of root pruning
- (xiii) Arboricultural supervision and inspection by a suitably qualified tree specialist
- (xiv) Reporting of inspection and supervision
- (xv) 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

11. Ecological mitigation, compensation and enhancements

Alongside the Reserved Matter Application for Layout, specific details of the ecological mitigation, compensation and enhancements shall be submitted to and approved by the local planning authority. 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.

12. Removal of trees and vegetation

Removal of trees and vegetation other vegetation shall be undertaken outside of the bird-nesting season (March to September inclusive for most British bird species), unless details of any clearance works under the supervision of a suitably qualified ecologist have first been submitted to and approved in writing by the Local Planning Authority. Vegetation clearance shall then be carried out only in accordance with the approved details.

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 National Planning Policy Framework and the Wildlife and Countryside Act 1981 (as amended).

13. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

14. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

15. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

16. Noise assessment

Alongside the reserved matters application(s) for layout and appearance, a detailed Noise Assessment And Mitigation Design

Report shall be prepared. The assessment will include consideration of noise from the existing railway line to the north and the commercial operations to the north, and other potential noise impacts from road, rail and air traffic, on the sensitive internal and external elements of the proposed residential development. The assessment shall be made in accordance BS4142:2014+A1:2019 and with reference to BS8233:2014. Confirmation of the findings of the assessment shall be submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

The assessment will include a noise mitigation scheme which will demonstrate how the design, orientation, internal layouts and additional mitigation measures will minimise adverse noise impacts and provide an acceptable level of amenity for existing and future residents. The scheme will include detailed specifications for any acoustic enclosures, screening, glazing, ventilation and cooling that are identified as necessary to protect the future residents and for the operation of the Data Centre. In the event that windows will need to be closed to provide acceptable internal noise levels, an Overheating Assessment will also need to be submitted and approved by the Local Planning Authority.

The measures set out in the approved Noise Assessment and Mitigation Design Report and any accompanying Overheating Assessment and Mitigation Design Report will be fully implemented in the construction of the residential development and retained in good working order at all times in the future.

REASON: To ensure occupants of both existing residents and future residential occupiers within the development are not exposed to unacceptable noise levels. In accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

17. Building sustainability and energy efficiency - residential

Alongside the reserved matters application(s) for layout and appearance, details of the proposed sustainability, energy efficiency and low carbon measures to achieve at least 15% lower than Building Regulations Target Emission Rate (TER) in terms of carbon emissions and incorporating energy generation from low or zero carbon sources and including provision for connection with a future District Heating Network (DHN) shall be submitted to and approved in writing, and the approved measures shall be implemented in full prior to the first occupation of the residential component development on Plot A.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the

guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

18. Building sustainability and energy efficiency - non-residential

Alongside the reserved matters application(s) for layout and appearance, details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the non-residential part of the the development shall be submitted to and approved in writing, and the approved measures shall be implemented in full prior to the first occupation of the non-residential components of the development on each Plot. For the Data Centre the details to be submitted will include internal layout and choice of cooling system, and the submitted energy efficiency and low carbon measures shall demonstrate that the Data Centre will achieve BREEAM 'excellent' standard and in addition that it will be designed and built to a standard that is exemplary within the data centre sector including a high PUE, unless an alternative scheme that makes acceptable compensatory provision in the form of or towards the proposed Energy Centre and / or district heating network is agreed as part of the overall package of sustainability, energy efficiency and low carbon measures to be provided in and / or in association with the Data Centre. The development shall then be retained and maintained in accordance with the approved details for the lifetime of the development.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

19. Designing out crime

Alongside the reserved matters application(s) for layout and appearance, details of measures to comply with Secured by Design standards for Plot A and for development within the northern part of the site as provided for in Parameter Plan 2 (Open Space Zone C-C) and Parameter Plan 4 (Footpath Enhancements) shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of any construction of the buildings in the development. The development within the relevant residential part and footpath within Parameter Plan 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).

20. 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'.

21. Surface Water Drainage (to be confirmed by the LPA / LLFA drainage consultant)

Alongside the reserved matters submission for layout, a detailed surface water drainage scheme for the site, based on the principles set within the approved Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved details shall be implemented, managed and maintained in accordance with the approved details at for the lifetime of the development.

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.

22. Interference with Telecommunication Signals

Prior to the occupation the development, 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 shall have been 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

23. Details and Samples of materials

Prior to any above ground works commencing on either Plot, details of the external materials including paint colours, cladding, any stonework, brickwork (including patterns/ detailing) down pipes, gutters, edging details to flat roofs, balustrades, balconies, glazed facades, and framing, including the details of bond, colour, mortar mix and mortar colour on all external facades and roofs of the buildings, details of green walls and of any green roofs, all set out clearly to

coordinate the materials and details to and between 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 as part of the submissions to be approved, and no part of the development applied for shall be used or occupied prior to the implementation of the approved details. The development of each relevant Plot 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.

#### 24. Street Furniture

Prior to any above ground works details of the locations of the benches, litter bins, way-finding signage and any other street furniture 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).

#### 25. Boundary Treatment

Prior to any above ground works details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates including security 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, and the approved details shall be maintained and retained for the lifetime of the development.

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).

## 26. 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. 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 practice; and
- (vi) types and dimensions of all boundary treatments.

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.

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).

## 27. Landscaping retention and replacement

Any tree which forms part of the approved landscaping scheme which fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced no later than the next planting season by a tree of the same species, and of a size and maturity to be approved by the Local Planning Authority, unless further specific permission has been given by the Local Planning Authority for other suitable replacement planting.

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

28. Lighting Scheme

No development above ground floor level 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 polices), and the requirements of the National Planning Policy Framework 2019.

29. Air Quality associated with Data Centre end use

No development above ground floor level in the Data Centre until an Air Quality assessment demonstrating that ambient concentrations of applicable pollutants during the operation of the proposed facility 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. 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).

### 31. Delivery and Servicing Plan

Prior to first occupation of any use on either Plot, a site servicing strategy or Delivery and Servicing Plan (DSP) for the relevant Plot, 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 Plot.

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 Policies 7 and 10 of the adopted Core Strategy 2006-2026, the National Planning Policy Framework 2019 and the guidance contained in the Council's Developer's Guide Part 3 (2008).

### 32. Approved non residential land uses within Plot A

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 A2 (Financial and professional services)
- Class A3 (Food and Drink)
- Class A4 (Public houses, wine bars or other drinking establishments)

The maximum permitted floorspace for the above uses the Class A1 (Shops) and Class A3 (Food and Drink) are allowed are limited to a

maximum of 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 District 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. Opening hours for non-residential land uses within Plot A

The non-residential premises within Plot A they shall not be opened for business on Christmas Day and New Years Day, and shall not be opened for business outside the hours of 8 a.m. and 8 p.m. on Sundays and Good Friday and the hours of 7 a.m. and 8 p.m. on all other days. Notwithstanding arrangements to be approved in the DSP, no deliveries may be made earlier than half an hour before the earliest morning opening time as provided for in this condition, and no later than 7.30 p.m. in the evening, Monday to Saturdays only and excluding Sundays, Good Friday, Christmas Day and New Years Day.

REASON: To protect the amenities of residents, in accordance with Policy 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 Car Parking (to be agreed with Highways Manager)

The private residential car parking provision for the development shall be at a ratio between 0.5 and 1 space per dwelling excluding car club spaces and public car parking spaces, with 5% of all spaces to 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).

35. Quantum of Cycle Parking

The private residential cycle parking provision for the development shall be at a ratio of no less than 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).

#### 36. 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).

#### **INFORMATIVES:**

1. 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.
2. 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.

3. With regard to the Environment Agency requiring further details for pilling, 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.).

4. 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 practice; 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.”

5. 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
6. 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.
7. 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.
8. Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent’s legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent’s Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent’s Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent’s Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.
9. Network Rail advise as follows:

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Network Rail's drainage system(s) are not to be compromised by any work(s).

#### SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

#### FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

10. In view of the nature and scale of the development and the low likelihood of the potential archaeology, should it exist, meriting preservation in situ, field evaluation through trial trenching would represent an appropriate initial phase of work in order to determine the archaeological potential and levels of previous truncation and the need for any further phases of work. Berkshire Archaeology would be pleased to discuss the approach with the applicant, or their archaeological consultant should permission be granted. If the applicant can demonstrate previous widespread impact on below ground deposits which specifically affects the archaeological potential, then this advice can be reviewed. Please contact at Berkshire Record Office, 9 Coley Avenue, Reading RG1 6AF; Telephone 0118 937 5976; E-Mail: [info@berkshirearchaeology.org.uk](mailto:info@berkshirearchaeology.org.uk)



## APPENDIX A

### PL 002 rev.B Existing Site Plan showing ownership boundary

#### Addresses notified by letter, 12-14 February 2020

<p>Neighbours Consulted :</p>	<p>58, Station Road, Langley, Slough, SL3 8BT, 42, Barton Road, Slough, SL3 8DF, 85, Alderbury Road, Slough, SL3 8DL, 50, Mead Avenue, Slough, SL3 8HT, 54, Mead Avenue, Slough, SL3 8HT, 65, Mead Avenue, Slough, SL3 8HS, 63, Mead Avenue, Slough, SL3 8HS, 79, Mead Avenue, Slough, SL3 8HS, 77, Mead Avenue, Slough, SL3 8HS, 75, Mead Avenue, Slough, SL3 8HS, 73, Mead Avenue, Slough, SL3 8HS, 1, Harvey Road, Slough, SL3 8HZ, 3, Harvey Road, Slough, SL3 8HZ, Classicco Marble Ltd, Station Approach, Unit 3, Station Road, Langley, Slough, SL3 6DB, Station Yard, Station Road, Langley, Slough, SL3 6ED, Station Approach, Station Road, Langley, 1, New Road, Slough, SL3 8JJ, 20, Mead Close, Slough, SL3 8HX, 2, Mead Walk, Slough, SL3 8HU, 43, Scholars Walk, Slough, SL3 8LY, 68, Meadfield Road, Slough, SL3 8HR, 74, Mead Avenue, Slough, SL3 8HT, Cuppateanos, 3, Meadfield Road, Slough, SL3 8HL, 27, Meadfield Avenue, Slough, SL3 8HP, 30, Barton Road, Slough, SL3 8DF, 11, Harvey Road, Slough, SL3 8HZ, 41, Meadfield Road, Slough, SL3 8HR, 22, Meadfield Avenue, Slough, SL3 8HP, 22A, Meadfield Road, Slough, SL3 8HW, 60, Mead Avenue, Slough, SL3 8HT, 46, Scholars Walk, Slough, SL3 8LY, 82, Scholars Walk, Slough, SL3 8LZ, 30, Meadfield Road, Slough, SL3 8HW, 66, Meadfield Road, Slough, SL3 8HR, 91, Scholars Walk, Slough, SL3 8LZ, 45, Scholars Walk, Slough, SL3 8LY, 6, Mead Close, Slough, SL3 8HX, 4, Mead Close, Slough, SL3 8HX, 17, Harvey Road, Slough, SL3 8HZ, 21, Harvey Road, Slough, SL3 8HZ, 23, Harvey Road, Slough, SL3 8HZ, 19, Harvey Road, Slough, SL3 8HZ, 41, Harvey Road, Slough, SL3 8HZ, 37, Harvey Road, Slough, SL3 8HZ, 45, Harvey Road, Slough, SL3 8HZ, 43, Harvey Road, Slough, SL3 8HZ, 39, Harvey Road, Slough, SL3 8HZ, 25, Harvey Road, Slough, SL3 8HZ, 27, Harvey Road, Slough, SL3 8HZ, 31, Harvey Road, Slough, SL3 8HZ, 33, Harvey Road, Slough, SL3 8HZ, 47, Harvey Road, Slough, SL3 8HZ, 29, Harvey Road, Slough, SL3 8HZ, 35, Harvey Road, Slough, SL3 8HZ, 5, Mead Close, Slough, SL3 8HX, 102, Willoughby Road, Slough, SL3 8JG, 89, Alderbury Road, Slough, SL3 8DL, 11, Mead Walk, Slough, SL3 8HU, 94, Willoughby Road, Slough, SL3 8JG, 1B, Meadfield Road, Slough, SL3 8HL, 3, Mead Avenue, Slough, SL3 8HS, 12A, Harrow Market, Slough, SL3 8HJ, 10A, Harrow Market, Slough, SL3 8HJ, 13, Harrow Market, Slough, SL3 8HJ, 13A, Harrow Market, Slough, SL3 8HJ, 7, Meadfield Road, Slough, SL3 8HL, Flat 1, 20, Meadfield Road, Slough, SL3 8HL, Flat 2, 20, Meadfield Road, Slough, SL3 8HL, 20, Meadfield Road, Slough, SL3 8HL, 18, Meadfield Road, Slough, SL3 8HL, 14A, Meadfield Road, Slough, SL3 8HL, 14B, Meadfield Road, Slough, SL3 8HL, 12, Meadfield Road, Slough, SL3 8HL, 10, Meadfield Road, Slough, SL3 8HL, 5, Meadfield Road, Slough, SL3 8HL, 5A, Meadfield Road, Slough, SL3 8HL, Managers Accommodation, 290, High Street, Langley, Slough, SL3 8HF, Harrow Hall, 290, High Street, Langley, Slough, SL3 8HF, 25, Meadfield Road, Slough, SL3 8HW, 47, Scholars Walk, Slough, SL3 8LY, 85, Scholars Walk, Slough, SL3 8LZ, 42, Scholars Walk, Slough, SL3 8LY, 83, Scholars Walk, Slough, SL3 8LZ, 92, Scholars Walk, Slough, SL3 8LZ, 87, Scholars Walk, Slough, SL3 8LZ, 88, Scholars Walk,</p>
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Slough, SL3 8LZ, 48, Scholars Walk, Slough, SL3 8LY, 38, Scholars Walk,  
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 Langley Business Centre, Clare House, 11, Station Road, Langley, Slough, SL3  
 8DS, Clare House, Third Floor, Station Road, Langley, Slough, SL3 8DS, Clare  
 House, Part Ground And First To Second Floors, Station Road, Langley,  
 Slough, SL3 8DS, Clare House, Ground Floor, Station Road, Langley, Slough,  
 SL3 8DS, Langley Business Centre, The Bungalow, 11, Station Road, Langley,  
 Slough, SL3 8DS, Langley Business Centre, 11, Station Road, Langley, Langley  
 Business Centre, Buildings, 111, Station Road, Langley, Slough, SL3 8DS,  
 Langley Railway Station, Car Park, Station Road, Langley, Langley Railway  
 Station, Platform 4, Station Road, Langley, Slough, SL3 6DB, Langley Railway  
 Station, Station Road, Langley, Station Cars, Langley Railway Station, First  
 Floor Office, Station Road, Langley, Slough, SL3 6DB, Vestel Uk, Vestel House,  
 1, Waterside Drive, Slough, SL3 6EZ, Waterside Court, Unit 2, 2, Waterside  
 Drive, Slough, SL3 6EZ, Waterside Court, 2, Waterside Drive, Slough, SL3 6EZ,

Waterside Court, Unit 1, 2, Waterside Drive, Slough, SL3 6EZ, 9, Harvey Road, Slough, SL3 8HZ, 76, Mead Avenue, Slough, SL3 8HT, 17, Mead Avenue, Slough, SL3 8HS, 41, New Road, Slough, SL3 8JJ, 19, Mead Avenue, Slough, SL3 8HS, 100, Willoughby Road, Slough, SL3 8JG, 104, Willoughby Road, Slough, SL3 8JG, 98, Willoughby Road, Slough, SL3 8JG, 29, Meadfield Road, Slough, SL3 8HR, 29, Meadfield Avenue, Slough, SL3 8HP, 7, New Road, Slough, SL3 8JJ, 77, Meadfield Road, Slough, SL3 8HY, 27, Mead Close, Slough, SL3 8HX, 79, Meadfield Road, Slough, SL3 8HY, 75, Meadfield Road, Slough, Slough, SL3 8HY, 73D, Meadfield Road, Slough, SL3 8HY, 4, Mead Avenue, Slough, SL3 8HT, 6, Mead Avenue, Slough, SL3 8HT, 31, Mead Close, Slough, SL3 8HX, 32, Mead Close, Slough, SL3 8HX, 30, Mead Close, Slough, SL3 8HX, 28, Mead Close, Slough, SL3 8HX, 29, Mead Close, Slough, SL3 8HX, 33, Mead Close, Slough, SL3 8HX, 166, Mead Avenue, Slough, SL3 8JA, 140, Mead Avenue, Slough, SL3 8JA, 8, Mead Walk, Slough, SL3 8HU, 49, Mead Avenue, Slough, SL3 8HS, 8, Meadfield Avenue, Slough, SL3 8HP, 79A, Willoughby Road, Slough, SL3 8JG, 9, New Road, Slough, SL3 8JJ, 91, Alderbury Road, Slough, SL3 8DL, 30, Meadfield Avenue, Slough, SL3 8HP, Former Total Oil Company Limit, Station Road, Langley, Slough, SL3 8AS, 8A, Harrow Market, Slough, SL3 8HJ, 43, Meadfield Road, Slough, SL3 8HR, 41, Scholars Walk, Slough, SL3 8LY, 23, Meadfield Road, Slough, SL3 8HW, 37, Scholars Walk, Slough, SL3 8LY, 42, Meadfield Road, Slough, SL3 8HW, 26, Meadfield Avenue, Slough, SL3 8HP, 33, Meadfield Road, Slough, SL3 8HR, 80, Meadfield Road, Slough, SL3 8HR, 54, Meadfield Road, Slough, SL3 8HR, 49, Layton Crescent, Slough, SL3 8DP, 51, Layton Crescent, Slough, SL3 8DP, 47, Layton Crescent, Slough, SL3 8DP, 59, Mead Avenue, Slough, SL3 8HS, 62, Mead Avenue, Slough, SL3 8HT, 1, Mead Avenue, Slough, SL3 8HS, 5, Mead Avenue, Slough, SL3 8HS, Alton Court, Flat 2, 84, Willoughby Road, Slough, SL3 8JQ, 43, Mead Avenue, Slough, SL3 8HS, 55, Meadfield Road, Slough, SL3 8HR, 14A, Harrow Market, Slough, SL3 8HJ, 6, Mead Walk, Slough, SL3 8HU, 108A, Meadfield Road, Slough, SL3 8JF, 71, Scholars Walk, Slough, SL3 8LZ, Alton Court, Flat 3, 84, Willoughby Road, Slough, SL3 8JQ, 65, Meadfield Road, Slough, SL3 8HR, Langley Business Centre, Unit 5k, 11, Station Road, Langley, Slough, SL3 8DS, Rehau, Langley Business Centre, Units 5j And 5k, 11, Station Road, Langley, Slough, SL3 8DS, 39, Scholars Walk, Slough, SL3 8LY, 8, Mead Avenue, Slough, SL3 8HT, 96, Scholars Walk, Slough, SL3 8LZ, 13, Mead Walk, Slough, SL3 8HU, 81, Mead Avenue, Slough, SL3 8HS, 106, Meadfield Road, Slough, SL3 8JF, 65, Scholars Walk, Slough, SL3 8LY, 89, Mead Avenue, Slough, SL3 8HS, Langley Business Centre, Units 3 And 3a, 11, Station Road, Langley, Slough, SL3 8DS, 90, Meadfield Road, Slough, SL3 8HR, 58, Scholars Walk, Slough, SL3 8LY, 30, Mead Avenue, Slough, SL3 8HT, East Berkshire College, Station Road, Langley, Slough, SL3 8BY, 84, Alderbury Road, Slough, SL3 8DL, 80, Alderbury Road, Slough, SL3 8DL, 86, Scholars Walk, Slough, SL3 8LZ, 255, Mead Avenue, Slough, Slough, SL3 8JE, 59, Meadfield Road, Slough, SL3 8HR, 63, Meadfield Road, Slough, SL3 8HR, 64, Meadfield Road, Slough, SL3 8HR, 34, Mead Close, Slough, SL3 8HX, 156, Mead Avenue, Slough, SL3 8JA, 6, Meadfield Avenue, Slough, SL3 8HP, 4, Meadfield Avenue, Slough, SL3 8HP, 2, Meadfield Avenue, Slough, SL3 8HP, 44, Meadfield Road, Slough, SL3 8HW, 40, Meadfield Road, Slough, SL3 8HW, 11, Meadfield Avenue, Slough, SL3 8HP, 10, Meadfield Avenue, Slough, SL3 8HP, 12, Meadfield Avenue, Slough, SL3 8HP, 36, Meadfield Road,

Slough, SL3 8HW, 83, Alderbury Road, Slough, Slough, SL3 8DL, 71, Mead Avenue, Slough, SL3 8HS, 69, Mead Avenue, Slough, SL3 8HS, 67, Mead Avenue, Slough, SL3 8HS, 57, Mead Avenue, Slough, SL3 8HS, 55, Mead Avenue, Slough, SL3 8HS, 53, Mead Avenue, Slough, SL3 8HS, 51, Mead Avenue, Slough, SL3 8HS, 47, Mead Avenue, Slough, SL3 8HS, 45, Mead Avenue, Slough, SL3 8HS, 41, Mead Avenue, Slough, SL3 8HS, 39, Mead Avenue, Slough, SL3 8HS, 37, Mead Avenue, Slough, SL3 8HS, 35, Mead Avenue, Slough, SL3 8HS, 33, Mead Avenue, Slough, SL3 8HS, 31, Mead Avenue, Slough, SL3 8HS, 29, Mead Avenue, Slough, SL3 8HS, 27, Mead Avenue, Slough, SL3 8HS, 25, Mead Avenue, Slough, SL3 8HS, 23, Mead Avenue, Slough, SL3 8HS, 21, Mead Avenue, Slough, SL3 8HS, 15, Mead Avenue, Slough, SL3 8HS, 13, Mead Avenue, Slough, SL3 8HS, 11, Mead Avenue, Slough, SL3 8HS, 9A, Mead Avenue, Slough, SL3 8HS, 9, Mead Avenue, Slough, SL3 8HS, 7, Mead Avenue, Slough, SL3 8HS, 69A, Meadfield Road, Slough, SL3 8HR, 67A, Meadfield Road, Slough, SL3 8HR, 67D, Meadfield Road, Slough, SL3 8HR, 67C, Meadfield Road, Slough, SL3 8HR, 67B, Meadfield Road, Slough, SL3 8HR, 61, Meadfield Road, Slough, SL3 8HR, 57, Meadfield Road, Slough, SL3 8HR, White Cottage, 47, Meadfield Road, Slough, SL3 8HR, 45, Meadfield Road, Slough, SL3 8HR, 39, Meadfield Road, Slough, SL3 8HR, 37, Meadfield Road, Slough, SL3 8HR, 35, Meadfield Road, Slough, SL3 8HR, 14, Meadfield Avenue, Slough, SL3 8HP, 16, Meadfield Avenue, Slough, SL3 8HP, 18, Meadfield Avenue, Slough, SL3 8HP, 20, Meadfield Avenue, Slough, SL3 8HP, 24, Meadfield Avenue, Slough, SL3 8HP, 28, Meadfield Avenue, Slough, SL3 8HP, 9, Station Road, Langley, Slough, SL3 8BU, 20, Scholars Walk, Slough, SL3 8LY, 9, Scholars Walk, Slough, SL3 8LY, 11, Scholars Walk, Slough, SL3 8LY, 17, Scholars Walk, Slough, SL3 8LY, 18, Scholars Walk, Slough, SL3 8LY, 27, Scholars Walk, Slough, SL3 8LY, 29, Scholars Walk, Slough, SL3 8LY, 14, Scholars Walk, Slough, SL3 8LY, 12, Scholars Walk, Slough, SL3 8LY, 26, Scholars Walk, Slough, SL3 8LY, 21, Scholars Walk, Slough, SL3 8LY, 8, Scholars Walk, Slough, SL3 8LY, 24, Scholars Walk, Slough, SL3 8LY, 19, Scholars Walk, Slough, SL3 8LY, 10, Scholars Walk, Slough, SL3 8LY, 28, Scholars Walk, Slough, SL3 8LY, 23, Scholars Walk, Slough, SL3 8LY, 16, Scholars Walk, Slough, SL3 8LY, 25, Scholars Walk, Slough, SL3 8LY, 2, Scholars Walk, Slough, SL3 8LY, 1, Scholars Walk, Slough, SL3 8LY, 6, Scholars Walk, Slough, SL3 8LY, 5, Scholars Walk, Slough, SL3 8LY, 3, Scholars Walk, Slough, SL3 8LY, 4, Scholars Walk, Slough, SL3 8LY, 118, Scholars Walk, Slough, SL3 8LZ, 116, Scholars Walk, Slough, SL3 8LZ, 114, Scholars Walk, Slough, SL3 8LZ, 112, Scholars Walk, Slough, SL3 8LZ, 122, Scholars Walk, Slough, SL3 8LZ, 120, Scholars Walk, Slough, SL3 8LZ, 121, Scholars Walk, Slough, SL3 8LZ, 119, Scholars Walk, Slough, SL3 8LZ, 123, Scholars Walk, Slough, SL3 8LZ, 115, Scholars Walk, Slough, SL3 8LZ, 117, Scholars Walk, Slough, SL3 8LZ, 113, Scholars Walk, Slough, SL3 8LZ, The Willow Tree, Car Wash, 62, Station Road, Langley, The Willow Tree, Room Above, 62, Station Road, Langley, Slough, SL3 8BT, The Willow Tree, 62, Station Road, Langley, Slough, SL3 8BT, Langley Business Centre, Unit, 116A, Station Road, Langley, Slough, SL3 8DS, Langley Business Centre, Unit, 116B, Station Road, Langley, Slough, SL3 8DS, Langley Business Centre, Unit, 116C, Station Road, Langley, Slough, SL3 8GQ, Langley Business Centre, Unit 7, 11, Station Road, Langley, Slough, SL3 8DJ, Unit 5d, First Floor, Station Road, Langley, Slough, SL3 8DS, Langley Business

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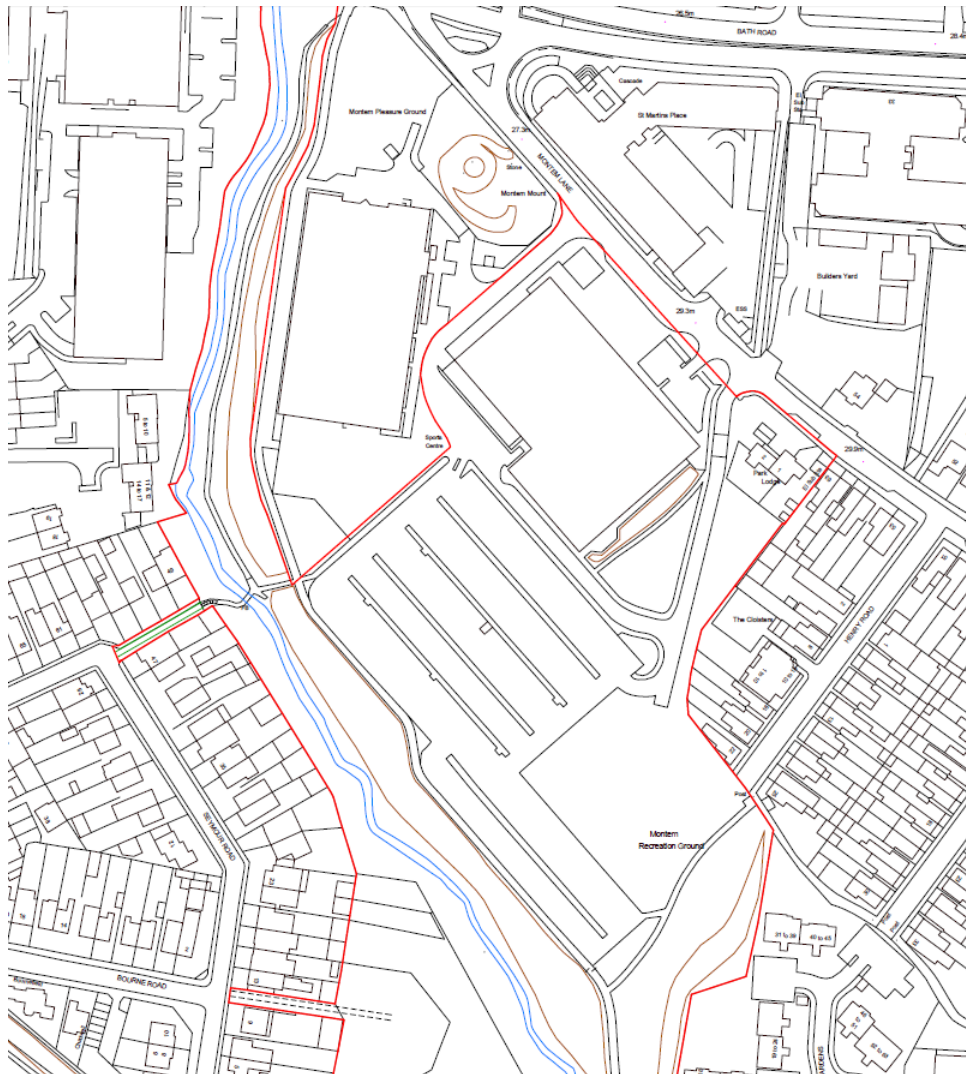
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Registration Date:	N/A	Application No:	N/A
Officer:	Howard Albertini	Ward:	Chalvey
Applicant:	Slough Urban Renewal	Application Type:	Major
Agent:	Terence O'Rourke	13 Week Date:	N/A
Location:	Former Montem Leisure Centre, Montem Lane		
Proposal:	Residential development of 212 homes associated parking, open space, landscaping plus streamside and woodland enhancement.		



## **PRE-APPLICATION PRESENTATION**

An outline of the scheme will be on the amendment sheet.

**Developer's briefings to Planning Committee Protocol**

Early member engagement in the planning process is encouraged and supported by the NPPF. Enabling a developer to brief and seek the views of elected Members about planning proposals at an early stage (usually pre-application or where this is not possible, very early in the formal application period) is important in ensuring that new development is responsive to and reflects local interests/concerns where possible.

Slough Borough Council proposes to achieve this objective through formal presentations to the Planning Committee in accordance with procedures set out in this Protocol. No decision will be taken at these meetings and if the pre-application submission is followed by a formal planning application, the application will be subject to the normal procedure of a report to a future meeting of the Planning Committee.

1. The purpose of briefings is:

- To enable Members to provide feedback that supports the development of high quality development through the pre- application process, and avoid potential delays at later stages;
- To ensure Members are aware of significant applications prior to them being formally considered by the Planning Committee;
- To make subsequent Planning Committee consideration more informed and effective;
- To ensure issues are identified early in the application process, and improve the quality of applications; and
- To ensure Members are aware when applications raise issues of corporate or strategic importance.

2. What sort of presentations would be covered in the briefings?

Presentations on proposed large-scale developments of more than 50 dwellings, or 5,000m<sup>2</sup> of commercial or other floorspace or which includes significant social, community, health or education facilities, or where the Planning Manager considers early discussion of the issues would be useful; and

Presentations on other significant applications, such as those critical to the Council's regeneration programmes, significant Council developments, or those requested by the Chair of the Committee or deemed appropriate by the Planning Manager.

3. Frequency and timings of meetings

The presentation will coincide with the monthly Planning Committee meetings.

#### 4. Format of the presentations

- The meeting will be chaired by the Chair of the Planning Committee who will ask Members attending to disclose any relevant interests;
- The Developer will supply all presentation materials including any models, and these will be displayed in the meeting room;
- Officers to introduce the proposal (5 minutes);
- The developer and/or agents will be invited to make a presentation (10 minutes);
- Ward Members will have the opportunity to address the Committee (4 minutes each, subject to the discretion of the Chair);
- Question and answer session: Members of the Planning Committee and Ward Members will be able to ask questions to the Developer and officers (15 minutes) Supplementary questions from Ward members to be at the discretion of the Chair);
- A short note of the meeting summarising Members' comments would be made.

#### 5. Other matters

Members questions will be restricted to points of fact or clarification and must be structured in a way that would not lead to a member being perceived as taking a fixed position on the proposals. Members should ensure that they are not seen to pre-determine or close their mind to any such proposal as otherwise they may then be precluded from participating in determining the application.

**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee **DATE** 9<sup>th</sup> September 2020

**CONTACT OFFICER:** Paul Stimpson, Planning Policy Lead Officer

**(For all Enquiries)** (01753) 875820

**WARD(S):** All

**PART I**  
**FOR DECISION****LOCAL PLAN SPATIAL STRATEGY – REMAINING KEY COMPONENTS****1 Purpose of Report**

- 1.1 The purpose of the report is to set out the content of the remaining two “key components” of the Preferred Spatial Strategy which will be the subject of public consultation in November. These cover the proposals for the “Centre of Slough” and “Cross border expansion of Slough”.

**2 Recommendation**

- 2.1 The Committee is requested to resolve that:
- a) The content of the two “key components” for the “Centre of Slough” and “cross border expansion of Slough”, set out in this report, be agreed as the basis for the preferred Spatial Strategy for the Slough Local Plan.

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

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

- *Strong, healthy and attractive neighbourhoods.*

**3b Slough Joint Wellbeing Strategy Priorities**

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

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

### 3c Five Year Plan Outcomes

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

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

## 4 Other Implications

### (a) Financial

There are no financial implications.

### (b) Risk Management

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

### (c) Human Rights Act and Other Legal Implications

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

## 5 Supporting Information

5.1 The five component parts for the Local Plan Spatial Strategy are:

***Delivering*** major comprehensive redevelopment within the “Centre of Slough”;

***Selecting*** other key locations for appropriate *sustainable* development;  
***Enhancing*** our distinct suburbs, vibrant neighbourhood centres and environmental assets;

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

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



- 5.2 At the meeting on 26th August 2020 the content of the “Selected Key Locations” “Suburbs” and “Strategic Gap” key components were agreed. This report and appendices set out the remaining components which deal with the “Centre of Slough” and the need for the “cross border expansion of Slough to meet unmet local housing needs”.
- 5.3 The proposals for the Centre of Slough take account of the work and the findings of the draft Centre of Slough Regeneration Framework which is the subject of a separate report to this Committee.
- 5.4 Final approval of the Spatial Strategy will be sought at the Cabinet meeting on the 12th October. There will then be a six week public consultation from 2nd November to 11th December.

### **Components of the Spatial Strategy**

- 5.5 One of the main tasks of the Spatial Strategy is to decide what the best use of scarce land in the Borough should be, In doing so the following factors have to be taken into account:
- Based upon the current standard methodology for calculating objectively assessed housing needs, there is a need for 15,460 houses over the remaining 16 years of the plan period at an average of 966 a year. (This may change as a result of the Government’s latest proposals to change the standard methodology.)
  - There is also a significant need for affordable housing and for a range of house types including family housing.
  - We are unable to set a target for the number of jobs that are required to support the Slough economy but will continue to aim to provide an additional 15,000 jobs in order to meet the needs of the growing resident workforce. This should not be regarded as a maximum figure.
  - There is a general demand for land for warehousing in the Slough area.
  - There will be a significant reduction in the amount of retail floorspace in Slough town centre in recognition that it will no longer be a sub-regional shopping centre.
  - Slough will become an increasingly important transport hub
  - There continues to be a shortage of public open space in the Borough.
- 5.6 There are three important themes for the Spatial Strategy which can be derived from the Local Plan Vision and analysis of the big issues that are facing Slough.
- 5.7 The first of these is making Slough a place where people want to “work rest, play and stay”. One of the most important elements of this is making sure that people who have prospered in Slough have the opportunity to “stay” in the

Borough.

- 5.8 The second is making sure that we have “inclusive growth” in Slough. This means making sure that more of the wealth that is generated in Slough stays in Slough. This can be achieved by residents taking more of the well paid jobs in the town and providing more facilities in the Borough for people to use and enjoy.
- 5.9 The third is making Slough a place where residents can meet all of their needs and be able to “live locally” in their own community if they want to. This will help to develop local communities and reduce the need for people to travel.
- 5.10 In order to achieve this we have developed some guiding principles to help determine what the Spatial Strategy should and what strategic policies will be needed to deliver it in the most sustainable way.
- 5.11 Firstly we should plan to meet our needs, as far as is practical, within the plan area, as close as possible to where they arise.
- 5.12 The overall guiding principle for the Spatial Strategy is that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 5.13 These are particularly important factors for the Centre of Slough and deciding where any unmet needs should be met. Before considering this in detail it is necessary to understand how they fit in with the other Components of the Spatial Strategy.
- 5.14 We have sought to find areas for development outside of the Centre of Slough as part of the Selected Key Locations component of the Spatial Strategy. Although a number of individual sites have been identified, it has only been able to find one new area, at Cippenham, that is capable of being comprehensively redeveloped for housing. As a result whilst there are opportunities for development the Selected Key Locations component of the Spatial Strategy is not likely to produce a much of a net increase in commercial floorspace or a significant number of new residential units.
- 5.15 We have identified 10 sites which could possibly be released from the Green Belt for housing. These will have to be the subject of a separate consultation exercise once the results of the Wider Area Growth Study have been agreed.
- 5.16 Because of the need to retain the stock of existing family housing, the Spatial Strategy has decided that there should be no loss of these in the Enhancing the Suburbs component of the plan. There will, however, continue to be an ongoing supply of new housing from small sites.
- 5.17 It is not considered that the Colnbrook and Poyle area is suitable for housing

because of environmental issues including noise from the nearby Heathrow airport. This is one of the reasons why one of the components of the Spatial Strategy is Protecting the Strategic Gap between Slough and Greater London. Whether there are any opportunities for development in this area will be tested in the Wider Area Growth Study.

### **Delivering major comprehensive redevelopment within the “Centre of Slough”;**

- 5.18 As explained above the overall guiding principle for the Spatial Strategy is that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits. With its transport hub the Centre of Slough is by far the most accessible location in the Borough
- 5.19 One of the other core principles is to make the most effective use of land by using that which has been previously developed. The centre of Slough contains a lot of these brownfield sites which should be capable of being regenerated without a significant environmental impact. The centre of Slough is also the area with the most demand for new development and so should be the area most likely to be able to deliver this .As a result concentrating development in the Centre of Slough is at the heart of the Spatial Strategy.
- 5.20 The Regeneration Framework has identified sites which could accommodate 7,400 dwellings in the Centre of Slough. When completions over the first four years of the Local Plan period are taken into account, along with other likely sites, it is estimated that around 9,000 dwellings will be built in the twenty year period. This is a very large number to be accommodated in the “square mile”.
- 5.21 The four largest sites are Horlicks, North West Quadrant, Akxo Nobel and Queensmere/Observatory (Slough Central). Although the sites are very different it is likely that the vast majority of units will be flats which are why it is important that family housing is provided where ever possible.
- 5.22 Although having more people living in the centre is important, it is not considered that this will be enough to create the sort of step change in regeneration that is needed. As a result the Spatial Strategy is promoting an “employment led” strategy. This will be focused upon having an expanded Central Business District which will include part of the North West Quadrant site. Current proposals suggest that up to 90,000 m<sup>2</sup> of new office floorspace could be built here which provides one of the best opportunities for employment growth in the Borough.
- 5.23 It is still not entirely clear what the proposals for the Queensmere and Observatory shopping centres will be. It is generally recognised that there will

be a significant reduction in retail floorspace and that both of the malls need to be comprehensively redeveloped. This will leave the revitalised and better connected High Street as the prime shopping area.

- 5.24 British Land held an initial consultation on “Slough Central”, as it is now known could be developed. It is important that a core of retailing and leisure (including a cinema) is retained within any redevelopment proposals. The Queensmere and Observatory sites can also accommodate a large amount of residential development.
- 5.25 It is also recognised that major new office development can take place there as an extension to the Central Business District linked by an improved pedestrian route to the station. As a result 50,000 m<sup>2</sup> is assumed to be built along Wellington Street. It is understood that British Land may have ambitions to build up to 200,000 m<sup>2</sup> of offices as yet another step change in the scale of regeneration of the area. As a result this is allowed for in the Spatial Strategy but it will be necessary for the owners that this is a viable and deliverable proposal.
- 5.26 There is a lack of leisure and cultural facilities in the Centre of Slough which doesn't have a proper evening economy. All major developments will be expected to contribute to improving the overall vitality of the area.
- 5.27 There is a general need to improve the appearance, environment and image of the Centre of Slough. Proposals will therefore be brought forward for improving the public realm and increasing the amount of greenery. It is important that more priority is given to pedestrians and so improved footpath/Cycleway links are proposed to enable people to move around the centre better and have access to the parks and open spaces around the outside.
- 5.28 Details of the proposed content of the Centre of Slough component of the Spatial Strategy are set in Appendix A.

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

- 5.29 One of the principles of the Spatial Strategy is that unmet needs should be met as close as possible to where they arise. As explained above, It has not been possible to find sites to accommodate all of Slough's housing needs within the Borough which means that there is a 5,000 shortfall. There is already a shortfall of housing in southern Buckinghamshire. There is also a need to rebalance the housing market in Slough in order to provide more family housing. It is for these reasons that the Cross Border Expansion of Slough is being promoted as a component of the Spatial Strategy. This is now dependent upon the outcome of the Wider Area Growth Study.

- 5.30 The “Wider Area Growth Study” is a government funded study which is intended to address issues arising from growth that is anticipated across the area. The work has been jointly commissioned by the Royal Borough of Windsor and Maidenhead, the former Chiltern and South Bucks District Councils and Slough Borough Council.
- 5.31 Part 1 was carried out by consultants PBA who published their report in June 2019. This identified a very narrow area of search where Slough’s unmet needs could realistically be met in southern part of South Bucks south of the M40.
- 5.32 As part of the work on the Growth Study a Local Housing Needs Assessment for RBWM, Slough and South Bucks Local Authorities was commissioned from GL Hearn. This suggested that that as a result of the proposed distribution of housing in the Chiltern and South Bucks Local Plan there could be a shortfall of 4,300 houses in the southern part of South Bucks over the Plan period. This would be in addition to the unmet need from Slough.
- 5.33 Part 2 of the Wider Area Growth Study is now being carried out by Stantec. This will look at housing needs, supply, capacity and constraints in the study area in order to identify specific locations where housing development could be deliverable and sustainable.
- 5.34 The report is due to be completed by the end of the year and will then have to be agreed by all of the Councils.
- 5.35 The Council has previously promoted the “Northern Expansion of Slough” which remains its preferred option. However, in order not to prejudice the results of the Wider Growth Area Study, the Spatial Strategy is not promoting any particular form of development as part of the cross border expansion of Slough to meet housing needs.
- 5.36 The Government has recently published proposals for changing the standard methodology for calculating housing needs. This would result in Slough’s need being reduced from 893 a year to 597. If these changes, which are currently out to public consultation, were to be implemented it would mean that Slough would have to provide around 6,000 less houses and would no longer technically have a shortfall.
- 5.37 Using the Government’s new figures South Bucks’ needs remain the same. This means the shortfall of 4,300 in the south of the former district remains unchanged. At the same time Chiltern’s unmet needs would go up from 343 to 619 a year. The Government’s new figures would require Aylesbury to build an extra 801 houses a year which is significant because this would mean that it would no longer be able to accommodate the housing that was planned to be exported there from Chiltern and South Bucks in the Local Plan.
- 5.38 The Government’s new methodology has proved to be controversial and it is

not certain that it will be introduced. The use of the housing stock as the base line for the calculation is likely to underestimate Slough's housing needs because it doesn't take account of current levels of overcrowding. As explained above there is also the need to rebalance the Slough housing market with a wider range of housing, including family homes. This is one of the reasons why the Council has been promoting the new "garden suburb". Whichever methodology is used for calculating housing needs, there is still a strong case for promoting the cross border expansion of Slough.

5.40 Although the expansion of Slough is outside of the scope of the Slough Local Plan, it remains a component of the Spatial Strategy. Exactly how this could be delivered will have to be decided once the results of the Wider Area Growth Study have been agreed and further joint working has taken place.

## **6 Conclusions**

6.1 The Spatial Strategy is an important part of the Slough Local Plan which will set out what the pattern, scale and quality of development will be in Slough. This report sets out proposals for how the Centre of Slough should be planned and explains why it is necessary to promote the cross border expansion of Slough to meet unmet housing needs.

## **7 Background Papers**

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

Centre of Slough Interim Planning Framework (2019)

Draft Centre of Slough Regeneration Framework (2020)

## **8 Appendices**

Appendix A – Spatial Strategy Key Component – “Delivering major comprehensive redevelopment within the Centre of Slough”.

Appendix B – Spatial Strategy Key Component – “Promoting the cross border expansion of Slough to meet unmet housing needs”;

## LOCAL PLAN FOR SLOUGH – SPATIAL STRATEGY

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

#### 1 INTRODUCTION

- 1.1 The Council is preparing a new Local Plan for Slough. An important part of this is the Spatial Strategy which will set out what the pattern, scale and quality of development will be in the Borough. .
- 1.2 It is proposed that the Spatial Strategy should have the following five key components:
- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
  - **Selecting** other key locations for appropriate sustainable development;
  - **Enhancing** our distinct suburbs, vibrant neighbourhood centres and environmental assets;
  - **Protecting** the “Strategic Gap” between Slough and Greater London;
  - **Promoting** the cross border expansion of Slough to meet unmet housing needs.
- 1.3 This report sets out how major comprehensive redevelopment will be delivered in the Centre of Slough as a key component of the Spatial Strategy.
- 1.4 In doing so it is important to understand how this fits in with the Spatial Strategy as a whole. There is a shortage of land in Slough. Opportunities have been identified for the development or redevelopment of Selected Key Locations in the Borough. It is not proposed to allow any further loss of Existing Business Areas to housing. As a result the limited number of Selected Key Locations are not likely to produce much of a net increase in commercial floorspace or a significant number of new residential units.
- 1.5 The Protecting the Suburbs report has showed that it is not practical, viable, sustainable or desirable to allow any of the existing stock of family housing to be lost. This, along with the need to prevent any further loss of parks or open spaces, means that the Enhancing the Neighbourhoods component of the Spatial Strategy will only deliver a very limited amount of new housing.
- 1.6 It is not considered that the Colnbrook and Poyle area is suitable for housing for environmental reasons. It is not proposed to meet the demand for warehousing in Slough. In the absence of any current proposals for expanding Heathrow airport, it is proposed to apply a restraint policy to the Colnbrook and Poyle area in the Protecting the Strategic Gap component of the Spatial Strategy. This means that only development that is considered to be “essential

to be in this location” will be allowed.

- 1.7 In recognition of the fact that Slough may not be able to meet all of its housing needs, it is proposed they should be met as close as possible to where they arise. This is why the cross border expansion of Slough is promoted as component of the Spatial Strategy.
- 1.8 This means that the bulk of new housing and most of the other major development is proposed to take place in the Centre of Slough. This follows the overall guiding principle for the Spatial Strategy that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.

## **2 POLICY BACKGROUD**

- 2.1 There is a long history of promoting major development in Slough town centre. The Spatial Strategy contained within the 2008 Core Strategy was one of “concentrating development but spreading the benefits to help to build local communities” .This involved directing development to a tightly defined “town centre” area. .
- 2.2 Major regeneration projects were then promoted within the town centre in the Site Allocations Development Plan Document (DPD) (2010). This included SSA 13 Heart of Slough which has been partly implemented but proposals for the TVU site, now known as the North West Quadrant (NWQ), are still being developed.
- 2.3 Similarly proposals for Queensmere and Observatory Shopping centres (now known as Slough Central) and SSA 17 Canal Basin (now known as Stoke Wharf) are being produced. There are no current proposals for SSA 15 Upton Hospital or SSA 16 Post Office Sorting Office. Many of the requirements set out for all of these sites in the DPD are still applicable today.
- 2.4 The Issues and Options Consultation (2017) contained a number of options. “Option A” proposed the “expansion of Slough town centre”. This would involve increasing the amount of development that can take place in and around the town centre on the basis that it a sustainable location which can potentially absorb higher density development.
- 2.5 Option C proposed a new residential neighbourhood on the Akzo Nobel and National Grid site. Option D 1 proposed the redevelopment of the Canal Basin for residential with ancillary retail and leisure uses.
- 2.6 The main conclusion from the Issues and Options consultation was that there was no realistic option or combination of options which could meet all of Slough’s housing and employment needs within the Borough. As a result all of



these options were taken forward.

- 2.7 In November 2017 the Council agreed an “emerging” Preferred Spatial Strategy. This had five key elements. One of these was “delivering major comprehensive redevelopment within the “Centre of Slough”;

### **Centre of Slough Interim Planning Framework**

- 2.8 In July 2019 the Council approved the Centre of Slough Interim Planning Framework (July 2019). This was essentially a land use document which promoted an “activity led” strategy which sought to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough.
- 2.9 This was based upon Slough becoming an even more important transport hub, the potential for it to become a thriving business area and its ability to accommodate a large amount of new housing.
- 2.10 The Interim Planning Framework proposed the creation of a new pedestrian link from the Station to a “rediscovered” High Street which would be the focal point of the centre.

### **Centre of Slough Regeneration Framework**

- 2.11 The work on the Interim Planning Framework has now been taken forward in the Centre of Slough Regeneration Framework produced by Urban Initiatives. The Framework has a number of roles and purposes:
- sets a clear and overarching vision and spatial plan for the town centre that can guide development and regeneration in the centre of Slough,
  - identifies the opportunities for growth and transformation at a town wide scale and then on a specific basis,
  - identifies linkages and opportunities for improved movement, transport and access for people travelling by all modes but facilitates and encourages a shift to more movement by foot, bicycle and public transport,
  - establishes design principles and development parameters at a town wide scale and then on a site-specific scale and the potential development quantum’s that could be delivered. This information will feed into the emerging Local Plan Spatial Strategy,
  - identifies the potential meanwhile uses of sites pending more permanent development; and
  - provides a strategic delivery plan setting out how projects might be phased, identifying priorities and delivery approaches.

2.12 In order to do this it has ten objectives which are:

- To deliver a 21<sup>st</sup> Century town centre that is accessible to everybody and enhances health and well being,
- To develop a New Central Business District to the south of the railway station,
- To revitalise the shopping and leisure offer in the town centre,
- To deliver a range of new homes in the town centre,
- To strengthen Slough's cultural offer,
- To create a people focused public realm,
- To improve connections between the town centre and Slough's neighbourhoods and the wider area,
- To deliver a step change in the quality of design and architecture in the town centre,
- To provide the right amount of car parking in the right locations; and
- To deliver small interventions, events and early wins.

2.13 The Centre of Slough Regeneration Framework has not been prepared as planning document but has many elements that can be taken forward into the Spatial Strategy.

2.14 The Regeneration Framework identifies how 7,400 residential units can be developed upon 28 sites. One of the main conclusions is that:

*“Delivering a step change in Slough town centre will not be delivered by building new homes but rather through the economic prosperity that comes with a new Central Business District. New jobs will support the local population, make town centre living more desirable and invigorate the retail, leisure and cultural activity and offer in the town.”*

2.15 As a result the Regeneration Framework identified 5 sites which could provide up to 290,000 m<sup>2</sup> of offices and two sites that could provide up to 48,000 m<sup>2</sup> of warehousing or industrial uses.

2.16 The Regeneration Framework also concluded that *“Slough town centre has too much retail space, some of poor quality and too many large floorplates”*. As a result, although it identified sites for around 15,00m<sup>2</sup> of new retail floorspace, 10,000m<sup>2</sup> would be as a result of the Queensmere and Observatory centres where there would actually be a significant net loss. It is anticipated that the Observatory Centre will remain as shopping centre for some considerable time, (possibly in the region of 10 years. Apart from this the largest amount of new retail is likely to be on the North West Quadrant site.

2.17 The Regeneration Framework identified the need for more leisure and cultural facilities in the centre including the need to replace the cinema if the

Queensmere gets redeveloped.

- 2.18 The work that has been carried out for the Centre of Slough Regeneration Framework and the conclusions within it have been used in the preparation of the Local Plan Spatial Strategy..

### **Inclusive Growth Strategy**

- 2.19 The Council's Inclusive Growth Strategy focuses on delivering a more equitable share of Slough's prosperity for its residents. Its Vision is that: 'Slough will be an economy which is defined by its inclusiveness, diversity and resilience – where small businesses flourish, large employers invest, and residents have the opportunity to aspire and prosper.'
- 2.20 The strategy's priorities include the creation of secure and productive jobs, a skills system that works for all, and regeneration that can deliver the infrastructure to unlock growth.

### **Transport Strategies**

- 2.21 The Council is currently preparing a Strategic Transport Infrastructure Plan (STIP) which will set out the actions required to deliver the key principles of the town centre transport vision, as approved by Cabinet in February 2019. These principles are designed to support the creation of a town centre which people want to work in, live in and visit, as described in the Regeneration Framework.
- 2.22 Traffic forecasts assuming the scale of development now envisaged in the centre of Slough show that there is not enough highway capacity to cater for all the additional trips generated. In fact, the forecasts suggest that, depending on when redevelopment occurs, the roads in the town centre could be at capacity in the peak periods by as soon as 2026. The Strategic Transport Infrastructure Plan will therefore set out the Council's plans to make public transport the dominant mode of travel to and from the centre of Slough. This will include provision of high capacity and quality services which will attract passengers and enable redevelopment of the town centre.
- 2.23 The Council has already begun to improve bus service reliability in Slough by installing new bus lanes along the A4 on the approaches to the town centre. The STIP envisages that road space on the A4 in the centre of Slough will later be reallocated to buses and the proposed new transit network.
- 2.24 A refreshed Local Transport Plan, currently in development, will also describe plans to provide a network of attractive walking and cycling routes to encourage shorter distance trips to the town centre by these modes. This will be complemented by gateway treatments on the approaches to the town centre,

such as along Stoke Road, to provide better facilities for pedestrians and cyclists, as well as public transport.

- 2.25 The Strategic Transport Infrastructure Plan will set out the Council's long-term plans for the overall supply of car parking spaces, the locations of the main car parks. Park & ride will play an important role in minimising the amount of parking needed in the town centre. It is envisaged that the new transit network will provide reliable and fast connections from a ring of park & ride sites around the edge of the Borough to the town centre as well as other key locations.

### **3 CONTEXT**

#### **Housing Needs**

- 3.1 One of the main functions of the Centre of Slough is to provide as many new houses as possible to meet local housing needs. Using the Government's standard methodology it can be calculated that Slough has a housing need of 893 dwellings per year. This results in a total need of 17,860 over the Local Plan period from 2016 to 2036. Taking account of completions over the first four years this leaves a residual need for 15,460 at an average of 966 completions a year.
- 3.2 The Government has consulted upon a proposed new way of calculating the standard methodology which could result in a reduction in the need for houses in Slough. The Spatial Strategy has, however, been prepared upon the basis of the current figures. Any change in the way in which housing need is calculated will not affect the requirement to make optimum use of the sites that have been identified in the Centre of Slough.
- 3.3 The Local Housing Needs Assessment. (GL Hearn 2019) showed that there is a net need for 734 affordable rented houses a year in Slough and 234 affordable home ownership units a year. This gives a total need for 968 affordable houses a year which is the equivalent of the total annual requirement.
- 3.4 The Core Strategy Core Policy 4 (type of housing) states:
- “All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.”*
- 3.5 This is basis upon which the Spatial Strategy has been prepared. Viability problems mean that this amount of affordable housing is often not being provided at this rate which means that there will be a continuing shortfall.

- 3.6 The Housing Needs Assessment also showed that there is a need for a range of different house types. For private housing, the greatest need is for 3 or 4 bedroomed family homes. For affordable housing to rent, the greatest need is for 1 or 2 bedroomed accommodation. The Spatial Strategy is trying to address this issue by protecting the existing stock of family housing in the suburbs and promoting the expansion of Slough to create a more balanced housing market. Whilst it is recognised that the majority of units built in the Centre of Slough will be one or two bedroomed flats, there is a need to ensure that larger family accommodation is provided wherever possible.
- 3.7 The scale of housing proposed has to take account of viability issues and the ability of the market to absorb so many new dwellings with the “square mile”.
- 3.8 The ability of the road network to accommodate additional traffic is also a factor in determining how much housing can be carried out. High level traffic modelling has been carried out. Additional detailed modelling will be required for individual sites in order to assess what mitigation may be needed to address traffic congestion and air quality issues.

### **Employment**

- 3.9 The Local Plan has a target of creating 15,000 new jobs in Slough in the plan period.
- 3.10 The Economic Development Needs Assessment (EDNA) (2016) predicted that in order to meet growth in the various sectors in the local economy an additional 14,680 jobs would be needed in Slough from 2013-2036. It also showed that in order to meet the predicted increase in the labour supply that would come about if the population grows at the rate that is projected, 20,080 new jobs would have to be created in Slough by 2036.
- 3.11 The EDNA used the 2013 Cambridge Econometrics forecasts which are now out of date and has been shown to have some technical flaws.
- 3.12 Employment forecasts for the local area were produced by Lichfields for the proposed expansion of Heathrow airport but these are no longer applicable. Various studies on the future of Slough’s office market have generally be based upon past take up rates which are not considered to be particularly relevant.
- 3.13 Given the current uncertainty about what the short or long term effects of the Covid19 pandemic will be upon the economy and employment levels it is not considered possible to carry out new economic forecasts until we know what the new normal will be. The Spatial Strategy has therefore had to be prepared in the absence of reliable economic forecasts.
- 3.14 At the same time EDNA uses out of date data and an approach to calculating

labour supply that is no longer consistent with the latest Government Standard Method. The Local Housing Needs assessment (LHNA) (GL Hearn, 2019) sets out the most up to date position on jobs growth figures for Slough using the standard methodology. This concludes that the growth in the economically active population would require 11,970 additional jobs in Slough over the period of 2019 to 2039. This forecast does not take account of any population growth that may occur as a result of the cross border expansion of Slough.

- 3.15 Consideration will also have to be given for the need to create new jobs to replace those likely to be lost as a result of the Covid19 induced recession.
- 3.16 Taking all of this uncertainty into account, the Spatial Strategy objective is to create 15,000 jobs in Slough. This should not be seen as limiting the opportunity for more employment growth should that be possible.
- 3.17 Not all of these new jobs will need new floorspace or land. The opportunity for finding this in Slough is limited. The Spatial Strategy does not propose that there will be any major employment development in the suburban areas or in the Colnbrook and Poyle area. The Selecting Key Locations Component of the Strategy encourages the regeneration of the Slough Trading Estate and Poyle Trading Estate. It also protects all Existing Business Areas from the change of use to non-employment uses. All of these areas are already fully developed and so it is not anticipated that there will be any significant increase in jobs in the rest of the Borough.
- 3.18 As a result the only area with any real potential for employment growth is the Centre of Slough. The Panattoni and National Grid sites could provide around 37,000 m2 of warehousing which could help meet some of the demand for distribution facilities. All other opportunities for job creation with the centre are likely to be in offices or the service sector.
- 3.19 One of the main objectives of the Spatial Strategy is therefore to create as much employment as possible in the Centre of Slough. Not only will this help the local economy it will promote an “employment led” regeneration of the centre.

### **Retail**

- 3.20 The Centre of Slough has around 850,000 ft2 of retail and leisure floorspace. Much of this is concentrated in the Queensmere and Observatory shopping centres and along the High Street.
- 3.21 In the Core Strategy (2008) Slough town centre was classified as a “Primary Regional Centre” which reflected the fact that it drew shoppers from a wider catchment area. In 2006 it was ranked as the 57<sup>th</sup> most important shopping centre in the country. Ten years later this had dropped to 147<sup>th</sup> and it is now,

likely to have fallen even further following the closure of Marks & Spencer and Debenhams.

- 3.22 A household survey conducted by Cushman and Wakefield in 2015 showed that Slough town centre's catchment had dropped to around 60,000 people which meant that it was no longer serving the whole of the Borough. A more recent survey by CACI has shown that many Slough residents are using the centre infrequently if at all.
- 3.23 As a result the town centre is acting more like a large District Centre serving local needs rather than the Regional Centre that it used to be.
- 3.24 There are a number of reasons for this. Some are the result of national trends. Some are more specific to Slough.
- 3.25 Covid-19 has provided a further boost to online spending, as a consequence of non-essential retail stores being closed for several months during lockdown and many shoppers lacking confidence to return to physical stores now that restrictions have eased. According to ONS, online accounted for 31.4% of retail sales in Q2 2020. It appears highly likely that at least some of the market share gains made by online retailers will not be reversed.
- 3.26 The traditional retail anchor and large format stores need to be replaced by what will be either smaller format retail offerings (unique, experience led, convenient) or indeed uses that are not retail. In either case, the town centre of the future will have a significantly reduced quantum of retail floorspace, and most likely a smaller number of units overall as well.
- 3.27 The House of Commons Housing, Communities and Local Government Committee in its 2019 report on 'High Streets and Town Centres in 2030' identified a broad approach to meeting this challenge:
- "We believe that high streets and town centres can survive, and thrive, by 2030 if they adapt. Our vision is for activity-based community gathering places where retail is a smaller part of a wider range of uses and activities and where green space, leisure, arts and culture and health and social care services combine with housing to create a space based on social and community interactions."*<sup>1</sup>
- 3.28 In addition to being hit by the national trends in retailing, there are a number of factors specific to Slough which have made the situation worse. These include its image, a poor built environment, the lack of green spaces and a focal point and the lack of a historic core. There is also a perception that the centre may not be as clean or safe as it could be.
- 3.29 The Regeneration Framework found that:

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<sup>1</sup> House of Commons Housing, Communities and Local Government Committee, High Streets and Town Centres in 2030 report

*“Overall, the town’s retail mix is characterised by a mix of low to mid-range retailers, with an emphasis on discount oriented retailers. Slough town centre has too much retail space, some of poor quality and too many large floorplates.”*

3.30 In addition to reducing the amount of retail floorspace, it concluded that a shift towards more service led retail uses is likely to be a more resilient, sustainable approach for Slough town centre.

3.31 There is, however, currently a lack of an evening economy and cultural and leisure amenities as explained in the section below.

3.32 The failing shopping centre is clearly a big risk to the future of the centre of Slough as a whole. The Centre for Cities report “What’s in Store” concluded:

*“Stronger city centres are able to better match current customer preferences. Retail is taking up less and less space on high streets across the country as customers shift to online shopping, while places to eat and drink are less replaceable and so have not seen the same decline.” “Weaker city centres may be more vulnerable to the continued evolution of the high street”*

3.33 It is also clear that retail can no longer deliver town centre regeneration in the same way that it did in the past. Another report by Centre for Cities called “City Centres past, present and future” concluded:

*“Crucially, policy must look beyond the retail sector. The health of the high street is a barometer of a local economy. Successful high streets are an outcome, not the cause, of successful city centre economies.”*

3.34 The Interim Planning Framework (2019) noted that pedestrian counts had shown that around 9,000 people walked along the High Street which showed that, despite the closure of shops, it remains a popular destination.

3.35 Research by the Centre for Cities showed that Slough recovered its footfall better than most towns after the Covid19 lock down. This was from a lower base than most centres.

3.36 Taking all of this into account the Spatial Strategy has to plan for a significant reduction in the amount of retail floorspace in the Centre of Slough but ensure that there is still a vibrant quality offer which meets the needs of all of the people who wish to use it, including the local people that it is currently serving and the future residents living in the town centre.

### **Cultural and Leisure Amenities**

3.37 One of the aims of the Spatial Strategy is to try to make sure that more of the wealth generated in Slough stays in Slough. Part of the problem is that Slough doesn’t have a proper evening economy and has fewer places where people



can spend money on leisure and cultural activities.

- 3.38 The “What’s in Store” report produced by Centre for Cities (2019<sup>2</sup>).identified Slough as an exception to the rule that stronger economies tend to have more specialist and premium amenities. It found that Slough had the least day-to-day amenities per person of all the cities and major towns in the UK. This was particularly surprising since the presence of high-skilled jobs should enable it to sustain a wider range of amenities such as bars, restaurants and arts facilities. The report identified three key reasons for this.
- 3.39 Firstly Slough has unusual commuting patterns with the highest share of workers commuting in from outside. At the same 77% of the high-skilled jobs in Slough are filled by in commuters. As a consequence most of the people with the pending power to support more specialist and premium options leave after work.
- 3.40 The second reason relates to the concentration of jobs outside of the centre. The densest concentration of employment is on the Trading Estate which has around a quarter of the jobs in Slough. Very few of these workers are likely to spend time and money in Slough town centre.
- 3.41 The third reason is Slough’s proximity to other amenity-rich locations which may disperse consumers. London is accessible in 17 minutes by train, Reading and Westfield act as destination draws and Windsor and Eton are even closer. All these places are very popular places to visit. This means spending is likely to be dispersed to other locations.
- 3.42 The Centre of Slough Interim Planning Framework proposed having an “activity led” strategy that would encourage people to come into the centre for a whole range of reasons. This is why it proposed having a Cultural quarter and revitalized High Street.
- 3.43 It is important that the Spatial Strategy supports the provision of new leisure and cultural facilities and the creation of a proper evening economy within the Centre of Slough.

#### **4 Constraints**

- 4.1 There are a number of possible constraints to development in the Centre of Slough that have to be taken into account in the Spatial Strategy.

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<sup>2</sup> What’s in store? By Rebecca McDonald, Lahari Ramuni (Centre for Cities, 12<sup>th</sup> September 2019) <https://www.centreforcities.org/reader/whats-in-store/how-does-the-amenity-offer-differ-across-cities/1-slough-a-strong-economy-with-a-weak-amenity-offer/>

- 4.2 Issues related to the geography of Slough and the overall shortages of land are explained in the Selected Key Locations component of the Strategy. This also considers climate change and establishes that there are no flooding problems in the centre. It also establishes that there are no nationally significant environmental sites in Slough and that the only qualifying feature outside of the Borough which needs to be taken into account is the Burnham Beeches Special Area of Conservation (SAC). The potential impact upon this will not prevent development in the Centre of Slough but there may be a need for appropriate mitigation.
- 4.3 The Spatial Strategy has to take account of the viability and deliverability of sites. It has therefore used the work carried out for the Regeneration Framework which took account of landowners' intentions and tested the viability of key sites. This showed that the scale of development identified in the Regeneration Framework should be viable and deliverable.
- 4.4 There are many other factors that may effect whether individual sites may come forward, but at the strategic level the two main possible constraints to development in the Centre of Slough are Highway capacity and air quality.

#### **Highway Capacity**

- 4.5 The amount of traffic in the Borough (excluding trunk roads such as the M4) has grown by over 15% since the mid-1990s. Slough's road network is under significant pressure, particularly at peak times, resulting in congestion and air quality issues (see below). In 2011 the Council estimated that congestion was adding 8% to the average journey time, costing Slough £34 million in lost time.
- 4.6 Whilst the Covid-19 pandemic has resulted in a reduction in travel by all modes, traffic levels in Slough are now returning to close to pre-lockdown levels. In the medium to long term, traffic levels may rise above those recorded prior to Covid-19 due to health concerns over using public transport, or may see a downward trend as more people work from home, increasingly use the internet for shopping and/or shop more locally. If pre-Covid-19 trends continue, congestion could worsen by up to 20% by 2027.
- 4.7 Current peak period congestion, and potentially worsening of congestion throughout the day, is a serious threat to achieving the vision of a high quality, low-car town centre and the development of the Centre of Slough. There is limited scope to provide more highway capacity and negative impacts from additional traffic such as poor air quality. Therefore additional capacity and connectivity for travel to and from the town centre must be provided by public transport, walking and cycling.
- 4.8 Slough's highway model has been used to forecast the changes in traffic in the

Borough arising from redevelopment of the town centre. The forecasts assume the type, scale and timing of development similar to those set out in the Regeneration Framework. Provision of parking in the new developments is assumed to be relatively low (typically 0.2 spaces per residential unit and 0.7-1.0 spaces per 100m<sup>2</sup> of commercial development) to encourage use of modes other than car.

- 4.9 The forecasts are for traffic in the town centre to increase by up to 15% between 2017 and 2026. This equates to over 8,500 additional vehicle trips in the morning and evening peak hours (combined). Due to the increasing congestion, and improvements to public transport, the number of trips by public transport rises by 20% by 2026 and by over 50% by 2036 (equal to 7,000 extra bus and rail journeys).
- 4.10 Traffic congestion is forecast to worsen, with the biggest delays around the Heart of Slough junction, Stoke Road and the Wellington Street/Uxbridge Road junction.
- 4.11 The forecasting work is currently being updated to reflect the land uses set out in the Spatial Strategy. The forecasts are not expected to result in material change in our plans for transport provision for the town centre.

### **Air Quality**

- 4.12 Air quality is a problem in the Centre of Slough which is mainly caused by traffic. There are five Air Quality Management Areas (AQMA) in Slough. Two of these are around the Tuns Lane junction immediately west of the town centre. AQMA 4 runs along the A4 Bath Road/Wellington Street through the centre. There are over 800 residential properties within it. Air Quality is monitored by a combination of 22 diffusion tubes and two continuous monitoring sites in the central area.
- 4.13 Across all AQMA in Slough, there has been a slow improvement in air quality, however there are isolated monitoring locations which continue to have a persistent issue with NO<sub>2</sub> exceedance particularly in the centre
- 4.14 There has yet to be any cumulative assessment of air quality impacts of all the proposed redevelopments anticipated within the Slough Regeneration Framework. This will need to happen to ensure holistic consideration of environmental impacts – both beneficial and detrimental.
- 4.15 Whilst it is not considered that air quality issues will constitute an absolute constraint to development, an early assessment of the Spatial Strategy will have to be carried out. This would help to determine the overall level of mitigation required and whether this can be achieved through restraint, design or off setting measures. It will also be important to assess impacts at key

interim phases as regeneration occurs, especially in delivery of the Transport Vision, to ensure any unintended consequences caused in the short to medium term are recognised.

- 4.16 This will be informed by the Council's Low Emission Strategy (LES), the forthcoming Clean Air Plan (CAP) and Clean Air Zone (CAZ) feasibility study. The later could involve charging all HGVs, buses & coaches and other vehicles which fail to meet prescribed vehicle emission standards.
- 4.17 The overall approach within the spatial strategy is one of concentrating development in the most accessible location in the centre of Slough in order to reduce the need to travel by the most polluting modes of transport. The ability to absorb a large amount of development within the "square mile" without exceeding the relevant limit values will have to be tested and if necessary suitable mitigation will have to be put in place.

## **5 DELIVERING MAJOR COMPREHENSIVE REDEVELOPMENT WITHIN THE "CENTRE OF SLOUGH"**

- 5.1 The overall guiding principle for the Spatial Strategy is that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits.
- 5.2 One of the other core principles is to make the most effective use of land by using that which has been previously developed. The centre of Slough contains a lot of these brownfield sites which should be capable of being regenerated without a significant environmental impact. The centre of Slough is also the area with the most demand for new development and so should be the area most likely to be able to deliver this.
- 5.3 As a result concentrating development in the Centre of Slough is at the heart of the Spatial Strategy. The "square mile", as it is sometimes referred to, will provide the bulk of housing that will be built in the Borough. The proposed expansion of the Central Business District with new office development provides the main opportunity for employment growth in Slough.
- 5.4 The centre's role as a transport hub will make it the focus for the Council's forthcoming Transport Strategy. Although it is currently failing as a shopping centre it has the potential to provide a smaller but more attractive retail offer. There is a lack of leisure and cultural facilities in Slough and so there is the opportunity to create a range of these throughout the centre. There is also a need to improve the image and quality of the built and green environment in the Centre of Slough.
- 5.5 The Spatial Strategy builds on the work done for the Regeneration Strategy

and sets out the following planning proposals for each of the key areas within the Centre of Slough.

### **Central Business District**

- 5.6 The Heart of Slough strategy proposed major office development in the area south of the railway station alongside the proposed new bus station.
- 5.7 At the time of the Issues and Options Consultation in 2017 two large HQ buildings, the Porter Building and phase one of The Future Works, were under construction. As a result, part of Option A (Expansion of Slough town centre) included at the promotion of this area the “Central Business District” (CBD) where commercial offices should be located.
- 5.8 The Centre of Slough Interim Planning Framework (July 2019) promoted an “activity led” strategy which sought to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough.
- 5.9 This was based upon Slough becoming an even more important transport hub, the potential for it to become a thriving business area. As a result it identified a “Business Quarter” which included the five office sites to the south of the station expanded to include part of the former TVU site. These sites would between them provide around 90,000m<sup>2</sup> of new Grade A office space. At the same time the ground floors would provide cafes, bars or small scale shops which can meet some of the day to day needs of the office workers. It was noted that there were additional supporting facilities in close proximity including the Tesco superstore, The Curve community centre, new hotels and the shopping centre.
- 5.10 The Interim Planning Framework noted that there may be scope to further expand the Business Quarter further to meet the anticipated demand for new HQ offices and other flexible workspace. In this context it referred to the possibility of office development taking place in the area occupied by Dukes House at the western end of the Queensmere.
- 5.11 One of the main conclusions of the draft Centre of Slough Regeneration Framework (2020) was that:

*“Delivering a step change in Slough town centre will not be delivered by building new homes but rather through the economic prosperity that comes with a new Central Business District. New jobs will support the local population, make town centre living more desirable and invigorate the retail, leisure and cultural activity and offer in the town.”*

- 5.12 This reflects the findings in the Centre for Cities “What’s in Store” report which states that: “Policy must focus on making cities more attractive to businesses, especially those providing well-paid jobs. This will provide those living and working in cities with the income they need to enjoy a greater range of amenities and keep them open”.
- 5.13 The same report explains:
- “The presence of well-paid workers in and around the high street creates demand for amenities. These workers will often spend their lunchtimes and evenings using the shops, restaurants and bars near their workplaces, providing an additional source of footfall and spending power on top of residents and visitors. In doing so, they are sustaining local services firms on the high street. This effect of high skilled exporting jobs creating and sustaining jobs in local services is known as the multiplier”*
- 5.14 It is considered that the Spatial Strategy should promote this form of “workplace led” regeneration. This does not mean that all of the new floorspace has to be offices. There can also be some mixed use schemes that can provide employment.
- 5.15 The main area where major office development can go is the Central Business District and so this has to be the focus for creating the step change in employment activity that is needed to create the wider multipliers effect for the rest of the Centre of Slough.
- 5.16 The Regeneration Framework has identified that the current proposal for the Octagon site would provide around 12,000 m<sup>2</sup> of offices, the proposals for the remaining two parts of Future Works sites could provide around 25,000 m<sup>2</sup> of offices and the North West Quadrant is proposing a range of 35,000 to 50,000 m<sup>2</sup> offices plus 2,400 to 4,000 m<sup>2</sup> of education/innovation space.
- 5.17 This shows how up to 90,000 m<sup>2</sup> of new office or workspace floorspace could be built in the Central Business District.
- 5.18 In addition the Regeneration Framework identifies the scope for 50,000 to 200,000m<sup>2</sup> of offices on the Queensmere site as an extension to the Central Business District. Details of this are considered in the section on the Queensmere Observatory shopping centre below.
- 5.19 In addition to having the right scale, the “workplace led” regeneration strategy will only work if the Central Business District is attractive to potential occupiers and designed it so that workers are encouraged to visit the facilities in the rest of the centre.
- 5.20 One of the big advantages that the area has is its proximity to the railway station which is likely to be used by an increasing number of office workers,

particularly when the Elizabeth Line service starts. Improvements have already been made to the station forecourt but further enhancements will be necessary to improve the access for the number of people that are anticipated to be using the station in the future.

- 5.21 The creation of a new pedestrian route from the station to the High Street and to Stoke Road is an important proposal in the Spatial Strategy. This will include improvements to Brunel Way and William Street and the creation of a new at grade crossing of Wellington Street.
- 5.22 All developments that face onto Brunel Way will be required to provide attractive active ground floor frontages which enhance the public realm.
- 5.23 A high standard of design for buildings and the public realm will be required throughout the Central Business District. The heights of buildings should comply with the principles set out in the Regeneration Framework. Previous proposals for the Octagon site have included high rise buildings. Although the current office scheme is medium rise, the Regeneration Framework has identified it as a site where a tall building could go if there was a change in plans. Roof top green areas should be provided which provide amenities for occupiers and exploit the views of the surrounding area.
- 5.24 It is recognised that some car parking will need to be provided for workers in order to make sure that office developments in Slough can compete with other locations in attracting tenants. It will be important that vehicular access points to car parks are limited and designed to minimise conflicts with proposed pedestrian routes.
- 5.25 It was envisaged that the three buildings that form the Future Works would be of a uniform design in the shape of a “tick”. Any proposals for the two remaining phases should be of the highest design quality which respects and compliments the appearance of the existing central building. They should have active uses on the ground floor with enhanced public realm and positively contribute to establishing Brunel Way as a principle pedestrian route through the centre.

#### **North West Quadrant (NWQ)**

- 5.26 The former Thames Valley University (TVU) campus and Market Yard Car Park formed the North West Quadrant of the Heart of Slough.
- 5.27 The Heart of Slough Development Brief was agreed in 2007 and planning permission subsequently granted in 2008 for the comprehensive redevelopment of this important part of the town centre. The new road layout and improvements to the public realm have been carried out. The new bus station, the Curve, the first phase of the Future Works and the new hotels have

been developed. The main remaining part is the North West Quadrant.

- 5.28 The outline planning permission was for 1,500 residential units on the site along with around 50,000 m<sup>2</sup> of offices, retail, leisure and a partial replacement of the university. It was proposed that this would be provided in a series of high rise buildings, the tallest of which would be alongside the railway line to the north.
- 5.29 These proposals were taken forward in the Site Allocations DPD (2010). No proposals were brought forward and in 2017 the University of West London, who had already vacated the site decided to sell it..
- 5.30 Proposals for the redevelopment of the campus were included as part of the Expansion of Slough Town Centre option in the Issues and Options consultation.
- 5.31 The site was bought by the Council in 2017 who have used part of it for education purposes whilst two new secondary schools were being built. The rest of it has been cleared.
- 5.32 The Interim Planning Framework (2019) continued to promote the redevelopment of the site TVU site as a mixed use quarter which complemented the town centre. It proposed incorporating the Network Rail land to the north into the site as a way of providing car parking both for the new development and the railway station. The Planning Framework made it clear that the location of tall buildings on the site would have to take account of the potential adverse impact upon the setting of Windsor Castle as seen from the Copper Horse at the end of the Long Walk.
- 5.33 The Interim Planning Framework recognised the potential for the TVU site to form part of the expanded Central Business District with improved connectivity across William Street.
- 5.34 The Council, in public/private partnership with Morgan Sindall, is now bringing forward a residential led mixed use high density scheme on the site. This is intended to set the tone for future development through the provision of active uses and high quality public realm and architecture. It is proposed to have 1,300 dwellings, between 35,000 and 50,000 m<sup>2</sup> of offices, 5,000 m<sup>2</sup> of education/innovation use and 2,400 to 4,000m<sup>2</sup> of retail.
- 5.35 These proposals were considered in the Regeneration Framework which recognised that the NWQ site has the following opportunities:

*“Large scale mixed-use development opportunity to re-use a brownfield site in a very sustainable location. The scale and location of the site lends itself to higher density flatted development together with commercial uses. Scope for differing residential products: affordable, private sales and Private Rental*



*Sector (PRS). Scale of office development capable of meeting broad range of space needs, including larger occupiers and generate significant job opportunities. Scheme offers scope for education use and ancillary supporting retail and food & beverage uses given the scale of the project. Significant place making potential while contributing to the wider townscape improvements in and around the train station and town centre as well as an improved sense of arrival in the heart of Slough.”*

- 5.36 As a result the Regeneration Framework supports the proposal for a new mixed use quarter on the NWQ site and the proposed scale of development subject to it meeting a number of requirements.
- 5.37 It is proposed that the Spatial Strategy should also fully support the principle of the comprehensive regeneration of the site in this form and scale and that the following planning principles should be applied to any proposal that comes forward.
- 5.38 It is important that the site should have a range of mixed uses in order to create activity but the scale of retail and leisure uses should complement the town centre. The office element should form an extension to the Central Business District as explained above. There should be improved linkages across William Street in order to better integrate it with the railway station and rest of the centre. Potential for a new footpath cycleway link over the Windsor railway line should be accommodated by the design.
- 5.39 The architecture should be of a high quality which creates a sense of place that contributes to the image and identity of the centre. High quality public realm and new areas of public open space will be required. Car parking should be located where it is not very visible and doesn't impact upon pedestrian cyclist movements.
- 5.40 The location of tall buildings on the site would have to take account of the potential adverse impact upon the setting of Windsor Castle as seen from the Copper Horse at the end of the Long Walk.

### **Tescos**

- 5.41 The Tescos Extra superstore occupies an important site within the Centre of Slough. It provides for the needs of many Slough residents and people working in the centre. The large building with its inactive frontages does not contribute to the overall attractiveness of the centre.
- 5.42 The Interim Planning Framework recognised the importance of Tescos. It envisaged that, in the short term at least, it would remain as a superstore which would continue to attract significant numbers of people into the centre. It was considered important that it remained as an anchor store whilst the future of the

Queensmere and Observatory shopping centres is being resolved. It also noted that the car park operates as a town centre facility for people doing linked trips.

- 5.43 The Interim Planning Framework suggested that in the medium term there may be an option to partially remodel the western side of the building in a way which retained most of the store but improve its appearance and provide an active frontage for Brunel Way. The Framework stated that the future access to the car park needed to be reviewed in order to reduce traffic on Brunel Way as part of the strategy of enhancing this key pedestrian link to the High Street.
- 5.44 In the longer term the Planning Framework recognised that there is the opportunity for the comprehensive redevelopment of the site to create a mixed use street based development that was better integrated with and supported the town centre. This could also include creating a new bridge over the railway line to improve access to the town centre from the north.
- 5.45 The Regeneration Framework does not anticipate the Tesco site being redeveloped in the 15 year timeframe of the plan. It does recognise the long term potential to redevelop the site to create a more permeable pattern of development close to the station. It also identifies the potential for creating a new pedestrian/cycle bridge over the railway line as part of the reconfiguration of the Tesco Site.
- 5.46 Taking all of the uncertainty into account the Spatial Strategy is not proposing any development upon the site during the Local Plan period. It does, however, set out proposals for the improvement of Brunel Way.
- 5.47 One of the key proposals in the Interim Planning Framework (2019) was to create a new pedestrian link from the Railway station through the Queensmere centre to connect the High Street. The northern part of this link would be formed by Brunel Way which runs alongside the Tesco store. The Regeneration Framework identified the following problems with this route at present.

*“Pedestrians travelling between the station and the town centre must currently contend with traffic on Brunel Way as well as the station / Tesco car park access with little assistance. Once beyond the immediate station environs there are relatively few opportunities to pause and rest, queuing taxis eat into potential footway space in this most valuable of locations and there is little sense of the importance of this route.”*

- 5.48 The Regeneration Framework concluded that the importance of this route cannot be understated since it formed a critical spine through the town centre. As a result it included proposals for improving Brunel Way in the following manner:

*“By reconfiguring traffic management along Brunel Way there is the potential to*

*create a traffic-free route for pedestrians between the train station and Wellington Street, with only two minor crossovers to navigate. This would also have the benefit of encouraging pedestrians onto the western side of Brunel Way where the existing, wide pedestrian crossing on Wellington Street can operate most efficiently. This will then lead directly into any future redevelopment of the Queensmere / Observatory shopping centres and the High Street beyond”.*

- 5.49 The Spatial Strategy supports the principle of creating a direct traffic free route for pedestrians and minimising the space given to vehicles along Brunel Way subject to a suitable detailed design being agreed. This would require the optimum use being made of available land, including that controlled by Tesco. It would also involve making all frontages, including Tescos, as active and attractive as possible.
- 5.50 The existing bridge and stair tower is in a poor state of repair and has been closed. It is Tesco's responsibility to maintain and keep the bridge and lifts available for use by the public. As a result it should be repaired and reinstated in the short term. It is proposed that it should be removed in the longer term as part of the comprehensive proposal to improve the pedestrian crossing on Wellington Street. This will create more space for this important strategic pedestrian route that will eventually link up with the High Street.

### **Queensmere and Observatory Shopping Centres**

- 5.51 The Queensmere and Observatory shopping centres currently perform many of the traditional town centre functions in Slough. The malls are dated and no longer fit for purpose. As a result they provide the biggest opportunity for mixed use comprehensive regeneration in the Centre of Slough.
- 5.52 The centres are now owned by the Abu Dhabi Investment Authority (ADIA). Working on its behalf, British Land is currently developing proposals for redeveloping the malls. Full details of what they propose for “Slough Central” as it will be known, has not been made public. As a result, the Spatial Strategy will have to set out general principles for the future of the Queensmere and Observatory centres based upon the recommendations of the Centre of Slough Regeneration Framework.
- 5.53 The overall objective is to encourage the comprehensive redevelopment of the centres which will transform the area into an attractive, vibrant, well connected place that can provide for some of the important shopping, leisure, cultural and business needs. It also has the opportunity to meet some of Slough's housing needs.
- 5.54 The Queensmere Shopping centre was opened in 1970 as part of the

remodelling of the town centre which included the creation of Wellington Street as a bypass for the High Street. The observatory was completed in 1991. The two indoor malls, which have now been linked together, have formed the core of Slough shopping centre. In addition to the shops there is a cinema, some leisure, food and beverage outlets and two multi story car parks.

5.55 Most of the anchor stores have closed, including Marks and Spencer and Debenhams which were integrated into the centres. The largest stores left are TK Maxx and Primark.

5.56 The Regeneration Framework noted that:

*“Slough has already seen a decline in its retail performance with significant vacancy in the Queensmere shopping centre in particular. This vacancy however presents a significant opportunity for transformative change; the chance to redevelop the centre and transform the heart of the town and at the same time to deliver a more coherent and attractive place. Doing nothing is not an option”.*

5.57 In addition to no longer functioning properly the shopping centres are unattractive and have a poor environment. They form a barrier between the High Street and the railway station and turn their backs on Wellington Street and other buildings such as The Curve and St Ethelbert’s Church. The redevelopment of the centres would create the opportunity to create a new attractive vibrant area which is fully integrated with and supports the revitalised High Street.

5.58 There have been a number of previous proposals for the Queensmere and Observatory shopping centres. The Site Allocations DPD (2010) established the principle of comprehensive redeveloping or refiguring them in way that positively contributed to the wider regeneration of the town centre. At this time this was also intended to support proposals for further retail investment in the centre. It was proposed that the redevelopment of the shopping centres would be supported by the inclusion of high density residential development.

5.59 In the Issues and Options Consultation (2017) the Queensmere and Observatory centres were identified as a proposed location for high rise flats which would help generate the investment necessary which would make the Queensmere the “centrepiece” for prime retail and leisure uses.

5.60 The Centre of Slough Interim Planning Framework (2019) recognised that the size of the shopping centre will have to be reduced. It concluded that:

*“The preferred strategy is to keep the High Street as the primary shopping area and redevelop the southern part of the Queensmere and Observatory centres as integral parts of the new High Street. This will then allow the northern parts of the precincts, including the Wellington Street frontage, to be*

*developed for a mix of other uses including high rise residential”*

- 5.61 The demolition of the precincts was seen as allowing replacement retail and new leisure uses being provided including some large stores and a big leisure complex including a replacement cinema. The basic requirement was that all buildings along the south side respect the scale of the High Street and the primary frontages and entrances from the High Street. It was envisaged that the existing car parks would be reconfigured.
- 5.62 The site was included in a “mixed use” area which merged with a residential area to the east. As a result it was envisaged that there would be major residential development and employment uses. This would include major high rise residential development on the Observatory and parts of the Queensmere. The exact scale and mix of uses was not determined in the Interim Planning Framework.
- 5.63 One of the key proposals was to reconnect the High Street with the railway station by creating a new pedestrian street from Mackenzie Square through to Brunel Way.
- 5.64 In May 2020 British Land held a consultation inviting the local community to find out more about their proposal for “Slough Central” which is name given to the project for redeveloping the Queensmere and Observatory shopping centres.
- 5.65 The stated vision for “Slough Central” is to create long-lasting economic growth in Slough, for all cultures, communities and ages to believe in and for everyone to enjoy.
- 5.66 The proposed phased redevelopment of the site would replace the existing shopping centres with a wide range of uses and activities including workspace, new homes, retail, food and beverage, and leisure and culture.
- 5.67 The consultation stated that it would also provide improved connectivity across the site, creating new pedestrian routes and improved connections with the surrounding streets. It would also create new public spaces with a variety of uses and characters.
- 5.68 The indicative plan, which was included in the consultation, divided the site into four. There would be a proposed Cultural and Civic quarter to the west next to The Curve and St Ethelbert’s church. A Commercial District is proposed for the northern part fronting onto Wellington Street. There would be a proposed High Street Neighbourhood in the south, facing the High Street and a Residential Garden Quarter to the east.
- 5.69 The plan showed a new north south pedestrian route through the site which would provide the link from the railway station to the High Street. There is another link running east west between the different sectors.

- 5.70 These proposals for Slough Central are therefore broadly in line with the proposed pattern of development that was envisaged in the Interim Planning Framework. No details of the scale of development proposed in Central Slough have been provided.
- 5.71 The Queensmere and Observatory is one of the sites that have been assessed in the Regeneration Framework. The draft report has recognised there is the opportunity to redevelop these shopping centres so to provide a modern town centre layout and mix, which replaces the covered centres with a permeable, open street environment.
- 5.72 It explains that redevelopment will enable the scheme to embrace and integrate The Curve and St. Ethelbert's Church, as well as strike a clear pedestrian link between the train station and the High Street, alongside creating a more permeable and positive pedestrian environment. The scale and location at the heart of the town centre lends itself to a diverse and layered mix of uses: including retail, leisure, offices, residential, together with supporting parking - and a range of new public spaces. Cultural activities too will add interest and diversity to the scheme.
- 5.73 The sustainable location points toward much higher density development than is currently there: and particularly offices and residential, with modern – yet consolidated – retail and leisure space, including a cinema.
- 5.74 The site has scope to deliver a substantial new business district alongside a neighbourhood residential quarter, with typically ground floor shopping and leisure facilities. The scheme will be able to meet demand from both large and smaller scale office and retail occupiers. Car parking will support the development as well as the town centre's retail and leisure offer more generally, with supply of spaces managed throughout the development period to avoid undersupply. Over time, other appropriate town centre uses might become part of the mix.
- 5.75 The development will be set within a significantly improved public realm, as well as mitigating the significant pedestrian barrier caused by the traffic dominated Wellington Street, thus enabling easier access to the train station.
- 5.76 The Regeneration Framework has taken the principles from the Interim Planning Framework and Slough Central consultation material in order to devise an indicative layout for the redeveloped Queensmere and Observatory sites.
- 5.77 This suggests that there could be a mixed-use quarter on the southern edge of the site fronting onto High Street. This would have retail uses at ground floor but with residential uses above. On the northern part of the site, fronting Wellington Street there could be large footprint office buildings as part of the

Central Business District for Slough; The area to the west, currently occupied by the Observatory Centre would be established as a new residential quarter;

- 5.78 A strong north south pedestrian route would be established connecting the railway station to the High Street. This could also be the location for a new Civic Square. There would then be a network of smaller streets and lanes which would make the whole area as permeable and well connected to the surrounding areas as possible.
- 5.79 The Regeneration Framework includes a 3D model of what this layout could look like. In the absence of any firm proposals for the site the Framework has come up with some indicative estimates as to what scale of development could be provided. It states that there could be a minimum of 1,000 dwellings, 50,000 m<sup>2</sup> of offices, 10,000 m<sup>2</sup> of retail and 5,000 m<sup>2</sup> of leisure including food and beverage and a cinema.
- 5.80 In addition to stating a minimum, the Framework includes a range of offices up to 200,000 m<sup>2</sup>. The range is included because it is understood that this is the quantum of development that British Land/ADIA consider is necessary to deliver a step change to the town centre.
- 5.81 Whilst the principle of having “employment led” regeneration is supported, for the reasons explained in the section on the Central Business District Centre above, this scale of development on the Slough Central site is not currently underpinned by economic and market analysis. As a result it will be necessary for the developers to come forward with a fully justified, viable and deliverable scheme which meets all of the planning requirements. Until then the Spatial Strategy will have to assume that the scale of office development within Slough Central will be around 50,000m<sup>2</sup>. When this is added to the 90,000 m<sup>2</sup> proposed in the Central Business District it can be seen that there is significant potential for Slough town centre to transform itself into a major commercial centre in the Thames Valley which benefits from a highly accessible location and offers a range and quality of employment space and supporting facilities to meet employers requirements.
- 5.82 In addition to accommodating British Land/ADIA’s ambitions for the creation of an enlarged workspace led development within Slough Central, there are a number of reasons why there may be a need for new large scale office development in the Centre of Slough. As companies seek to consider their post COVID locational strategies, there is the potential for accessible outer London centres such as Slough to provide an alternative to central London workspace. It is also noted with significant amount of aging office stock reaching lease expiries over the next 5 years in Slough. This provides opportunities for occupiers to seek modern fit for purpose accommodation within their existing catchment, in a central location offering supporting amenities compared with

edge of town locations.

- 5.83 The following planning principles will be applied to any proposals that come forward on the Queensmere or Observatory sites.
- 5.84 It should be a comprehensive mixed use scheme which follows the principles set out in the Centre of Slough Interim Planning Framework and the Regeneration Framework.
- 5.85 It is essential that it provides new retail and leisure facilities which will create an attractive vibrant centre. This will include new food and beverage outlets and a cinema which help to sustain an evening as well as day time economy. This could also include provision for new cultural facilities.
- 5.86 New office development can be provided as an expansion to the Central Business District to the north. This could deliver an “employment led” regeneration scheme. The scale of new office development will depend upon a number of factors, including the aspirations of the owners of the site.
- 5.87 A substantial amount of housing should be provided throughout the redevelopment within a concentration at the eastern end, possibly in a new residential quarter. This should include a range of accommodation including the maximum reasonable provision of affordable housing.
- 5.88 A high standard of architecture will be required in order to deliver this dense city centre scale development. The tallest buildings should generally be to the north along Wellington Street, which should become a new “address street”. The height of buildings should step down towards the High Street in the south where they should be generally be a maximum of 6 stories in order to retain its human scale.
- 5.89 The scale and nature of development at the western end of the sites needs to reflect and enhance the setting of St Ethelbert’s church and The Curve.
- 5.90 A new pedestrian route will be created which links the High Street to the railway station via Brunel Way. This will have active frontages in order to encourage office workers, residents, shoppers and other visitors to use it. The whole site will need to be permeable with convenient and attractive links to the rest of the centre.
- 5.91 There is a need to improve the environment and create more greenery. Buildings should be set in a high quality public realm that includes areas of planting and semi-mature tree planting. New areas of public open space will have to be provided including a “civic square” adjacent to, or part of, the new pedestrian link from the High Street to the railway station.
- 5.92 The shortage of public open space means that opportunities should be taken to



provide landscaped roof gardens on the tops of buildings. The views of the surrounding area should be optimised, particularly those of Windsor Castle to the south. A public viewing area should be provided to create an attraction and enhance the appreciation of the area.

- 5.93 The southern side of the facing onto the High Street should be the prime retail area with active frontages which help to deliver the “rediscovered High Street” aim of the Spatial Strategy. There is the possibility to create a secondary “neighbourhood” of shops and leisure uses behind the High Street frontage which would be a more tightly drawn area with its own distinctive character. This is described in the Regeneration Framework as having:

*A network of smaller streets, lanes and squares to provide a choice of routes through the area that encourages shoppers to step off the High Street to explore. These streets to have active ground floors, predominantly with retail use but also including a food and beverage, leisure and cultural offer;*

- 5.94 The layout of the development as a whole should be permeable with new south to north links extending Church Street, Park Street and Alpha Street. Pedestrian links should also be integrated with The Curve and St. Ethelbert’s church.
- 5.95 The layout should put pedestrians first. The impact of car parking and servicing on the streetscape must be minimised and wherever possible. Car parking should be provided either below ground or with in multi-storey car parks or a combination of both.. Access to the public car parks should be from Wellington Street.
- 5.96 The redevelopment should ensure that a minimum amount of car parking should be provided to meet the needs of shopper and visitors in as convenient location as possible. This should be managed in such a way as to ensure that it remains available for short term use. This could include some shared use of other parking spaces at weekends and evenings to ensure that there is sufficient visitor parking to make the retail/leisure/cultural offer attractive and viable. It is recognised that the scale of parking provided for other uses offices and residential has to ensure that they are viable and lettable but it will be important that this and doesn’t undermine the overall need to encourage modal shift to more sustainable forms of transport. The preferred phasing would be to begin the redevelopment from the west in order to obtain maximum benefits from the new public facilities that can be provided in this area. It would also enable the new pedestrian link from the High Street to the railway station to be created at the earliest opportunity. It is important the core of retail and leisure facilities and suitable public car parking is retained during all phases of the redevelopment of the two shopping centres. There will also be a need to provide some “meanwhile” uses to support the on going vitality of the centre.

- 5.97 It is proposed that there should be a minimum of 1,000 dwellings, 10,000 m<sup>2</sup> of retail and 5,000 m<sup>2</sup> of leisure including food and beverage and a cinema.
- 5.98 It is proposed that there should be a minimum of 50,000 m<sup>2</sup> of offices on the site. This could be increased up to 200,000 m<sup>2</sup> if the owners are able to bring forward a viable and deliverable scheme that meets all of the planning requirements.

### **The High Street**

- 5.99 One of the main proposals in The Centre of Slough Interim Planning Framework (2019) was to promote a strategy which “rediscovers the High Street” and makes it the focal point of the centre.
- 5.100 The problems facing retailing in Slough, and the need to refocus its role, are explained above. It is acknowledged that Slough will no longer be a sub regional shopping centre and proposed that the oversupply of retail floorspace will be resolved by greatly reducing the amount of shops in the redevelopment of the Queensmere and Observatory centres.
- 5.101 Whilst there will still be a significant amount of retailing in the new Slough Central development that replaces the shopping malls, this is likely to be in small scale and specialist units which complement the retailers on line trade. It is envisaged that the Tesco’s superstore will remain but the main focus for shopping in Slough centre will be the revitalised High Street.
- 5.102 The Interim Planning Framework explained that:
- “The expected reduction in the overall amount of retail space will create the opportunity for the High Street to become the busiest shopping street. It will contain a variety of shops meeting daily needs. It will also be important that it continues to provide a range of shops, including those that cater for people on low incomes. This will ensure that the “rediscovered” High Street remains valued by the community and attractive to visitors.”*
- 5.103 The main part of the High Street was comprehensively refurbished as part of the Council’s Art@Centre scheme which was inspired by the town’s art, historic and cultural background. This introduced high quality natural stone paving materials, bespoke granite benches, new lighting, art work, open spaces, public plazas and semi mature tree planting to drastically change the High Street’s physical appearance and open it up to pedestrians. It is considered that this refurbishment has passed the “test of time” although it continues to require on going maintenance and there could be better interpretation of the historical references and art work. Proposals for further improvements to the environment will be developed by the new Business Improvement District (BID) organisation.

5.104 The western end and southern side of the High Street has retained a lot of older buildings which help to create its character. The older two or three storey buildings mean that the High Street gets a lot of sunshine which makes it an attractive space to spend some time.

5.105 The Regeneration Framework notes that:

*“The eastern end of High Street has already developed a differentiated offer with a high proportion of independent shops, cafes and restaurants. This part of town is more reflective of the multi-cultural make up of Slough’s population and improvements to the public realm in this area could help to strengthen its draw and benefit local businesses.”*

5.106 The northern side of the High Street is dominated by the Queensmere and Observatory shopping centres and the large department store units formerly occupied by Marks and Spencer and Debenhams. As explained above all of this is proposed to be redeveloped as part of the Slough Central scheme.

5.107 One of the most important proposals in the Interim Planning Framework is the creation of a new pedestrian street linking the High Street via Mackenzie Street and Brunel Way to the railway station. An improved pedestrian crossing of the A4 and creation of active frontages along this route would encourage more people to visit the reinvigorated High Street.

5.108 The major change that is likely to happen is the redevelopment of the northern side which contains the Queensmere and Observatory Shopping centres as described in the section above. Although there are limited details as to what British Land are proposing for its Slough Central redevelopment the consultation document produced in May 2020 showed there would be a “High Street Neighbourhood” facing the existing High Street.

5.109 The Regeneration Framework has taken the principles from consultation material and the Interim Planning Framework in order to devise an indicative layout for the redeveloped Queensmere and Observatory sites.

5.110 This suggests that there could be a mixed-use quarter on the southern edge of the site fronting onto High Street. This would have retail uses at ground floor but with residential uses above. This new development to the north would then transform the central setting of High Street and turn it from a linear processional route to one that interfaces with a more permeable fabric in the Slough Central site.

5.111 The Framework also states that building heights will need to step down towards the south in order to respond to heritage assets and the lower-scale context on the High Street. It therefore proposes that, in order to avoid unbalancing the High Street a maximum of 6 stories, with a set back at the top, should be allowed on the northern side.

- 5.112 The southern side of the High Street is composed of numerous small plots which have been built at different times. Some of these buildings have architectural merit and collectively they create the character and ambiance of the shopping street. With the comprehensive redevelopment of the northern side of the High Street expected in the coming years it is important that some form of continuity and familiarity is retained. A limited amount of redevelopment has taken place and there are long term vacant plots at either end of the central strip. New developments have the opportunity to provide residential apartments above.
- 5.113 The Regeneration Framework suggests that further redevelopments of plots may be acceptable so long as they deliver active ground floors and that the scale of buildings responds to the context. This means that there would typically be four storey developments with the potential for up to two additional set back storeys.
- 5.114 In addition to being a human scale shopping street, one of the key characteristics of the High Street is its openness. One of the critical tests for any development scheme on the southern side will be whether it continues to allow sunshine onto the Street. The scale and design of any development will have to take account of its impact upon Chapel Street, Herschel Street and the relevant side street.
- 5.115 One of the most important sites on the southern side of the High Street is the temporary car park on the corner of Church Street which is known as Buckingham Gateway. The Regeneration Framework recognises that there is the opportunity for a higher density mixed use development, reflecting its location in the heart of the town centre. Modern retail / leisure space uses would be attracted to the space fronting the High Street, with scope for residential or other accommodation forms to be stacked above and to the south of the site
- 5.116 The Regeneration Framework states that the public realm within the High Street will require an upgrade. In addition to promoting the new pedestrian link from the railway station to the High Street, the Regeneration Framework identifies the opportunity to give further priority to pedestrians at both the western and eastern ends.
- 5.117 At the western end it notes that:

*As is common in Slough, space for moving and storing vehicles has been maximised with relatively little space provided for pedestrians, with no public seating or tree planting. Whilst connections for pedestrians to the rest of the High Street are direct via a signal-controlled crossing, they must cross four lanes of traffic on a sweeping bend. Despite the relative hostility of this environment, a number of restaurants and pubs cluster in this area.*

5.118 As a result it suggests that the western end of the High Street could be made traffic free by removing the gyratory system and making William Street two ways. This has not been tested and is something that would have to be considered in the Transport Strategy and so is not being promoted in the Spatial Strategy at this stage. Similarly the proposal in the Regeneration Strategy for introducing new footpaths and cycle ways along Windsor Road is a longer term idea which will have to be considered in the Transport Strategy and is not part of the Spatial Strategy.

5.119 The Regeneration Strategy recognises that at the eastern end:

*The street already benefits from relatively high levels of footfall as it is on an important walking route that connects the town centres pedestrianised area with neighbourhoods to the east as well as the main pedestrian route to Hatfield car park. The challenge is to capture a greater share of this footfall, encouraging people to pause and explore rather than simply pass through.*

5.120 As a result it proposes removing some parking spaces on the northern side to enable more trees to be planted, produce to be displayed, and tables and chairs to be introduced.

5.121 Overall it is considered that the proposals outlined above should enable the Spatial Strategy to realise one of its key aims which is to revitalise the High Street as the primary shopping area in the Centre of Slough.

### **Area north of the Railway Station including the Stoke Road Corridor**

5.122 The Centre of Slough Interim Planning Framework identified the area north of the Station, including Mill Street, as an area of change. This reflected the decision in the Site Allocations DPD (2010) to treat it as part of the town centre and accept the loss of some existing employment uses around Mill St in favour of comprehensive redevelopment for good quality mixed use development plus public realm enhancement.

5.123 Over the last 15 years some new residential development has occurred in the area and there is scope for more to take place. This should improve the image of the area and provide homes in a very sustainable location close to the town centre and next to the railway station.

5.124 Regeneration Framework identifies a Stoke Road Corridor character area. It proposes retaining mixed uses alongside Stoke Road and next to the station with Mill Street is proposed primarily for residential use. The aim is to replace the existing fragmented pattern of existing development and yards with a coherent pattern of residential streets providing a new residential quarter linked with the railway station's northern entrance. This is alongside public realm improvements to enhance the streetscape inclusive of the north forecourt of the

Station and improved pedestrian links.

- 5.125 The Regeneration Framework has identified Mill Street area is one of its key development opportunity areas. As a result it has produced outline design principles and assessed the, potential development capacity and the delivery approach for the area. It proposes primarily flats, up to five/seven storey, to line the street with some town houses adjacent to existing homes to the north for the area north of Mill St. Similar flats are proposed for a small site south of the street that incorporates a currently derelict property. Proposals for a site at Stanley Cottages are similar.
- 5.126 Where sites face Stoke Rd commercial uses are possible at ground floor of new buildings. Comprehensive development is promoted but if brought forward incrementally development on each site must be co-ordinated to deliver a coherent development. Inclusive of adjacent sites on Stoke Road the estimated capacity is over 450 homes. The timescale for delivery is dependent upon when sites become available and could be up to 15 years.
- 5.127 The bus depot site is also a potential redevelopment site, up to 8 storeys, but it is unlikely to happen unless the bus operator relocates and consequently this is not expected to happen within 15 years.
- 5.128 The Regeneration Framework incorporates current Council transport improvements such as enhancements to the north forecourt of the Station and better pedestrian/cycle links to the station from the north in particular a cycle link to the proposed canal basin redevelopment area. It also identifies a new pedestrian/cycle link over the railway, east of the station, to provide easy access to the town centre from the growing and proposed residential areas north of the station such as on Petersfield Avenue and the Akzo Nobel site.
- 5.129 More railway passengers are using the northern entrance to the station partly as a result of recent nearby housing development. This is expected to increase in the future when Elizabeth Line and, hopefully Heathrow train services commence. The northern forecourt of the railway station does not present a good image for the town nor for its ambitions to be a transport hub. The forecourt enhancement includes moving parking spaces to the main station car park and create space for pedestrian flows and station related traffic to spread the load from the south side forecourt.
- 5.130 The overall approach to the Stoke Road corridor area is therefore to encourage development but also ensure it is coordinated and of a good quality so that the benefits of regeneration can be achieved. There is also a need to ensure that all the infrastructure that is necessary to support the schemes is provided.

## **Stable Residential Areas**

5.131 Not all of the areas within the Centre of Slough are suitable for redevelopment. The Protecting the Suburbs report (2020) concluded that it was not practical, viable, sustainable or desirable to allow any of the family housing to be lost. As a result the Enhancing our Distinct Suburbs component of the Spatial Strategy proposes that there should be no loss of family housing within existing residential areas.

5.132 There are pockets of suburban residential development within the Centre of Slough area, many of which are very close to the town centre. The Centre of Slough Interim Planning Framework identified these suburban areas and came to the following conclusions:

*“They are established and have consistency in terms of character, providing family accommodation close to the centre and contribute to providing a variety of accommodation in the centre of town. There is no specific regeneration benefit in redeveloping these “stable residential areas” and it is impractical to do so because of multiple ownership. Small scale infill is generally not viable or practical as garden areas are too small or it has an adverse effect on neighbours or the character of the area”.*

5.133 The Framework highlighted the area south of Herschel Street, known as “Herschel Village”, as a special area with a distinctive character which should be enhanced. It stated that whilst no substantial redevelopment is being promoted, any proposals that do come forward will need to respect the character of the area.

5.134 The overall conclusion of the Interim Planning Framework was that there should be no change to the “stable Residential Areas”.

5.135 The Regeneration Framework identified a number of character typologies within the Centre of Slough. One of these is areas of historic terraces which survive from the Victorian period. These are made up of a mainly rectilinear grid of streets south of the High Street and northwards as far as the railway line. These provide an attractive residential environment close to the centre.

5.136 It identified street based suburban housing some of which consists of 20<sup>th</sup> century semi-detached dwellings. These consist of coherent and consistent streets characterised by repetitive house types.

5.137 The Framework also identified some mixed housing areas to the south of the centre with a less consistent layout or house types. It concluded that because the character is less coherent in these mixed residential areas there is greater potential for intensification or change.

5.138 In the Spatial Concepts section of the report all of these areas are shown as being in the Residential Hinterland. The Spatial Strategy assumes that there will be no significant change within these stable residential areas and will apply the same restraint to them as the other suburban areas of Slough. This means that there will be no loss of family housing as a result of redevelopment or change of use. The change of use to Houses in Multiple Occupation will also not be allowed where this would result in the loss of a family house and have an unacceptable impact upon the amenities of a residential area.

5.139 Herschel Village is identified as a separate area within the Regeneration framework which describes it as follows:

*To the south of the High Street the blocks of modest scaled residential terraces will be retained and enhanced. Vacant plots will be developed at a scale that is contextual with the terraces and the links to Herschel Park to the south enhanced through public realm improvements. Modest infill development of service yards on plots to the rear of the High Street will improve integration with the Urban Core to the north. The Upton Hospital site is located within this area and it is anticipated that it will be redeveloped for residential use including family homes*

5.140 The same principles will be applied to this area where there will be no loss of family housing.

## **Open Space and Heritage Assets**

### **Open Space**

5.141 There is only a limited amount of public open space within the Centre of Slough. The only green areas of any size are the pocket park on Yew Tree Road and St Mary's church yard. There are, however, a number of parks around the centre. These include Herschel Park, Lascelles Park, Upton Court Park, Salt Hill Park and Bowyer playing fields. These perform a number of functions. Herschel Park is a Grade II Listed ornamental park. Upton Park is the largest in the Borough where major events can be held. Salt Hill Park contains sports and major children's play facilities.

5.142 It is a basic principle of the Spatial Strategy is that there should be no loss of open space. The only exception to this will be at Bowyer playing fields where it was agreed in the Site Allocations DPD that a limited amount of this could be developed as part of the comprehensive regeneration of the Canal Basin subject to enhancement of the retained area.

5.143 New developments within the Centre of Slough will be required to provide open space where this is feasible. The Local Plan requires developments of two hectares or more to provide ten percent of the total area as public open



space. For housing sites under two hectares, open space will be sought at a level appropriate to the type of development and availability of open space in the vicinity. Major redevelopment sites in the centre will be required to provide open spaces and “civic squares”, The more peripheral housing sites will be expected to provide usable green open spaces with play areas.

5.144 The Regeneration Framework noted that:

*“Covid19 has shed new light on the value of open space in peoples’ lives with the benefits of access to open spaces, gardens and even balconies increasingly recognised and the inequalities for people who lack this fundamental human need sharply defined.”*

5.145 Green roof gardens should be provided within residential blocks and commercial buildings where ever possible. Given the lack of green spaces contributions will be sought for improving the routes to parks, open spaces and facilities such as the canal and Jubilee River.

5.146 The lack of green spaces makes it all the more important that vegetation is included within improvement to the public realm. Tree planting can have multiple benefits in providing both physical and visual amenity, improving biodiversity and enhancing sense of place

### **Heritage Assets**

5.147 The Spatial Strategy has to take account of the heritage of Slough. There are two Conservation Areas immediately adjacent to the Centre of Slough. These are the Upton Park / Upton Village; and Sussex Place / Clifton Road Conservation Areas.

5.148 The Upton Park / Upton Village Conservation Area is located to the south of the town centre and includes the Grade I listed St Laurence Church which dates from Norman times and the Grade II\* 14th century former manor house Upton Court. The Conservation Area also encompasses Herschel Park and the Victorian villas that were built around it. Herschel Park is also a Grade II Registered Park.

5.149 Sussex Place / Clifton Road Conservation Area is located at the eastern end of the High Street and encompasses many of Slough’s finer Victorian houses.

5.150 Other listed buildings within Slough town centre include:

- St. Mary’s Church (Grade II\*);
- Slough railway station (Grade II);
- Upton Hospital (the former workhouse) (Grade II);
- Church of Our Lady Immaculate and St Ethelbert, Wellington St. (Grade II);
- The Red Cow Public House on St Laurence Way (Grade II).

- 5.151 There are also a number of Locally Listed Buildings which are subject to Policy EN17 in the Local Plan. There are also non designated assets such as “Herschel Village” which is described above.
- 5.152 The re use of Upton Hospital for residential purposes was proposed in the Site Allocations DPD (2010) in order to secure the long term future of the Listed Buildings on the site. This proposed the redevelopment of surplus buildings with little or no architectural or historic significance in a way which positively enhanced the setting of the Listed Buildings.
- 5.153 The Regeneration Framework identified this as an opportunity area and proposed that:
- Subject to relocating the hospital services, the scheme offer scope for residential - houses and flats (and possibly senior living / care home) - to provide a more diverse housing offer in and around the town centre. Re-purposing of the listed buildings for residential uses to create an attractive setting for wider development, whilst demolition of other buildings of poor quality as part of the transformation of this site.*
- 5.154 The Spatial Strategy supports the principle of enhancing the heritage asset in a way which would create a distinctive residential area which provided some much needed family homes.
- 5.155 Whilst the Spatial Strategy has sought to steer development away from heritage assets there will be some development near to St Ethelbert’s Church, the railway station and Mary’s Church. In each case schemes will have to be carefully designed to ensure that that they meet the test in the NPPF that there should be less than substantial harm to the significance of the designated heritage asset.

### **Other Key Sites**

- 5.156 There are a number of other key sites within the Centre of Slough which are important for delivering the Spatial Strategy.
- 5.157 Planning permission has already been given for the redevelopment of the Horlicks site for 1,300 dwellings. This retains the iconic factory and refurbishes the existing clock tower and chimney in order to create a high quality and distinctive new residential quarter. It also provides the opportunity to reconnect the site with the town centre with a new pedestrian route along Stoke Gardens. The Regeneration Framework has identified the opportunity to redevelop the Stoke gardens area which will help to make this area more attractive with significant townscape improvements.
- 5.158 The Azko Nobel site on Wexham Road and National Grid site on Uxbridge Road was identified in the Issues and Options consultation (2017) as a possible new residential neighbourhood. Proposals have now been brought forward by

Panattoni, the new owners of the Akzo Nobel site for a mixed commercial and residential scheme. Outline planning permission has been agreed for up to 1,000 houses on the site with around 40,000m<sup>2</sup> of warehousing to the north. It is propose that this should deliver some family accommodation as well as new employment. Provision will be made for a new bus link through the site which would be completed through to Uxbridge Road when the National Grid Site is developed.

- 5.159 Proposals for the redevelopment of the Canal basin were first included I the 1992 Local Plan. The Site Allocations DPD (2010) agreed the principle of allowing some residential development within Bowyer playing field in order to deliver comprehensive regeneration which would maximise th attractiveness of the anal and basin.
- 5.160 The Regeneration Framework identified Stoke Wharf, as it is now called, as having the potential to provide new residential (mostly flats), with enhancement of – and connection to - the canal waterway, associated towpath and neighbouring playing fields.
- 5.161 The Council has bought the former Travis Perkins site in order to help deliver this important regeneration project. It is in the process of bringing forward proposals for Stoke Wharf in partnership with the Canal's Trust and a private developer.
- 5.162 All of these sites will help to deliver around 9,000 houses in the Centre of Slough over the Local Plan period which is a very important part of the Spatial Strategy.

### **Connections**

- 5.163 The Regeneration Framework highlights that improving connections and overcoming severance is fundamental to the vision for the centre of Slough. This is to create an environment that is more attractive to pedestrians and cyclists. It will enable residents in nearby suburbs to more easily access the centre and to feel more connected with the town centre. It also allows town centre residents to easily access nearby open spaces enhancing the attractiveness of living in the centre where most homes will be flats.
- 5.164 A network of new and improved routes in the centre is associated with proposals to create new public spaces in the centre making Slough a more pleasant and healthy place to live and work in. The spaces could include station forecourt, a new Civic Square within the Queensmere redevelopment and, within the North West Quadrant development. The area around St. Mary's Church could be enhanced to become a more useable space. Connections might take the form of traffic free routes or enhancing existing streets to turn these from imposing highways into civilised, tree lined streets that have a more

human-scale environment.

5.165 Within the centre the most important connection proposed is a street from the Station to the High Street and formed in a way to minimise the severance effect of traffic on Wellington Street. Also proposed are complimentary links, to the east, from High Street to Wellington Street reintroducing street links lost when the shopping centre was built.

5.166 Other proposals include:

- Enhanced connections to and from the railway station in particular to the canal basin redevelopment, the canal tow path, and beyond but avoiding Stoke Rd.
- A link over the railway east of the station.
- A bridge over the Windsor branch railway to link the centre, North West Quadrant, to Salt Hill Park and suburbs beyond without using the A4.
- Links from the centre to Herschel Park and potentially beyond to Jubilee River and to Lacselles Park.
- Routes from the centre to Akzo Nobel residential development.

5.167 To implement the connections policies and guidance will be needed to ensure necessary land is available to form the links, that infrastructure is provided as new built development progresses and that public realm is high quality. Where public funding is not available developer contributions will be needed and in some cases the Council may use its powers to acquire land needed for new connections.

5.168 The details of future connections in the Centre of Slough will be determined in the Transport Strategy. The design of the connections will be informed by a public realm strategy.

## LOCAL PLAN FOR SLOUGH – SPATIAL STRATEGY

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

#### 1 Introduction

- 1.1 The Council is preparing a new Local Plan for Slough. An important part of this is the Spatial Strategy which will set out what the pattern, scale and quality of development will be in the Borough. .
- 1.2 It is proposed that the Spatial Strategy should have the following five key components:
- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
  - **Selecting** other key locations for appropriate sustainable development;
  - **Enhancing** our distinct suburbs, vibrant neighbourhood centres and environmental assets;
  - **Protecting** the “Strategic Gap” between Slough and Greater London;
  - **Promoting** the cross border expansion of Slough to meet unmet housing needs.
- 1.3 This report explains why it is considered necessary to promote the cross border expansion of Slough to meet unmet housing needs. It should be noted that because this will be outside of the Local Plan area, any proposed development could only be delivered by the relevant Local Planning Authority in its development plan.

#### 2 Context

- 2.1 Slough has an overall need to build 17,860 houses in the Local Plan period from 2016 to 2036. It is currently calculated that there will be a shortfall of around 5,000 housing. Whilst this is mainly due to a shortage of land it has to be recognised that the scale of unmet needs is also affected by decisions made about the proposed Spatial Strategy.
- 2.2 The overall guiding principle behind the Strategy is that that development should be located in the most accessible locations which have the greatest capacity to absorb growth and deliver social and environmental benefits. This means that the bulk of the new housing is directed to the Centre of Slough. We have identified sites where around 9,000 dwellings could be built in the plan period. This involves having very high density development which will predominantly provide flats. The ability to deliver this scale of development within the “square mile” hasn’t been fully tested. But it is considered to be the maximum that it is practical to deliver.

- 2.3 We have sought to find sites elsewhere in the Borough as part of the Selected Key Locations component of the Spatial Strategy. Although there are a number of individual sites, it has only been able to find one new area at Cippenham that is capable of being comprehensively redeveloped for housing. The search for sites was carried out on the basis that there would be no further loss of public open space or Existing Business Areas which are needed to support the Local economy.
- 2.4 We have identified 10 sites which could possibly be released from the Green Belt for housing. These will have to be the subject of a separate consultation exercise once the results of the Wider Area Growth Study have been agreed.
- 2.5 Because of the need to retain the stock of existing family housing, the Spatial Strategy has decided that there should be no loss of these in the Enhancing the Suburbs component of the plan. There will, however, continue to be an ongoing supply of new housing from small sites.
- 2.6 It is not considered that the Colnbrook and Poyle area is suitable for housing because of environmental issues including noise from the nearby Heathrow airport. This is one of the reasons why one of the components of the Spatial Strategy is Protecting the Strategic Gap between Slough and Greater London. Whether this area is suitable for development will be tested in the Wider Area Growth Study.
- 2.7 One of the principles of the Spatial Strategy is that unmet needs should be met as close as possible to where they arise. As explained above, it has not been possible to find sites to accommodate all of Slough's housing needs within the Borough. There is already a shortfall of housing in southern Buckinghamshire. There is also a need to rebalance the housing market in Slough in order to provide more family housing. It is for these reasons that the Cross Border Expansion of Slough is being promoted as a component of the Spatial Strategy.

### **Wider Area Growth Study**

- 2.8 The "Wider Area Growth Study" is a government funded study which is intended to address issues arising from growth that is anticipated across the area. The work has been jointly commissioned by the Royal Borough of Windsor and Maidenhead, the former Chiltern and South Bucks District Councils and Slough Borough Council.
- 2.9 It recognises that Slough currently considers it will not be able to meet all of its existing and future housing needs within its boundary and so there is a need to identify "functional geographies" or areas where this 'need' can be accommodated regardless of administrative boundaries. The purpose of the study is to identify the potential locations that could accommodate the future

housing need growth of the Slough, Windsor and Maidenhead core, in line with national policy.

- 2.10 The purpose of Part 1 was to define a broad 'study area', in which new housing development could provide reasonable substitutes for homes in the core places. This was carried out by consultants PBA who published their report in June 2019.
- 2.11 This concluded that the future housing needs of Slough are best met as close to Slough as possible, in areas where house prices are, or house prices in new developments could be, no higher than in Slough and close to areas that Slough residents commute out to. As a result the Study had identified a very small narrow area of search which consist of the southern part of South Bucks south of the M40. It also included Hillingdon Borough. This was not because it would necessarily be expected to take net migration from Slough but because the inter relationship is such that if more housing was built in Hillingdon the net migration outflow to Slough is likely to be reduced.
- 2.12 As part of the work on the Growth Study a Local Housing Needs Assessment for RBWM, Slough and South Bucks Local Authorities was commissioned from GL Hearn. This suggested that that as a result of the proposed distribution of housing in the Chiltern and South Bucks Local Plan there could be a shortfall of 4,300 houses in the southern part of South Bucks over the Plan period. This would be in addition to the unmet need from Slough. Part 2 of the Wider Area Growth Study is now being carried out by Stantec. This will look at housing needs, supply, capacity and constraints in the study area in order to identify specific locations where housing development could be deliverable and sustainable.
- 2.13 The report is due to be completed by the end of the year and will then have to be agreed by all of the Councils.
- 2.14 The Council has previously promoted the "Northern Expansion of Slough" which remains its preferred option. However, in order not the prejudice the results of the Wider Growth Area Study, the Spatial Strategy is not promoting any particular form of development as part of the cross border expansion of Slough to meet housing needs.

### **Housing Needs**

- 2.15 It should be noted that the Council has always promoted the expansion of Slough as the most sustainable way of meeting all of the unmet housing needs in the area with priority given to those South Bucks. As explained above it is suggested that there is a shortfall of 4,300 dwellings in the southern part of South Bucks. The current estimate of a 5,000 shortfall in Slough, as shown in

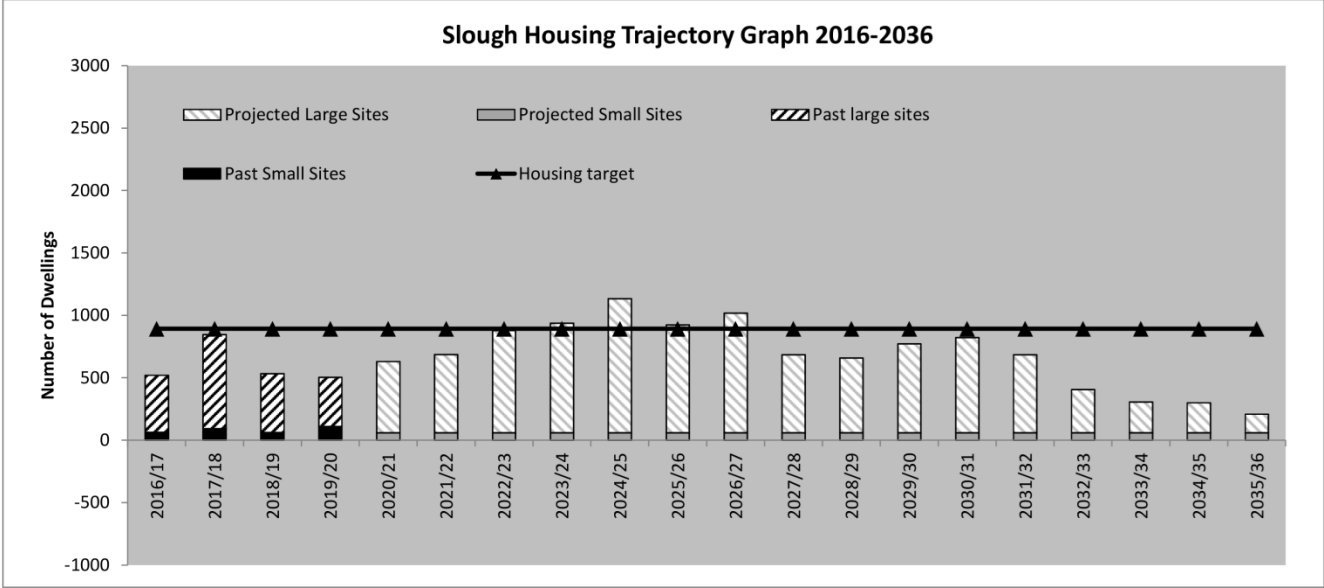
the Housing Trajectory, is in addition to this..

- 2.16 The Government has recently published proposals for changing the standard methodology for calculating housing needs. This would result in Slough's need being reduced from 893 a year to 597. If these changes, which are currently out to public consultation, were to be implemented it would mean that Slough would have to provide around 6,000 less houses and would no longer technically have a shortfall..
- 2.17 Using the Government's new figures South Buck's needs remain the same. This means the shortfall of 4,300 in the south of the former district remains unchanged. At the same time Chiltern's unmet needs would go up from 343 to 619 a year. The Government's new figures would require Aylesbury to build an extra 801 houses a year which is significant because this would mean that it would no longer be able to accommodate the housing that was planned to be exported there from Chiltern and South Bucks in the Local Plan.
- 2.18 The Government's new methodology has proved to be controversial and it is not certain that it will be introduced. The use of the housing stock as the base line for the calculation is likely to underestimate Slough's housing needs because it doesn't take account of current levels of overcrowding. As explained above there is also the need to rebalance the Slough housing market with a wider range of housing, including family homes. This is one of the reasons why the Council has been promoting the new "garden suburb".
- 2.19 Whichever methodology is used for calculating housing needs, there is still a strong case for promoting the cross border expansion of Slough to meet local housing needs. This is why it is a key component of the Slough Spatial Strategy.

### **Conclusions**

- 2.20 Although the expansion of Slough is outside of the scope of the Slough Local Plan, it remains a component of the Spatial Strategy in order to meet local housing needs. Exactly how this could be delivered will have to be decided once the results of the Wider Area Growth Study have been agreed and further joint working can take place.





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**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee **DATE** 9<sup>th</sup> September 2020  
**CONTACT OFFICER:** Paul Stimpson, Planning Policy Lead Officer  
**(For all Enquiries)** (01753) 875820  
**WARD(S):** All

**PART I**  
**FOR DECISION**

**DRAFT CENTRE OF SLOUGH REGENERATION FRAMEWORK**

**1 Purpose of Report**

1.1 The purpose of the report is to inform Members about the draft Centre of Slough Regeneration Framework that has been produced for the Council by Urban Initiatives.

**2 Recommendation**

2.1 The Committee is requested to resolve that:  
 a) The content of the draft Centre of Slough Regeneration Framework be noted.  
 b) The Framework be adopted as an evidence document for the Slough Local Plan.

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

**3a Slough Wellbeing Strategy Priorities**

Setting clear aspirations that encourage the redevelopment of Slough will make a significant contribution to the joint priorities in the Slough Wellbeing Strategy 2020 – 2025.

**3b Slough Joint Wellbeing Strategy Priorities**

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

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

**3c Five Year Plan Outcomes**

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

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

#### 4 Other Implications

##### (a) Financial

There are no financial implications.

##### (b) Risk Management

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

##### (c) Human Rights Act and Other Legal Implications

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

#### 5 Supporting Information

##### Background

- 5.1 The Council has commissioned a Regeneration Framework for the Centre of Slough. The vision, objectives and principles of the Framework were agreed by the Cabinet in June 2020. .
- 5.2 The Framework and its Master Plan are intended to set out the Council's corporate vision and spatial aspirations for development in the centre of the town over the next 15 years.
- 5.3 The Framework embraces and builds on the priorities of the Council's Five Year Plan 2020-2025, Interim Planning Framework, Slough Inclusive Growth Strategy 2020-2025 and the Transport Vision 2019. It will inform the Local Plan Spatial Strategy and will be a major component of the emerging 2040 Plan.

## **Objectives and Principles of the Slough Regeneration Framework**

5.4 The Framework aims to deliver the following objectives:

<b>Objective 1</b>	To deliver a 21 <sup>st</sup> century town centre that is accessible to everybody and enhances health and well-being,
<b>Objective 2</b>	To develop a New Central Business District to the south of the railway station,
<b>Objective 3</b>	To revitalise the shopping and leisure offer in the town centre,
<b>Objective 4</b>	To deliver a range of new homes in the town centre,
<b>Objective 5</b>	To strengthen Slough's cultural offer,
<b>Objective 6</b>	To create a people focused public realm,
<b>Objective 7</b>	To improve connections between the town centre and Slough's neighbourhoods and the wider area,
<b>Objective 8</b>	To deliver a step change in the quality of design and architecture in the town centre,
<b>Objective 9</b>	To provide the right amount of car parking in the right locations; and
<b>Objective 10</b>	To deliver small interventions, events and early wins.

## **Role of the Slough Regeneration Framework**

5.5 The Framework has a number of roles and purposes. It:

- sets a clear and overarching vision and spatial plan for the town centre that can guide development and regeneration in the centre of Slough,
- identifies the opportunities for growth and transformation at a town wide scale and then on a specific basis,
- identifies linkages and opportunities for improved movement, transport and access for people travelling by all modes but facilitates and encourages a shift to more movement by foot, bicycle and public transport,
- establishes design principles, development parameters and the potential amount of development that could be delivered on the sites shown in Image 1 below,
- identifies the potential meanwhile uses of sites pending more permanent development; and
- provides a strategic delivery plan setting out how projects might be phased, identifying priorities and delivery approaches.

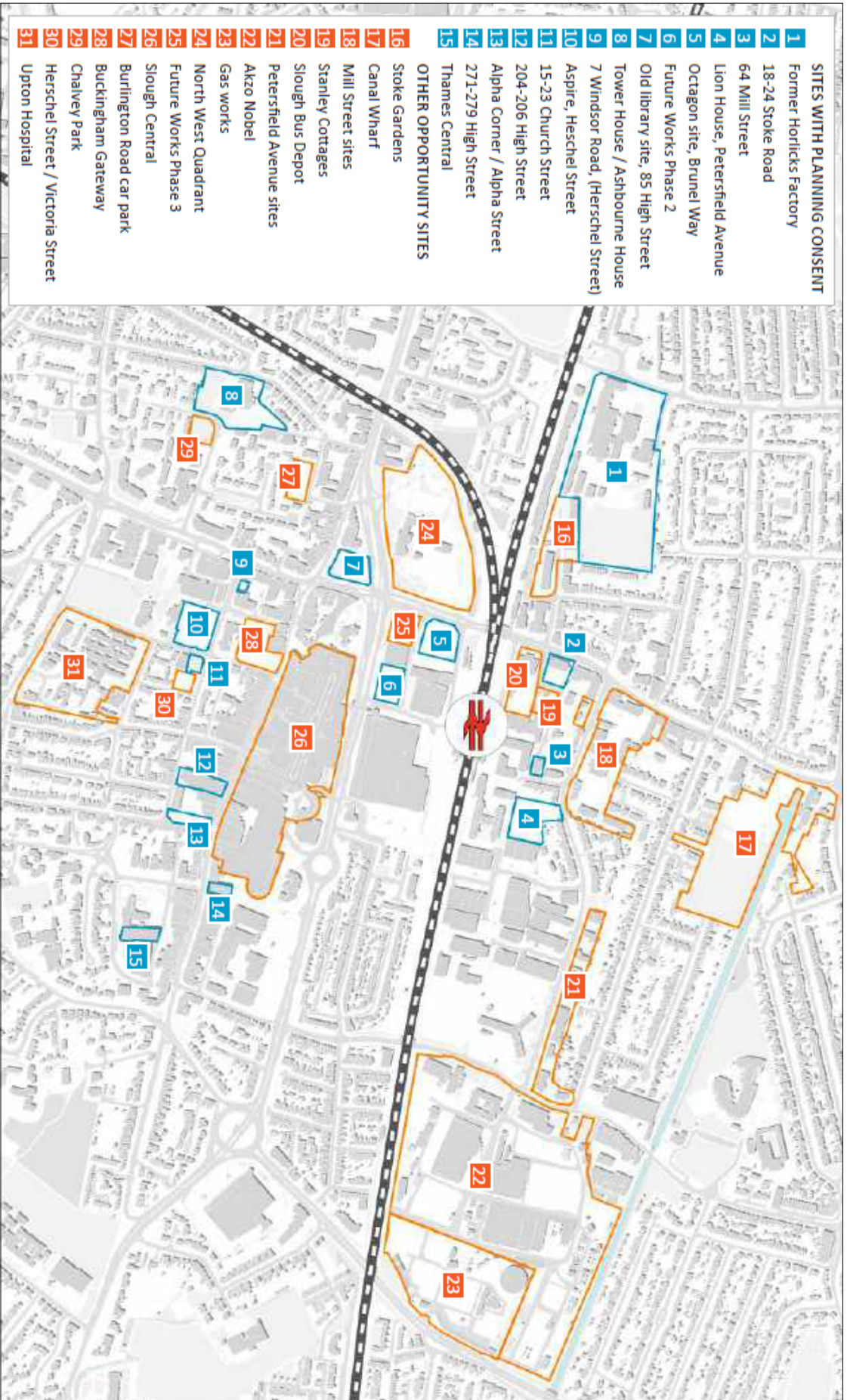


Image 1: Town Centre Sites

### **Step Change for Slough**

- 5.6 The Framework aims to transform the Centre of Slough into an attractive and vibrant urban centre, with economic opportunity and new transport infrastructure attracting business and reducing reliance on the motor vehicle.
- 5.7 Spatial fragmentations will be reconnected, underutilised and vacant buildings and spaces will be filled with places to live, work, shop and enjoy life both throughout the day and into the evening.
- 5.8 New diverse employment growth within a new Central Business District supported by Slough's enterprising young community will make Slough an even stronger economic driver for the region. New economic opportunities will support demand for a range of housing across a spectrum of types and tenures that provides for a successful town.
- 5.9 Walkable streets with good quality public realm and greenery, fronted by attractive new buildings will replace clogged highways linking the centre with its parks, canal and Jubilee River. New public spaces will provide opportunity for the community to meet, relax celebrate and enjoy the town's rich and diverse cultural offer.
- 5.10 All of Slough's residents will benefit from the towns regeneration with increase access to jobs, new educational opportunities and skills training and enhanced digital connectivity: the restored health of the centre will flow across the entire borough enriching the lives and well-being of Slough's people.

### **Masterplan**

- 5.11 The illustrative masterplan which forms a spatial representation of the Slough Regeneration Framework (see Image 2 below) demonstrates how the centre of Slough can deliver the following amount of new floorspace:
  - 115 to 280,000 sq.m. of office floorspace,
  - 14 to 15,500 sq.m. of retail floorspace,
  - 6,700 sq.m. of leisure/ cultural floorspace,
  - 5,000 sq.m. of education/ innovation floorspace,
  - 48,000 sq.m. of industrial floorspace; and
  - 7,400 new homes.
- 5.12 The masterplan shows where this new development could take place. In addition to indicating where new buildings would go, it identifies areas for new and improved public realm and linkages between sites in order to make the area better connected. It also shows where there is the opportunity for new public spaces.
- 5.13 It should be noted that the floorspace figures are for the amount of



development that will be provided in new buildings. They do not take account of what will be lost. It is envisaged that there will be a significant loss of retail floorspace as a result of the redevelopment of the shopping centres. At the same time there will be other, less strategic, development not shown on the masterplan.

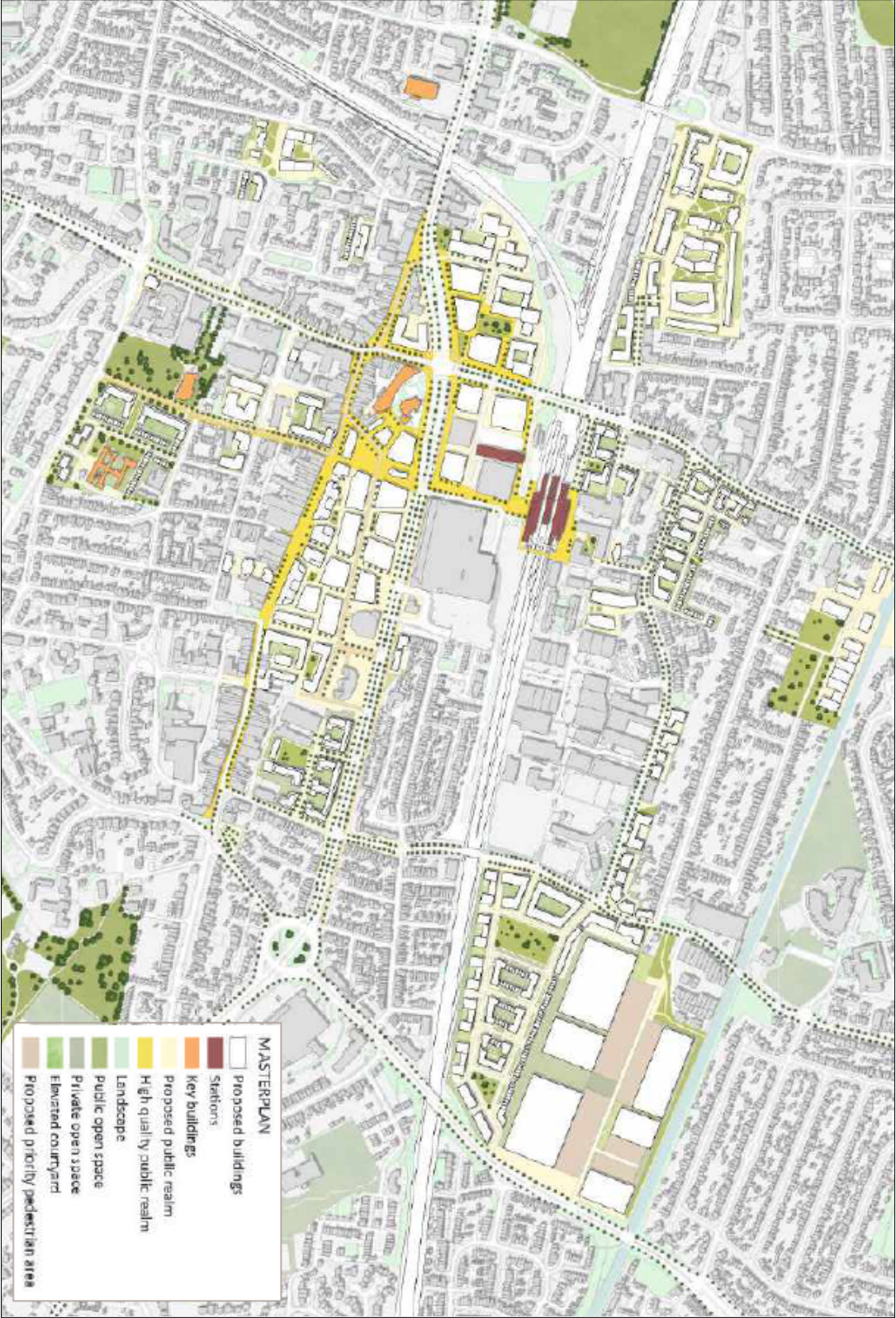


Image 2: Illustrative Masterplan for the Centre of Slough



5.14 All of the sites have been modelled and so the scale of development can be seen in the “Birdseye” view below.

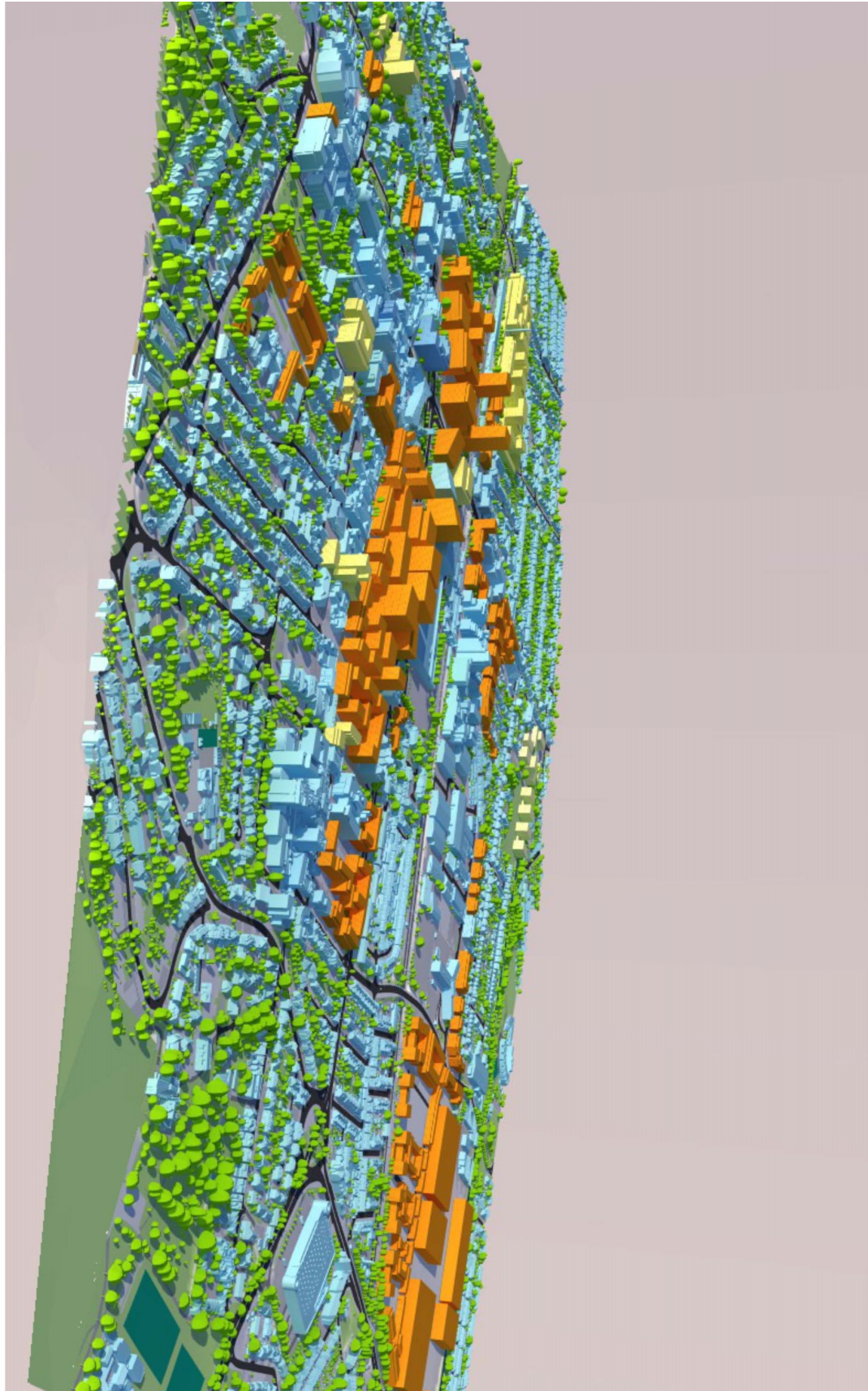


Image 3: Birdseye View of Illustrative Master Plan for the Centre of Slough. View from south east.

- 5.15 The proposed mix of uses in the masterplan are based upon the assumption that a step change in the Centre of Slough will not be delivered by building new homes alone. As a result a Central Business District is proposed. In addition to creating economic prosperity, the new jobs will support the local population, make town centre living more desirable and invigorate the retail, leisure and cultural activity in the town through increased weekday spending.
- 5.16 The towns' shopping offer will be rationalised and reduced by nearly a half whilst ensuring what remains meet the needs of both the immediate resident catchment population as well as those people who are drawn to the centre from further afield. The increase in people living and working in the Centre of Slough will start to change the dynamic of the town and help to support a richer and more diverse offer.

### **Delivery Plan**

- 5.17 The Slough Regeneration Framework contains a series of development projects. It sets out the sites that have scope for transformation and will shape the town centre for the next 15 years. The delivery plan describes each of the key sites on an individual, site by site basis.

### **COVID19 Public Realm and recovery**

- 5.18 Covid19 has shed new light on the value of open space and amenity space in peoples' lives with the benefits of access to open spaces, gardens and even balconies increasingly recognised and the inequalities for people who lack this fundamental human need sharply defined.
- 5.19 The design of public realm (the streets and spaces around buildings) is as important as the design of buildings. The public realm, together with landscape, can have a huge impact on the quality and experience of a place. It forms the backdrop to public activities and engagement and when designed well can encourage social interaction, act as meeting points for communities, add value to surrounding properties and generally add to the character of a town centre.
- 5.20 Trees and landscape incorporated into the public realm have multiple benefits: providing both physical and visual amenity, improving biodiversity, enhancing sense of place, assisting in enhancing air quality, softening the impact of buildings and structures; whilst indicating the passage of the seasons.
- 5.21 The emerging Public Realm Strategy will address and give further detail on public realm solutions, which will support, recovery, high quality design and material use, and people focused place making centred on modal shifts and public spaces which promote health & wellbeing.

## **Implications for the Spatial Strategy**

- 5.22 One of the key components of the Spatial Strategy is “Delivering major comprehensive redevelopment in the Centre of Slough”. As a result the Regeneration Framework will help to show how this will be delivered.
- 5.23 Master Plan has added a lot more detail to what was outlined in the Centre of Slough Interim Planning Framework. The individual site assessments have been helpful in defining what the capacity of the centre will be. The 7,400 dwellings identified on large sites in the Framework will contribute to the greater number of dwellings, possibly up to 9,000 that are likely to be built in the Centre of Slough over the Local Plan period.
- 5.24 The individual site assessments will act as a benchmark for assessing planning applications. Viability tests have been carried out on the sites which will help to show that they are deliverable.
- 5.25 For the wider centre of Slough area guidance is provided on appropriate building heights and uses. This can form the basis of future development management policies to control the scale and form of future growth. There are also proposals for environmental improvements that will inform a new public realm strategy. There are a number of proposals for new and improved linkages and enhancements for pedestrians and cyclists which will have to be assessed in the Transport Strategy.
- 5.26 Many parts of the Regeneration Strategy have therefore been taken on board in the Spatial Strategy as set out in a separate report to this Committee.

## **6 Conclusions**

- 6.1 This Centre of Slough Regeneration Framework sets out the Council’s ambitions for the future of the area. The Master Plan and proposals within the report will help to shape the town centre and its surrounding area over the next 15 years and feed into the Local Plan Spatial Strategy.

## **7 Appendices**

Appendix 1 – Slough Regeneration Framework Executive Summary – August 2020

Appendix 2 – Slough Regeneration Framework – August 2020

## **8 Background Papers**

Shaping Slough Town Centre: Regeneration Update Cabinet Report – June 2020

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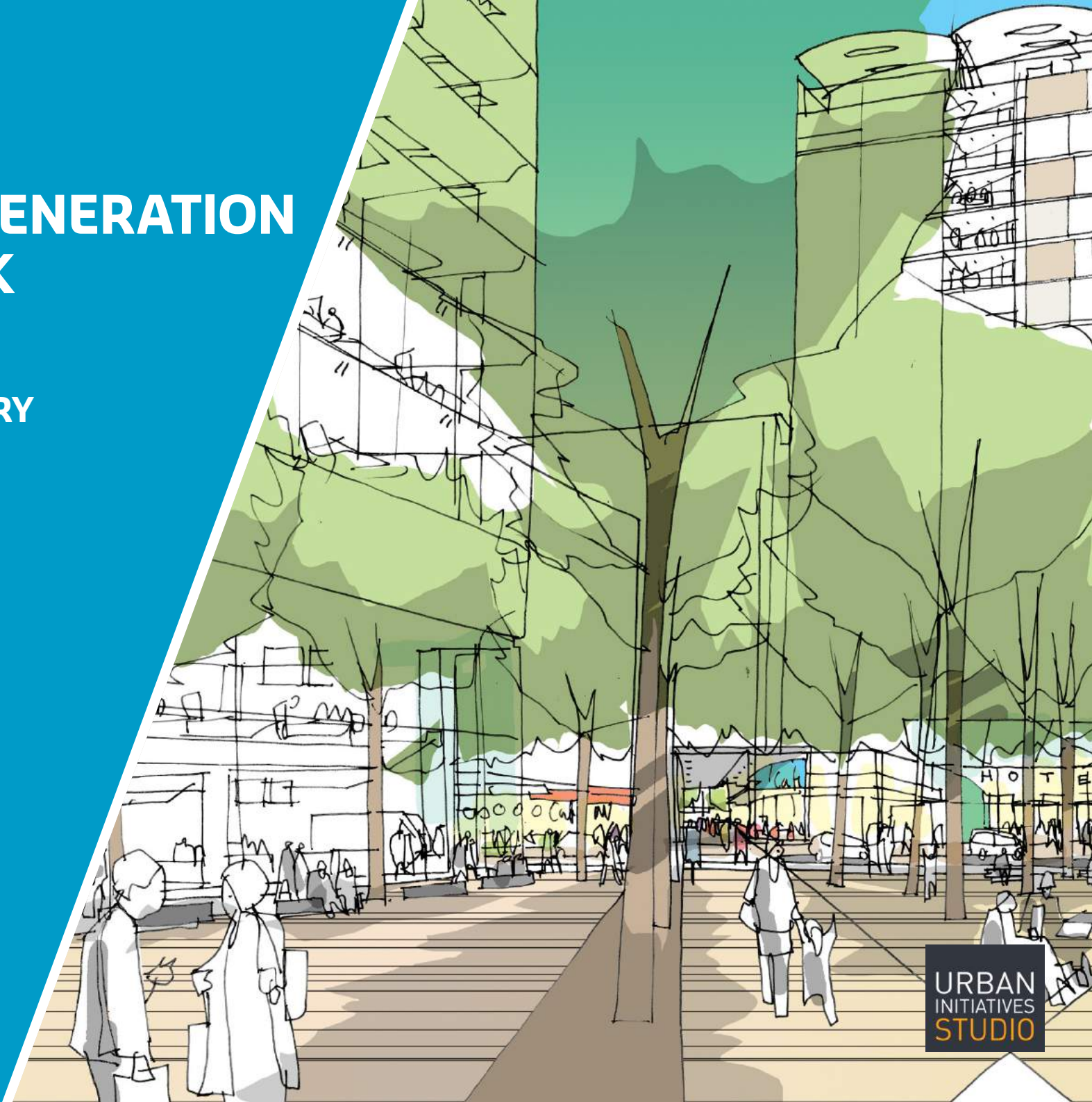


# SLOUGH REGENERATION FRAMEWORK

## EXECUTIVE SUMMARY

AUGUST 2020

Page 261





- 1 Slough railway station
- 2 Great Western rail line
- 3 Wellington Street
- 4 High Street
- 5 The Curve
- 6 Queensmere Shopping Centre
- 7 Observatory Shopping Centre
- 8 Slough bus station
- 9 Tesco superstore
- 10 North West Quadrant
- 11 William Street
- 12 Windsor Road
- 13 Salt Hill Park
- 14 Bath Road
- 15 The Adelphi
- 16 Windsor & Eton branchline
- 17 Former Horlicks factory
- 18 Stoke Poges Lane
- 19 Stoke Road
- 20 Petersfield Avenue
- 21 Wexham Road
- 22 Grand Union Canal Slough Arm
- 23 Akzo Nobel
- 24 Gas works
- 25 Uxbridge Road
- 26 Sainsbury superstore
- 27 Lascelles Park
- 28 Upton Court
- 29 Upton Hospital
- 30 St. Mary's Church
- 31 Herschel Park
- 32 M4 motorway
- 33 Slough Ice Arena
- 34 Slough Trading Estate





# 1. Introduction



Figure 1.1: Aerial image of Slough's Square Mile and its wider context

## 1.1 BACKGROUND

In March 2020 Slough Borough Council commissioned Urban Initiatives Studio (UIS) to prepare a Regeneration Framework for Slough's Square Mile. This sets a vision and spatial framework for development in the town over the next 15 years.

UIS have been supported in the study by Urban Movement who have provided transport, movement and public realm advice and by Montagu Evans who have provided property and delivery input.

Slough is an exceptionally well-connected Borough, it is home to globally-important companies and has been voted the best place to work in the UK three years running (Glassdoor). Slough is also one of the UK's most multicultural places with its communities representing 80 different countries and speaking 150 languages and is the UK town with the youngest population. Slough is a hotbed of talent and entrepreneurship.

The town has recently seen significant investment with new office buildings built close to the railway station, a new Cultural Hub, 'The Curve', opening immediately to the south and significant investment in the public realm and street network in the heart of the town.

A number of residential developments are currently under construction within the Square Mile both to the north and south of the railway line and significant planning consents have been granted including on the former Horlicks factory site.

The Square Mile is on the cusp of positive transformational change that will renew the centre for generations to come. The arrival of the Elizabeth line, together with an ambitious transport vision to implement Mass Rapid Transit across the Borough will bring even greater physical connectivity to the centre and the Council's embracing of innovation and smart technologies will match this with digital connectivity.

Town centres are changing with a shifting focus from shopping to experience and exchange. Slough is well placed to embrace these changes with significant sites in the centre that are ripe for development. A number of major schemes have already been brought forward and these have already changed the landscape of the centre, its image and external perception; others are about to start.

Major office and residential developments are being promoted that could deliver a comprehensive regeneration in the town and huge benefits to its economy, future prosperity and to the lives of all residents in the Borough.

This regeneration must respond to other issues that are shaping our towns and cities. In May 2019 the UK Parliament declared a Climate Emergency; the Council is responding by preparing a Climate Change Strategy and Action Plan to manage its carbon emissions. The way people move around, and to the Borough, will need to change with a shift to more sustainable transport modes and a move away from the private car.

The ongoing Covid pandemic has shone a stronger light on peoples' health and well-being; the value of access to open space and other amenities has been clearly highlighted. There are significant health inequalities in the Borough and addressing these is a priority for the Council as expressed through both the Inclusive Growth Strategy and the Council's Five Year Plan.



Consented scheme on the former Horlicks Factory site



The Curve - a new community building for the town



## 1.2 ROLE OF THE REGENERATION FRAMEWORK

Whilst there is a lot of development activity taking place within the Square Mile it is critical that this activity is co-ordinated and that it collectively delivers a coherent place. Development needs to be guided so that uses are in the right place, proposals respond to the character, identity and history of the town and buildings are brought forward at the right scale to create a place that people will continue to be proud to call home and that will attract further investment.

Critically it is the space between buildings, the streets and spaces, that can make or break a place. The Covid pandemic has demonstrated how important public space and the external environment are to health and well-being. The Regeneration Framework must promote a positive and people driven vision for Slough's Square Mile that aids recovery and delivers future resilience.

The Regeneration Framework has a number of roles and purposes:

- It sets out a clear and overarching vision and spatial plan for the Square Mile that can guide development and regeneration;
- It identifies the opportunities for growth and transformation at a broader Square Mile scale and then on a site specific basis;
- It identifies linkages and opportunities for improved movement and access for people travelling by all modes and encourages and facilitates a shift to more movement by foot, bicycle and public transport;

- It establishes design principles and development parameters for the Square Mile and at a site-specific scale and identifies the potential development quantum that could be delivered. This will feed into the emerging Local Plan;
- It identifies the potential for the meanwhile use of sites pending more permanent development; and
- It provides a strategic delivery plan setting out how projects might be phased and identifying priorities and delivery approaches,

The Regeneration Framework is aligned with a number of other Council strategies. These include the Transport Vision adopted in 2019; the Inclusive Growth Strategy; the Climate Change Strategy and the Council's Five Year Plan. A cultural strategy and a meanwhile use strategy are also being progressed by the Council.

The Regeneration Framework also forms a precursor to the preparation of a Public Realm Strategy for the Square Mile. The public realm concepts set out in the Framework will form the starting point for this more comprehensive Public Realm Strategy which will provide further detail and assign priority to proposals.

## 1.3 PREPARING THE REGENERATION FRAMEWORK

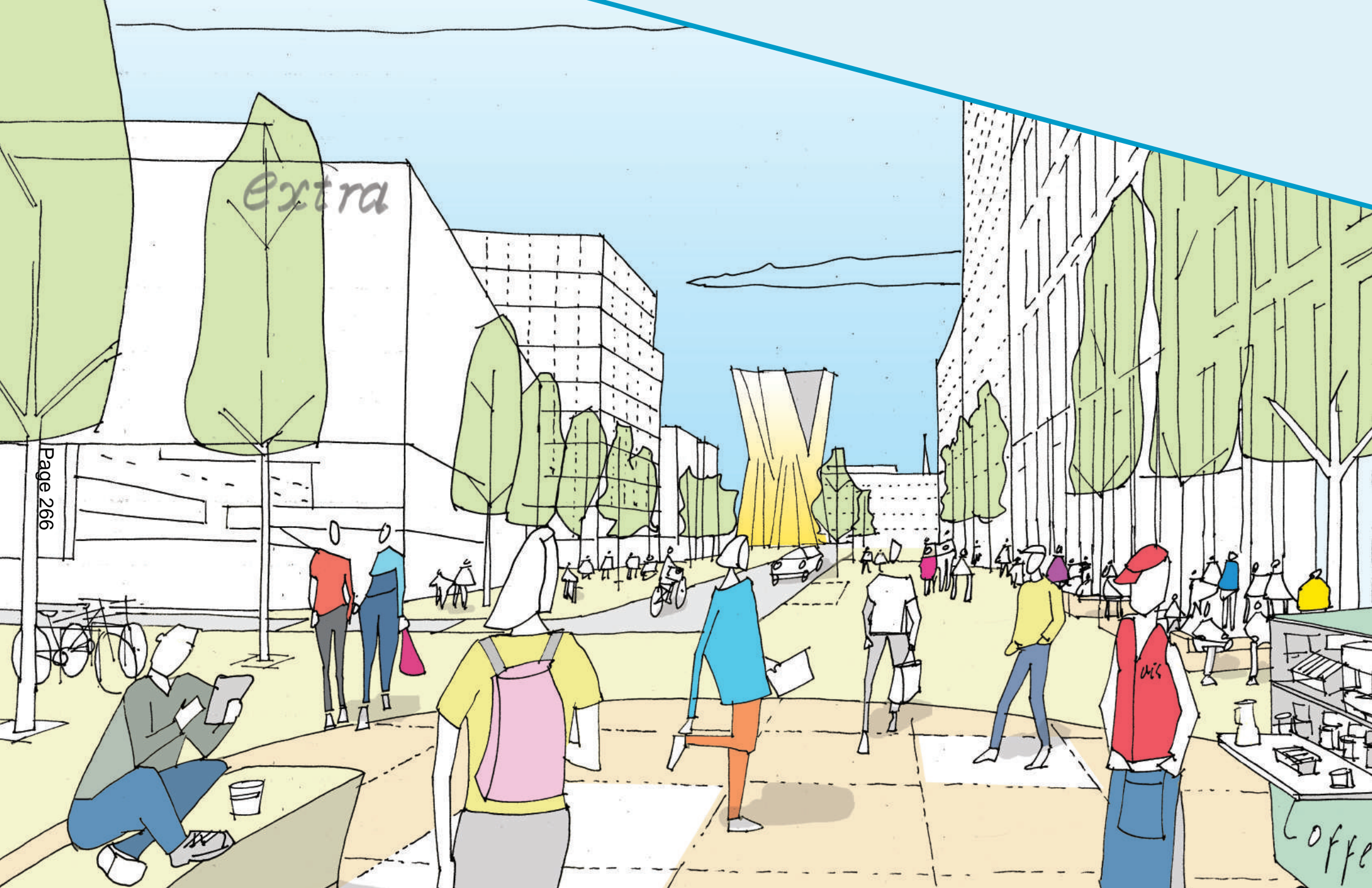
The Regeneration Framework has been prepared through a collaborative process working closely with, and reporting to the Town Centre Regeneration Group. Major landowners and developers have also been engaged in the process and have shared their proposals and aspirations for sites. Covid has placed some restrictions on the masterplan process with the wider stakeholder workshops that were originally envisaged not possible.

The ten spatial objectives that define the vision for the Square Mile and that are set out in Section 2 of this Summary document were endorsed by the Council lead members and by the Council Cabinet in June 2020.

Site options were prepared for many of the sites within the Square Mile and refined following an assessment of viability and deliverability.

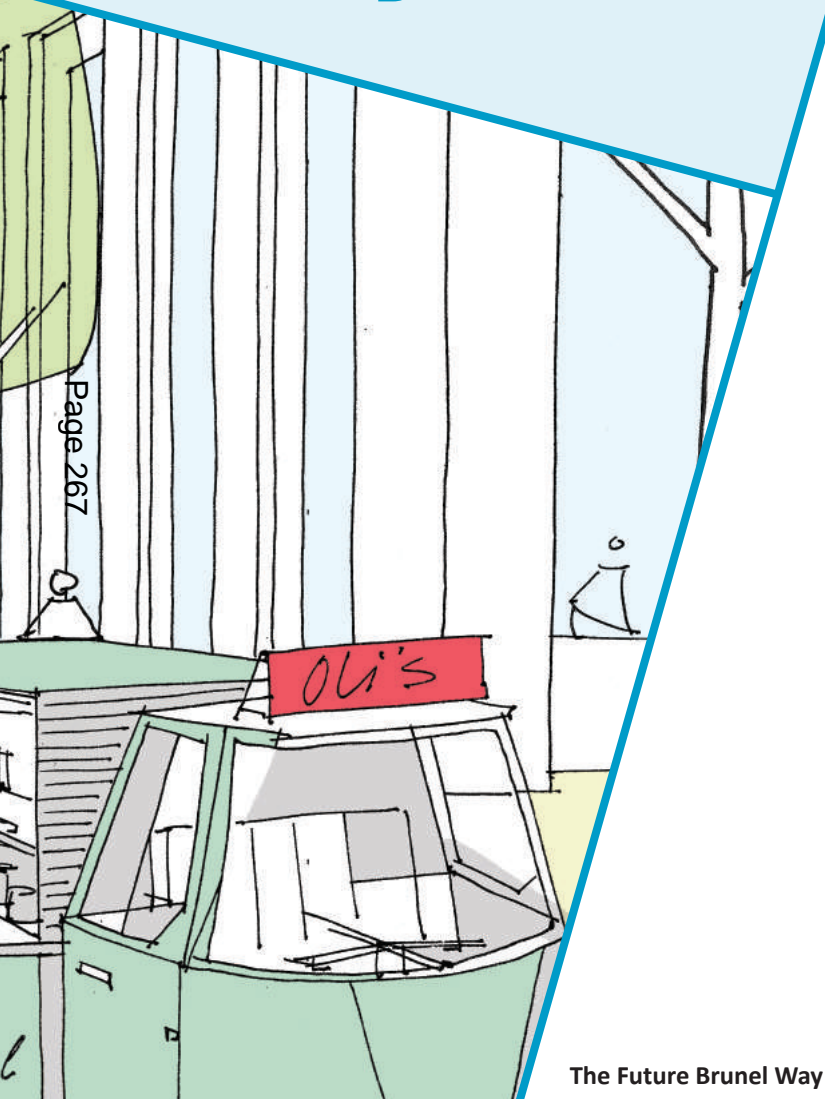


Future Works in the heart of the town centre





## 2. Vision for Slough



### 2.1 A VISION FOR SLOUGH

Slough will be transformed. **A beautiful, vibrant new urban centre** with striking economic opportunity is waiting to be born out of its strong industrial past and entrepreneurial spirit. New transport infrastructure, including the Elizabeth line and a new Mass Rapid Transit, will improve access to the centre, **attracting businesses and reducing the reliance on the motor vehicle.**

Where the town is fragmented it will be reconnected. The town's under used buildings and its vacant spaces will be filled with **places to live, work, shop and enjoy life** both throughout the day and into the evening. A diverse mix of **new employment growth** will feed off the dynamism of the centre and Slough's **enterprising young community** and an expanded **Central Business District** will make Slough an even stronger economic driver for the region. These opportunities will spawn **new demand for different types of housing** and renew the existing residential communities establishing the mix of different household sizes, income and choice that are characteristic of a successful town.

**Walkable tree lined streets** fronted by attractive new buildings will replace clogged highways and link the centre with its beautiful parks and the Grand Union Canal. New public spaces will provide opportunity for the community to meet, relax, celebrate and enjoy the towns' **rich and diverse cultural offer.**

All of Slough's residents will benefit from the town's regeneration with increased access to jobs, new educational opportunities and skills training and enhanced digital connectivity; the restored health of the centre will flow across the entire Borough **enriching the lives and well being of Slough's people.**

The Future Brunel Way

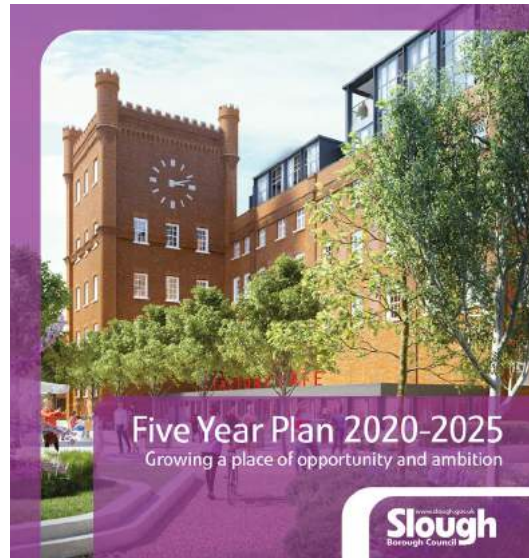
## SLOUGH'S FIVE YEAR PLAN

Slough's Five Year Plan (2020-25) presents the Council Leadership Team's vision for Slough. It strives to make sure the growth Slough is enjoying is inclusive and that residents are able to access opportunities and services to help them build good lives for themselves and their families. The Plan sets out a series of priorities, including those with an economic development focus:

- Slough children will grow up to be happy, healthy and successful;
- Slough people will be healthier and manage their own care needs;
- Slough will be an attractive place where people choose to live, work and stay;
- Slough residents will live in good quality homes; and
- Slough will attract, retain and grow businesses and investment to provide opportunities

The Plan affirms the Council's commitment to the promotion of inclusive economic growth, ensuring the benefits from the regeneration and investment in Slough are shared by all residents.

The Regeneration Framework takes these priorities as a starting point for the spatial vision for Slough's Square Mile



## 2.2 SPATIAL OBJECTIVES

The spatial vision for Slough's Square Mile is set out in the ten objectives:

- **Objective One: To deliver a 21st century town centre that is accessible to everybody and enhances health and well being;**
- **Objective Two: To develop an expanded Central Business District to the south of the railway station;**
- **Objective Three: To revitalise the shopping and leisure offer in the town centre;**
- **Objective Four: To deliver a range of new homes in the Square Mile;**
- **Objective Five: To strengthen Slough's cultural offer;**
- **Objective Six: To create a people focused public realm;**
- **Objective Seven: To improve connections between the town centre and Slough's neighbourhoods and the wider area;**
- **Objective Eight: To deliver a step change in the quality of design and architecture in the Square Mile;**
- **Objective Nine: To provide the right amount of car parking in the right locations; and**
- **Objective Ten: To deliver small interventions, events and early wins.**

These objectives are detailed further on the pages that follow.





## 1

**TO DELIVER a 21st century town centre that is accessible to everybody and enhances health and well being**

- Prepare a **coherent and commercially viable strategy** that recasts the centre as a focus for entrepreneurial activity, jobs, shopping and culture throughout the day and evening;
- Ensure that the town benefits from 21st century **digital infrastructure** and attracts creative and digi-tech entrepreneurs and creative 'makers' to bring a new dynamism to the town centre;
- Plan for the long term, and make the town centre an **attractive and green place to invest**, establish a business, or live a healthy and happy life;
- Encourage a **shift from motorised travel to public transport, cycling and walking** to reduce carbon emissions and address air quality issues;
- Create stronger links to the natural environment and introduce **urban greening to increase biodiversity and enhance mental health**; and
- Deliver **fantastic sustainable buildings and architecture, public spaces and streets** and a place which residents will feel proud to call home.



## 2

**TO DEVELOP an expanded Central Business District to the south of the railway station**

- Deliver a **vibrant new office quarter** that takes full advantage of the enhanced access brought by the Elizabeth line and offers a high quality-working environment in the heart of the town;
- Provide **accommodation for a range of businesses** from established multi-national companies to new digital start-ups; and
- Provide **a focus for jobs in the town centre**, that reflects the town's strong entrepreneurial and industrial past and builds on the towns status as 'the best place in which to work' in the UK.





### 3

#### TO REVITALISE the **shopping and leisure offer** in the town centre

- Promote redevelopment of the town's shopping centres with these replaced with a **street based shopping environment** as part of mixed-use development;
- Focus on the quality of visitor experience with **enhanced leisure, cultural and food and drink offer**. This to include a town centre cinema and potential for street markets, events and meanwhile uses;
- Extend activity into the evening and establish a **strong evening economy** in the town; and
- Draw on the cultural diversity of Slough's residents to offer a **distinctive independent offer**.

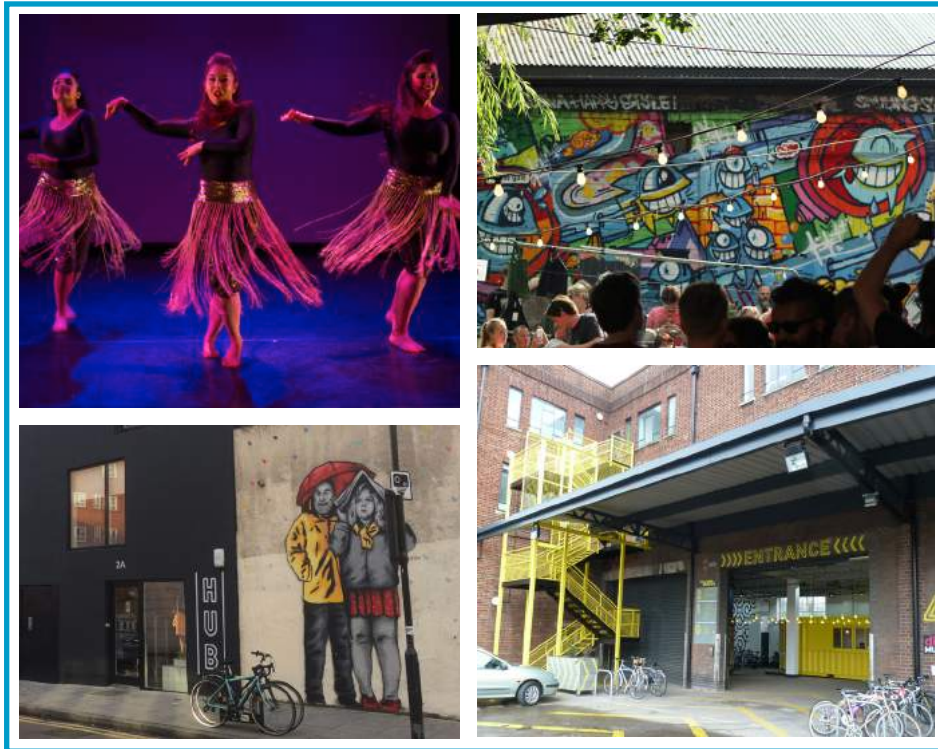


### 4

#### TO DELIVER a **range of new homes** in the Square Mile

- Deliver a **significant proportion of the Council's housing need** within a highly accessible location;
- Increase the **catchment population to support a range of services** in the town centre;
- Deliver a **range of housing types and tenures** (including affordable homes), in response to the specific location and context of residential sites with higher density apartments close to the station and on central sites and more family accommodation on peripheral town centre site; and
- Ensure that appropriate **community infrastructure** is provided to meet future needs.





## 5 TO STRENGTHEN Slough's cultural offer

- Deliver **new cultural facilities and spaces** as part of a stronger cultural offer that will enhance the standing of the town and its cultural identity;
- Build on Slough's **multi-cultural and diverse community** and its grass roots arts and cultural organisations;
- Invest in **education, innovation and life long learning**;
- **Link cultural facilities** to complement the existing town centre offer including 'The Curve'; and
- Provide **affordable studios and start-up spaces** for creative industries.



## 6 TO CREATE a people focused public realm

- Enhance the attractiveness of the town centre through a **unified public realm** that seamlessly links different parts of the town centre with one another;
- Ensure that the main streets, including Wellington Street, William Street, Windsor Road and Stoke Road, are easy to cross for pedestrians;
- Deliver a **network of connected streets and spaces** that improves the town's sense of identity and legibility with new spaces providing a **focus for events and activities** within the town centre; and
- Improve linkages between the town centre and the green spaces on its edge.





## 7

TO IMPROVE **connections** between the town centre and Slough's neighbourhoods and the wider area

- Create a network of attractive and legible routes that **link the town centre with residential neighbourhoods**, employment areas and leisure attractions including the significant open spaces that surround the town;
- Promote and deliver **transport solutions**, (including a new Mass Rapid Transit system) that **favour walking, cycling and public transport**, as a means to access the town centre over the use of motor vehicles;
- Take advantage of the excellent public transport accessibility provided by the railway station and **the Elizabeth line**; and
- Ensure that walking and cycling into the town centre, and from the centre to employment sites and leisure destinations, becomes a realistic and **healthy choice for Slough's residents**.

## 8

TO DELIVER a **step change in the quality of design and architecture** in the Square Mile



- Establish **clear principles for the layout, scale and massing of development** across the town that reinforces the proposed network of routes and spaces in the town;
- Respect and **celebrate the town's history and heritage**, and consider views to and from the town when determining the form, layout and scale of new development;
- Promote new **buildings that positively respond to streets and spaces** whilst concealing servicing, parking and other non-active street frontages wherever possible;
- Minimise Co<sub>2</sub> emissions through sustainable building design;
- Locate buildings of civic importance in prominent locations and celebrate these through their architecture in order to aid legibility; and
- Utilise the **roofscape to deliver urban greening** and to take advantage of views to the wider countryside and to Windsor Castle.





## 9

## TO PROVIDE the **right amount of car parking** in the **right locations**

- Deliver an appropriate level of car parking to meet the needs of the town whilst also recognising the need to reduce car borne trips;
- Locate **public parking at convenient locations** on the approaches into the centre so that visitors do not need to drive through the centre to access car parks;
- Ensure that the car **parking strategy is flexible and can embrace future changes** in mode share and allow conversion of surplus car parking in the future;
- Encourage a switch to electric vehicles and promote car club schemes; and
- In the longer term use **park and ride** to reduce private vehicular trips into the centre.



## 10

## TO DELIVER **small interventions, events and early wins**

- Identify a programme of small interventions that **complement the larger scale development opportunities** but that are quicker and easier to implement in the short term;
- Interventions might include changes to parking management, temporary uses, public realm or shop-front improvements or arts installations;
- Celebrate the town's culture and community through events and activities that **bring life to the town centre**; and
- Encourage **community initiatives and activities** that bring greater pride and ownership in the town.

**The principles combine in the **Spatial Plan** for Slough set out in the next chapter.**

## 2.3 SPATIAL CONCEPTS

### CHARACTER

The built form, and uses vary across the Square Mile shaped by the historic development and evolution of the town. Parts of the town have strong and coherent character; others are fragmented and offer significant opportunity for change. As new development comes forward the character of the town will change; and an important role of the Regeneration Framework is to guide this change so that each part of the Square Mile has a clear role and defined character.

The Regeneration Framework sub-divides the centre into a number of character areas and defines the mix of uses and activities and the scale of development for each. These are identified spatially in Figure 2.1.

### Urban Core

This will be the heart of the town, a dynamic urban centre that provides a mix of offices, shops, cafes and restaurants and other amenities that drive the economy of the town, attract visitors and that forms a focus for the residents of Slough. This part of the town is likely to change the most with an expanded Central Business District delivered both around the station and on what is currently the Queensmere Shopping Centre.

The area will also become home to people attracted to the easy access to work, shopping and the new cultural and leisure facilities that will be established in the area.

Buildings on some sites in the northern part of this area will be at a city scale with an intensity that delivers energy and vitality to the centre and that also helps to deliver a new progressive identity.

### Windsor Road

The area will continue to provide a mix of uses with the larger scale buildings defining the broad street and enhancements to the public realm will make this approach into the town more welcoming particularly for pedestrians and cyclists.

### Stoke Road Corridor

This corridor will retain its mixed-use nature and public realm improvements will enhance the streetscape. To the east of Stoke Road the fragmented pattern of sheds and yards will be replaced with a coherent pattern of residential streets providing a new residential quarter linked with the railway station's northern entrance.

### Horlicks / Stoke Gardens

The former Horlicks factory site will be redeveloped to provide a new residential quarter.

### Akzo Nobel / Petersfield Avenue

The vacant Akzo Nobel and Gas Works site and some smaller sites on Petersfield Avenue, will bring new life to the area with a mix of new homes and employment space.

### Bath Road

The main change in this area will be in the character of the streetscape with Bath Road being humanised from a busy and intimidating highway into a civilised street.

### Herschel Village

To the south of the High Street the modest scaled residential terraces will be retained and enhanced. Vacant plots will be developed at a scale that is contextual with the terraces and the links to Herschel Park to the south enhanced through public realm improvements.

### CONNECTIVITY AND OPEN SPACES

Improving connections and overcoming severance is fundamental to the vision for Slough's Square Mile creating an environment that is more attractive to pedestrians and cyclists, enabling residents to more easily access the Square Mile and to feel more connected with the town centre.

A network of new and improved routes and spaces are proposed making Slough a more pleasant and healthy place to live and work in.

Important moves are indicated in the spatial concept in Figure 2.1. These include:

1. Provision of new spaces in the centre that can provide locations to gather, meet, relax and play;
2. Introduction of a more permeable street-based urban form in the heart of the town between High Street and Wellington Street continuing the connected grid of streets that are found within the historic terraces area to the south;
3. Enhanced connections to and from the railway station to better integrate it into the network of routes in the town;
4. Improvements to routes across the railway lines;
5. Transformation of the environment on the main streets through the centre to turn these from imposing highways into civilised, tree lined streets; and
6. Enhanced connections from the town centre to residential neighbourhoods and to the open spaces located on the edge of the Square Mile and beyond.



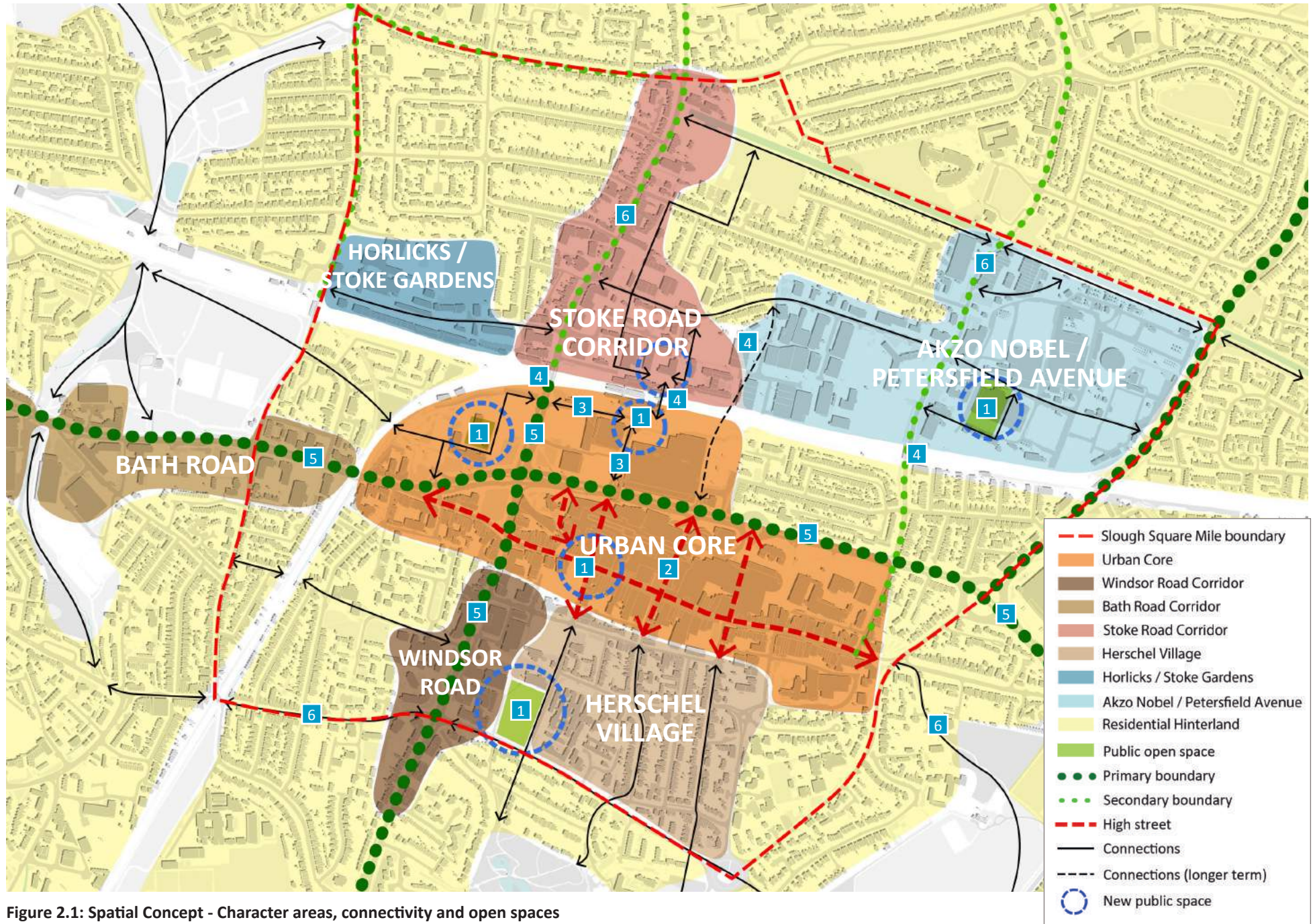


Figure 2.1: Spatial Concept - Character areas, connectivity and open spaces



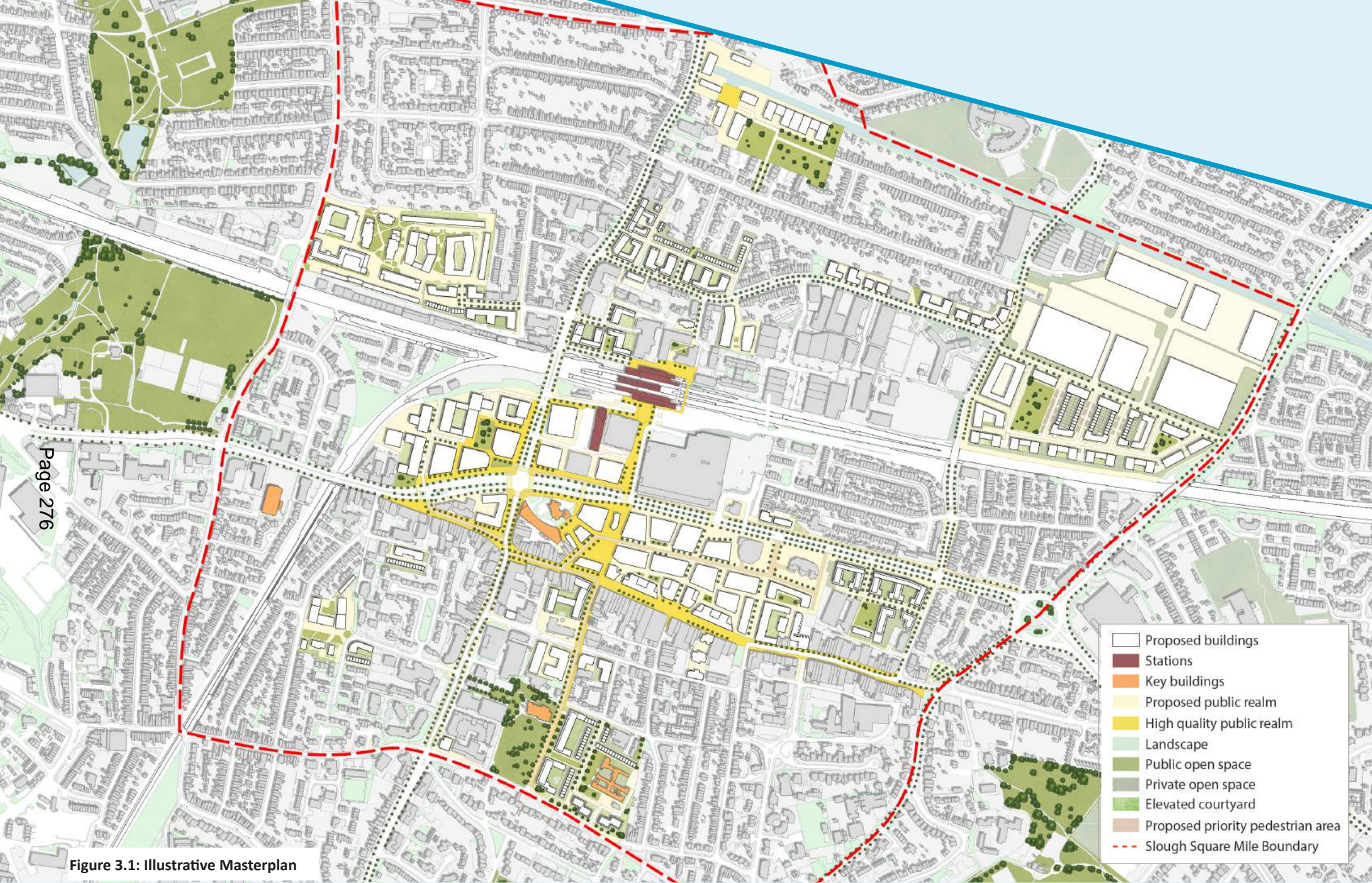


Figure 3.1: Illustrative Masterplan



# 3. Masterplan



## 3.1 ILLUSTRATIVE MASTERPLAN

### INTRODUCTION

The illustrative masterplan demonstrates how the principles set out in the vision for Slough's Square Mile could be successfully applied over the next 15 years.

It shows public realm improvements, new open spaces and potential building footprints. For development sites, simple building forms have been modelled and these have been used to estimate potential development capacities. The indicative proposals have been informed by deliverability / viability testing carried out by Montagu Evans. Where a planning application has already been consented on a site it is included within the plan.

In reality, the exact form and appearance of particular development will vary from those illustrated here. In general, the illustrated development on each site has been calibrated to provide a good quality of life for future residents, avoid impacts on the amenity of existing town centre users, provide ample public and private open space and deliver development quanta that contribute to the local need.

### DEVELOPMENT POTENTIAL

The illustrative masterplan demonstrates how the framework can deliver approximately:

- 115 to 280,000m<sup>2</sup> office floorspace;
- 14 - 15,500m<sup>2</sup> retail floorspace;
- 6,700m<sup>2</sup> leisure / cultural floorspace;
- 5,000m<sup>2</sup> education / innovation floorspace;
- 48,000m<sup>2</sup> B8 industrial floorspace; and
- 7,400 new homes.

A more detailed estimate, providing a site by site breakdown, is provided in Figure 3.6 within the delivery section of this report. The new retail space indicated above does not take account of the loss of retail floorspace through redevelopment of the town's two shopping centres.

Other sites not identified in the Regeneration Framework may also come forward for development. These are considered as windfall.

Delivering a step change in Slough's Square Mile will not be delivered by building new homes but rather through the economic prosperity that comes with an expanded Central Business District. New jobs will support the local population, make town centre living more desirable and invigorate the retail, leisure and cultural activity and offer in the town.

The Regeneration Framework promotes a volume of office development that can deliver this step change. This volume is informed by the commercial approach taken by British Land / ADIA in relation to the Slough Central site rather than by being informed by market analysis and is in principle supported by the Council.

## 3.2 LAND USES

### OVERVIEW

Creating vital and vibrant town centres means mixing uses so that there is activity at all times of the day. The traditional town centre with its shopping precinct, office quarter and residential hinterland is a thing of the past and creating a 21st century town centre means that leisure uses must be located to support the office space, and a myriad of uses from cultural spaces, schools, doctors surgeries, gyms and dentists, cafes, hairdressers and bars are needed to support the increasing number of people that will be living in the centre. A towns' shopping offer must meet the needs of both the immediate resident catchment population as well as those people who are drawn to the centre from further afield.

The increase in people living and working in Slough's Square Mile will start to change the dynamic of the town and help to support a richer and more diverse offer.

Whilst uses will be mixed across the Square Mile the Regeneration Framework identifies the locations where particular uses should be located in order to respond to existing character, take advantage of public transport accessibility or deliver vibrancy and activity to a particular part of the centre.

### OFFICE / EMPLOYMENT

The Regeneration Framework promotes a step change in the town centre delivered through the expansion of the CBD. This will take in sites to the south of the railway station, some of which have already been developed for office (Porter Building and Future Works), sites on William Street and with the concentration of office buildings on the Slough Central site. This will transform the environment on Wellington Street, provide a positive sense of arrival into the town and project an image of prosperity and success, changing perceptions of the town.

Office buildings will be large footprint and provide Grade A office accommodation; it will however be important to ensure that a range of accommodation, at a range of rents is provided within the Square Mile supporting and attracting a variety of occupiers from start ups, to larger companies looking for an HQ.

### RETAIL

High Street is the main shopping street in Slough and this will continue to be the case in the future however the changing retail environment means that the overall amount of retail floorspace in the centre is likely to reduce significantly with space in the shopping centre replaced by a street based environment. Retail uses rely on footfall and changes in the centre that increase permeability to the High Street will be important to its future success.



**The expanded Central Business District should be developed around a high quality public realm**

### LEISURE / CULTURAL USES

Leisure and cultural uses are an increasingly important part of the town centre mix with many people coming to the centre as a social activity rather than to shop. Leisure uses in the Square Mile should go hand in hand with the delivery of a high quality public realm and food and beverage uses are promoted around the new civic square in the Slough Central site, on the eastern and western ends of the High Street, and on Brunel Way, close to the station.

A town centre cinema is also promoted in the Slough Central site (to replace the existing cinema in the Queensmere Centre).

### RESIDENTIAL

The Regeneration Framework identifies potential for 7,400 new homes across the Square Mile. Delivering a mix of homes of varying size and tenure will be important to creating a mixed and balanced community in the town and ensuring that new homes are available to Slough's existing residents. Planning policy requires that affordable homes are delivered as part of new development.

For many of the Regeneration Framework sites there is opportunity to deliver homes at high densities and residential dwellings on these sites will take the form of apartments. On less central sites a proportion of homes should be provided as family houses.



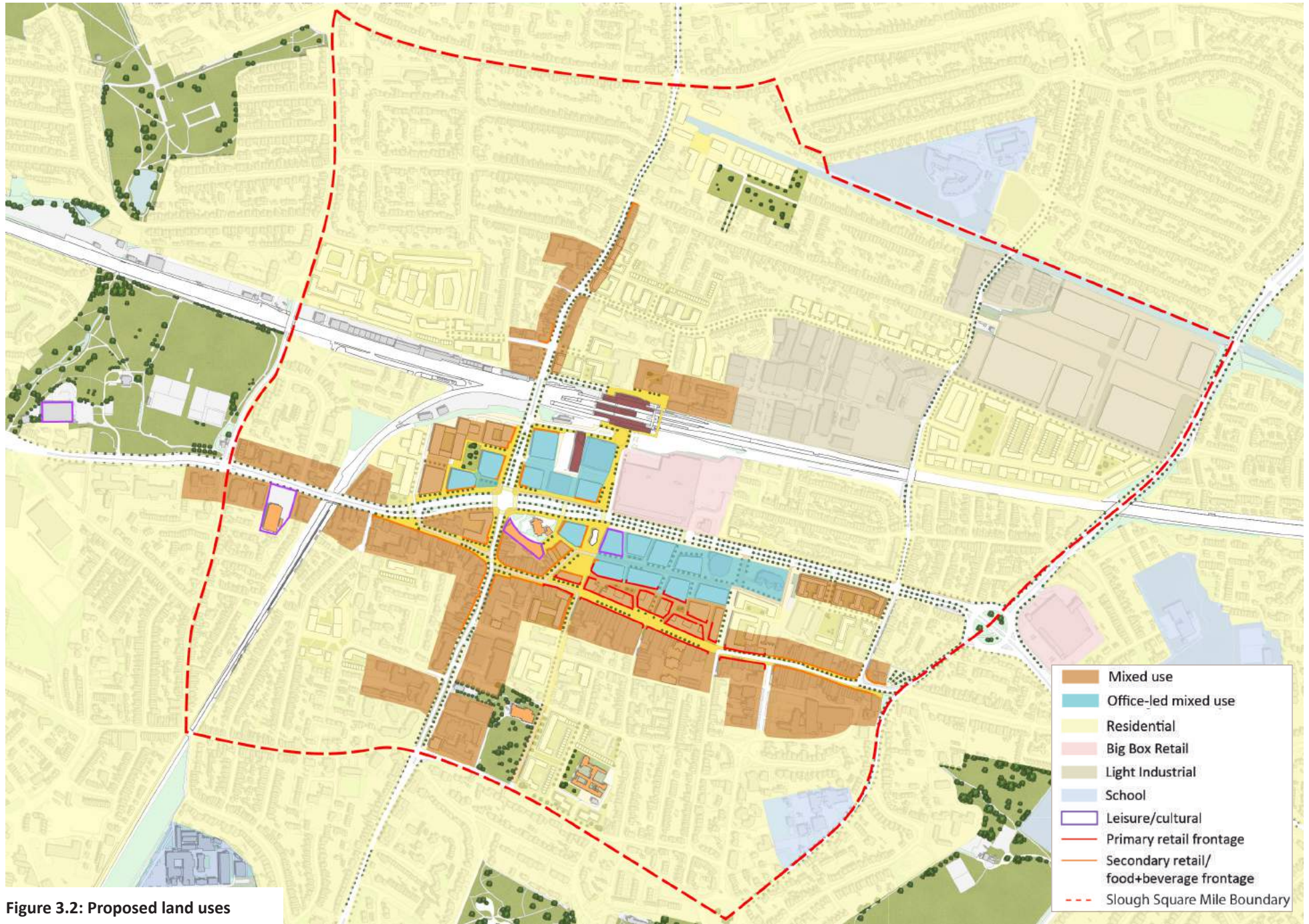


Figure 3.2: Proposed land uses

## 3.3 BUILT FORM AND HEIGHTS

### FRONTAGE AND ENCLOSURE

A major issue within Slough's Square Mile is that many streets, beyond the High Street, do not benefit from either active frontage or enclosure and definition by buildings.

The scale of redevelopment coming forward in the Square Mile is transformative and, if coordinated, presents an opportunity to establish a coherent block structure in areas that are currently fragmented or lack permeability. Comprehensive and joined-up design thinking can ensure that development encloses and fronts onto street spaces, that permeability through the town is improved and that opportunities for more and varied uses are created. New developments will have to be designed to a consistent building line with entrances on the street. Blank frontages on side roads should be minimised.

The illustrative masterplan (Figure 3.1) shows how bringing forward development on the main sites across the Square Mile can achieve this.

For main streets, active frontages should be proposed at ground floor level. It is recognised that retail or food and beverage uses will not be appropriate everywhere and nor will there be sufficient demand to support retail uses away from central sites and on those streets with a lesser footfall. Alternative uses that may provide ground floor activity in these locations may include smaller scale offices, workspace, community or cultural use.

### BUILDING HEIGHTS

The height of new developments in Slough will need to respond to the existing or emerging character of the parts of the Square Mile within which they are located.

Figure 3.3 indicates broad building height zones for different parts of the Square Mile responding to the existing and proposed character. These heights have been informed by the modelling work and the need to create a skyline for the town that creates a harmonious and positive image and that works from different vantage points.

The height of any proposed new development will need to respond to the particular characteristics of its site and location within the Square Mile.

There are already a number of taller buildings within the Square Mile and in the right places they can play a role in the intensification of the town and in defining its character and identity. Tall buildings in the wrong places, or with excessive height, can be detrimental, lead to a fragmented skyline, harm the setting of the town's heritage assets and undermine the integrity of its townscape character.

Figure 3.3 indicates locations where tall buildings may be appropriate in the centre. In these locations a tall building can help to enhance the legibility by marking an important location within the town's structure, reinforcing a point of arrival or indicating the primacy of a particular use (e.g. the railway station).

More detailed guidance on building height is provided within the full Regeneration Framework document.



Slough's skyline viewed from Upton Court Road across Lascelles Park from the south east of the Square Mile (blue buildings are existing; yellow consented; and orange representations of the scale of development promoted through the Regeneration Framework). This establishes a harmonious skyline where greater height marks the centre of town





Figure 3.3: Potential building heights



## 3.4 MOVEMENT AND TRANSPORT

### A VISION FOR THE FUTURE

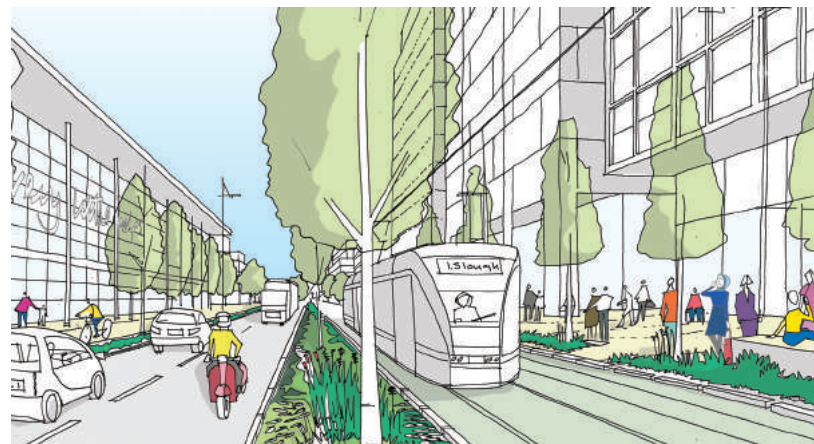
Slough Council adopted its 'Town Centre Transport Vision' in February 2019. This recognises that transport will play a vital role in delivering wider policy objectives for the town, including the significant levels of redevelopment described within this Regeneration Framework. Equally, the Regeneration Framework should help to facilitate the Transport Vision and maximise the benefits that it can bring.

The Transport Vision promotes the following key principles:

- Make public transport the dominant mode of travel to and from the centre of Slough and the rest of the Borough and beyond;
- Provide the capacity for movement to and from the centre of Slough, in the form of a high quality, reliable, high capacity public transport network, which enables a higher scale of development.;
- Maximise the benefits of enhanced strategic public transport connectivity to London, Heathrow Airport and the wider Thames Valley;
- Make walking and cycling to and from the centre of Slough an attractive option, and greatly improve the permeability of the centre of Slough for pedestrians;

- Create an attractive environment in which people are put first in terms of movement and use of space for interaction, creating safe, healthy and vibrant urban spaces which encourage people to live, work and relax locally;
- Use the high-quality design of transport infrastructure to enhance the quality of the public realm;
- Significantly reduce the dominance of the car as a mode of travel to, from and through the centre of Slough; and
- Minimise the impacts of roads, parking and motorised vehicles on the urban realm and on people, including improved air quality and road safety.

Most importantly, the Transport Vision seeks to deal with the problems of a car dominated town centre to achieve benefits in terms of local air quality, road safety and the quality of the urban realm. Improved journey times for buses and more space for pedestrians and cyclists would also result, and such changes are necessary in order to create a more attractive, healthy and vibrant urban core.



**A re-imagined A4 incorporating the MRT (note the sketch shows a tram although the MRT may not take this form)**

### TRANSPORT PROPOSALS

At the heart of an improved public transport offer for Slough is a proposed Mass Rapid Transit (MRT) network derived from a phased enhancement of the current 'SMaRT' network. The other major change to public transport serving Slough will be the arrival of the Elizabeth line.

The full MRT network could include a number of corridors, not only connecting the town centre with the trading estate and Heathrow Airport, but also Windsor, Uxbridge, Wexham Park Hospital, and key development sites including the northern expansion. Whilst the exact alignment of the final variant of the MRT has yet to be finalised, for the purposes of the Regeneration Framework it has been assumed that the east-west spine will simply follow the A4 Bath Road / Wellington Street.

The Regeneration Framework aims to make walking and cycling a more attractive option and ensure that for journeys under two kilometres walking should be the first choice for most people most of the time. Similarly, for journeys up to five kilometres cycling should be the first choice for most people most of the time.

To achieve this a network of continuous, safe and legible routes are proposed with pedestrians and cyclists fully segregated from vehicular modes on main roads (refer to Figure 3.4).

Further detail on transport proposals can be found within the full Regeneration Framework document.







## 3.5 STREETS, SPACES AND PUBLIC REALM

### STREETS AND SPACES

Delivering transformational change in Slough will require more than new buildings. Equally important will be the space between these buildings. Delivering a more connected network of routes and spaces will be critical to creating a place that people will enjoy spending time in, a place that will attract investment and a place that will deliver healthy and fulfilling lives.

The Regeneration Framework promotes a number of new spaces in the centre; redefines the way that other spaces are used and establishes a framework that will make the links to existing spaces on the periphery of the town more attractive to use.

The important spatial elements are identified below and in the adjacent Figure 3.5.

- 1. Civic Square** – a new public square in the heart of the town at the meeting place of two of the most significant routes; the north to south Brunel Way / Church Street axis and High Street. This predominantly hard surfaced space will provide the focus of civic life in the town; a place to gather, to celebrate and to have fun;
- 2. Brunel Way** – this route provides the link between the railway station and the town's two largest regeneration sites the North West Quadrant and Slough Central and beyond to the High Street. These routes must be designed as a seamless and attractive pedestrian connections to and from the station;
- 3. Wellington Street** – new development will start to change the character of this street providing enclosure and animation. However transforming the environment for pedestrians and cyclists will be needed for this street to fully contribute to Slough's future success;
- 4. High Street** – new development to the north will transform the central setting of High Street and turn it from a linear processional route to one that interfaces with a more permeable fabric in the Slough Central site. The public realm will require an upgrade and there is opportunity to give further priority to pedestrians at both the western and eastern ends;
- 5. Windsor Road** – this route forms the main southern approach into the town and is already well defined by buildings of civic scale. It has potential to become a grand tree lined, civic avenue;
- 6. Church Street** – This important north to south street provides a connection to St. Mary's churchyard and Herschel Park. This link can be made more legible through a coordinated public realm treatment and tree planting that delivers greater priority to pedestrians;
- 7. St. Mary's Churchyard** – this is one of the few green spaces within the Square Mile. The potential for part, or all of it, to offer a quiet and contemplative public space should be investigated;



A more animated eastern High Street with wider footways and cafe seating

- 8. Stoke Road / Wexham Road / Uxbridge Road** – these three routes provide important connections into the town centre from the north. A unified and consistent public realm treatment that prioritises the environment for pedestrians and cyclists is required to encourage more walking and cycling into the centre from the neighbourhoods to the north;
- 9. Petersfield Avenue** - this route provides an important west to east connection and walking route between Stoke Road and Wexham Road and potentially onwards to Uxbridge Road through the Akzo Nobel and former Gas Works sites when these are brought forward for development. The route can also serve to link residential areas to the northern entrance to the railway station. The public realm needs improving on this route to deliver continuous footways and with tree planting improving the streets quality, and breaking up the visual impact of on street car parking.
- 10. New pocket parks** – On larger development sites there is potential to deliver small public spaces that can provide places for relaxation, children's play, and that soften the built form through landscape.



Figure 3.5: Proposed network of streets and spaces





Trees enhance this cycle route



Incorporating street trees and planting into the streetscape (Maid Marian Way, Nottingham)



Roof gardens can provide amenity with a view



## STREET TREES / PUBLIC REALM IMPROVEMENTS

There can be no doubt that street trees can make a huge contribution to the character and quality of an area providing both physical and visual amenity, improving biodiversity and enhancing sense of place.

The Regeneration Framework promotes tree planting within the streets and spaces within the Square Mile and this is indicated in the illustrative masterplan. On main routes avenue tree planting is advocated providing continuity, reinforcing the street space as well as protecting pedestrians from traffic and providing shelter from the elements (rain and sun).

Every effort should be made to ensure that trees are planted wherever this is practically possible however it is also recognised that in some locations narrow footways, underground services or a general lack of space may make this difficult to achieve. Where this is the case opportunity to introduce greenery in other forms from rain gardens to green walls should be taken.

The species selected must be suitable to the location with consideration given to the mature size of trees, their growth pattern and form and future management and maintenance.

## LANDSCAPE, ROOF GARDENS AND GREEN WALLS

There are currently few open spaces in the Square Mile and whilst there are some opportunities to provide additional spaces as part of new development, larger open areas are located further afield on the edge of the centre.

This means that the town must be creative with the space that it has. There is considerable opportunity for tree planting to green Slough's streets and ground level planting along main streets can change the character.

Slough should also look to the towns' roofscape to add greenery and biodiversity. Roof gardens, green walls, when well designed, can deliver considerable amenity. In Slough there is the added benefit of views to Windsor Castle to add to the offer.

## 3.6 DELIVERY

### DELIVERY PLAN

The Regeneration Framework contains a series of development projects. It sets out the sites that have scope for transformation and that will shape the Square Mile over the next 15 years and beyond. It is visionary, yet provides flexibility to ensure that it can meet changes in circumstances, especially economic and property related.

The sites and the potential development quantum for each are summarised in the adjacent table (Figure 3.6). Site locations are indicated in Figure 3.7 on the following page.

Delivering change in Slough's Square Mile will need to be supported by activity from a wide range of stakeholders, delivery partners and agencies – both public and private.

While Slough Borough Council is expected to play a central role (including as landowner, economic development, highways and planning authority – it too may use its powers where necessary to enable development, such as Compulsory Purchase) other agencies will also be fully expected to contribute to its delivery. Without this, the masterplan will not come to fruition.

A delivery plan is provided within the full version of the Regeneration Framework identifying agencies that may be involved in enabling, funding and delivering the projects, the delivery mechanisms and potential sources of funding for those proposals that are less commercial in nature.

	SITE	OFFICE Sq m (nia)	RETAIL Sq m (nia)	LEISURE Sq m (nia)	INDUSTRIAL Sq m (nia)	RESIDENTIAL Units
1	Former Horlicks Factory site	0	239	0	0	1,300
2	Stoke Gardens	0	0	0	0	127
3	Stoke Wharf	0	0	0	0	320
4	Mill Street sites	1,970	0	0	0	429
5	Stanley Cottages	0	0	0	0	36
6	Petersfield Avenue	0	0	0	0	124
7	North West Quadrant*	28,000 - 43,500	2,400 - 4,000	0	0	1,300
8	Octagon Site	12,075	326	0	0	0
9	Future Works	25,065	0	0	0	0
10	Old Library site**	0	460	0	0	64
11	Slough Central	50,000 - 200,000	10,000	5,000	0	1,000
12	Tower House / Ashbourne House	0	0	0	0	77
13	Chalvey Park site	0	0	0	0	36
14	Burlington Road car park	0	0	0	0	48
15	Buckingham Gateway	0	376	1,730	0	175
16	Aspire, Herschel Street	0	0	0	0	238
17a	Herschel Street site (15-23 Church Street)	0	0	0	0	41
17b	Herschel Street site (Victoria St Junction)	0	0	0	0	36
18	Upton Hospital	0	0	0	0	294
19	Akzo Nobel	0	0	0	36,785	1,000
20	Slough Gas Works	0	0	0	11,430	217
21	18-24 Stoke Road	0	0	0	0	40
22	Lion House, Petersfield Avenue	0	0	0	0	155
23	7 Windsor Road	0	0	0	0	24
24	204-206 High Street	0	0	0	0	94
25	271-279 High Street	0	0	0	0	65
26	Alpha Corner	0	134	0	0	14
27	Alpha Street	0	0	0	0	14
28	Thames Central	0	0	0	0	146
	<b>TOTAL</b>	<b>117,110 - 282,610</b>	<b>13,935 - 15,535</b>	<b>6,730</b>	<b>48,215</b>	<b>7,414</b>

\*NWQ also includes 5,000m<sup>2</sup> educational / innovation space \*\*Old Library includes 244 hotel bed spaces

Figure 3.6: Potential development quantum from opportunity sites (excludes longer term strategic sites)



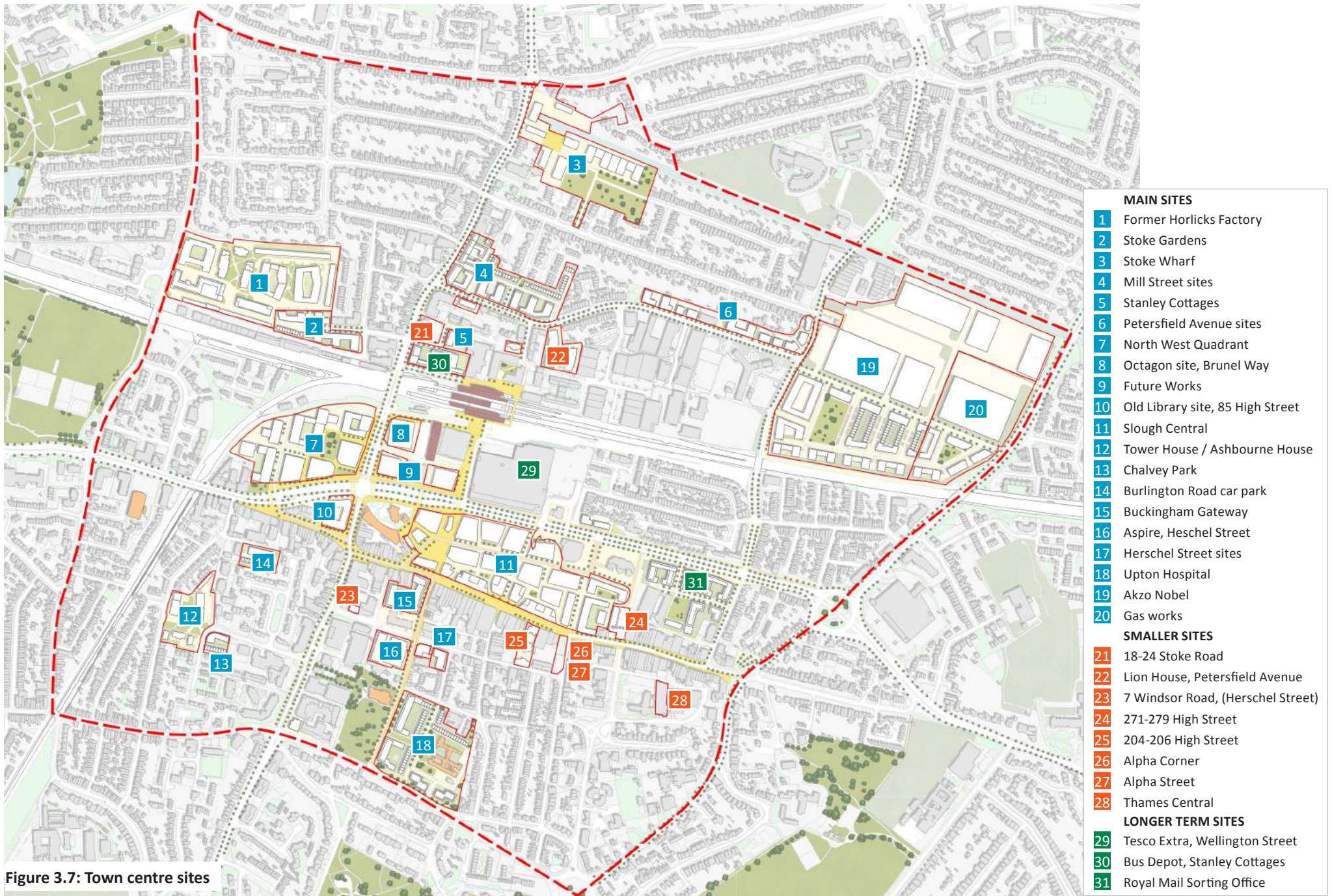


Figure 3.7: Town centre sites



## SCHEME PHASING

Phasing of development shows strong activity in the near term – perhaps spurred on by the anticipated arrival of the Elizabeth line. Yet, there is also very significant development activity forecast for the mid to long term, particularly given many larger sites will be coming through the development pipeline over that time.

Planning consent has already been granted for proposals on many of the sites and construction is underway on some of these. This is indicated in the adjacent table.

## OPPORTUNITY

The scale of opportunity in Slough is enormous and the Council is ambitious to deliver change that will bring increased prosperity for its residents and that will renew the centre.

The Regeneration Framework has been prepared to help to guide and steer the change, to ensure that it is co-ordinated and planned and to deliver a step change in the quality of the centre for Slough's residents and businesses.

	SITE	STATUS	YEARS 0-5	YEARS 6-10	YEARS 11-15
1	Former Horlicks Factory site	Planning permission			
2	Stoke Gardens				
3	Stoke Wharf				
4	Mill Street sites				
5	Stanley Cottages				
6	Petersfield Avenue				
7	North West Quadrant				
8	Octagon Site	Planning permission			
9	Future Works	Outline consent			
10	Old Library site	Under construction			
11	Slough Central				
12	Tower House / Ashbourne House	Planning permission			
13	Chalvey Park site				
14	Burlington Road car park				
15	Buckingham Gateway				
16	Aspire, Herschel Street	Under construction			
17a	Herschel Street site (15-23 Church Street)	Planning permission			
17b	Herschel Street site (Victoria St Junction)				
18	Upton Hospital				
19	Akzo Nobel				
20	Slough Gas Works				
21	18-24 Stoke Road	Prior approval			
22	Lion House, Petersfield Avenue	Under construction			
23	7 Windsor Road	Under construction			
24	204-206 High Street	Planning permission			
25	271-279 High Street	Outline consent			
26	Alpha Corner	Under construction			
27	Alpha Street	Under construction			
28	Thames Central	Prior approval			

Figure 3.8: Anticipated phasing of development on opportunity sites



**SLOUGH BOROUGH COUNCIL**

REPORT TO: PLANNING COMMITTEE

DATE: September 2020

**PART 1****FOR INFORMATION****Planning Appeal Decisions**

*Set out below are summaries of the appeal decisions received recently from the Planning Inspectorate on appeals against the Council's decisions. Copies of the full decision letters are available from the Members Support Section on request. These decisions are also monitored in the Quarterly Performance Report and Annual Review.*

**WARD(S)****ALL**

<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
P/10430/010	100b, Waterbeach Road, Slough, SL1 3JY  Change of use from a dwelling-house (Use Class C3) to a large house in multiple-occupation (Sui Generis) for up to a maximum of nine (9x) persons	Appeal Dismissed  27 <sup>th</sup> July 2020
P/15307/001	53, Lansdowne Avenue, Slough, SL1 3SG  Change of use from dwellinghouse (Use Class C3) to a House of Multiple Occupation (Sui Generis) (Retrospective)	Appeal Dismissed 28 <sup>th</sup> July 2020
P/05426/001	35, Blenheim Road, Slough, SL3 7NL  Retrospective application for retention of a rear outbuilding.  Planning permission was refused and the appeal sought the retention of the rear outbuilding.  The inspector allowed for the retention of the rear outbuilding as despite not being subordinate to the main dwelling due to being of considerable size, bulk and footprint when compared with the floorspace of the host dwelling, as it would largely be hidden behind the host building and is visible only in limited, glimpsed views over the existing garage. Also, given the surrounding mix of housing designs and other outbuildings, the design and appearance of the outbuilding is therefore not out of context. Given the site specific circumstances, the larger footprint does not have a significant effect.  Since the drawings do not indicate activities that are not considered ancillary to the main dwellinghouse, and the proposal was for a householder application, the inspector has not questioned otherwise.  As the development appears to have been completed, no conditions are considered necessary	Appeal Granted  17 <sup>th</sup> August 2020





## Appeal Decision

Site visit made on 22 June 2020

**by Adrian Hunter BA(Hons) BTP MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: 27<sup>TH</sup> July 2020**

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**Appeal Ref: APP/J0350/W/20/3246017**

**100B Waterbeach Road, Slough SL1 3JY**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
  - The appeal is made by Mr Talwinder Singh against Slough Borough Council.
  - The application Ref P/10430/010, is dated 27 August 2019.
  - The development proposed is change of use from a dwelling house (Use Class C3) to a large house in multiple occupation (Sui Generis) for up to a maximum of nine (9x) persons.
- 

### Decision

1. The appeal is dismissed.

### Application for costs

2. An application for costs was made by Mr Talwinder Singh against Slough Borough Council. This application is the subject of a separate Decision.

### Preliminary Matters

3. Following the submission of the appeal against non-determination, in their Statement, the Council have clarified the position they would have taken had they determined the application. I have had regard to these submissions, in so far that it provides clarity in terms of the reasons why the Council would have refused planning permission had it done so. The main issues below are therefore informed by the Council's Statement.

### Main Issues

4. The main issues are:
  - The effect of the development on the stock of family housing, including in terms of the character and appearance of the area;
  - The effect of the development upon the living conditions of occupiers of 100 and 102 Waterbeach Road, with particular regard to disturbance, intensification of use and the provision of parking to the rear; and
  - The effect of the development upon highway safety, in particular with respect to vehicular parking.

## Reasons

### *Character and appearance*

5. The appeal property comprises a substantial, detached dwelling, constructed on an infill plot. To the rear, accessed via an existing gateway and along a shared driveway with No 100 Waterbeach Road, is an area of hardstanding and a small lawn. The appeal site and No 100, appear to be the only examples in the vicinity where parking areas are available behind the front building line. The character of the street is suburban, which is primarily residential, although there is a school to the east, with its playing fields to the rear of the appeal site.
6. The proposal would involve the change of use of the existing building to a large house in multiple occupation (HMO) for up to a maximum of nine persons.
7. Core Strategy Policy 4 identifies that within suburban areas, limited infilling is allowed where it would consist of the provision of family houses, which are designed to enhance the character and identity of the area. The Policy further seeks to protect existing family housing and resist their loss through flat conversion, changes of use or redevelopment.
8. The effect of the development would be that the appeal property would no longer be available for family accommodation. Whilst there may be a demand for smaller properties, they are a form of high-density housing that is inappropriate for family use. The introduction of a large HMO, with the associated intensification of activity this would bring, into what is essentially a suburban location, would represent a form of development that would be uncharacteristic of the surrounding area.
9. I therefore conclude, for the above reasons, that the proposed development would result in the loss of a family dwelling which would harm the character and appearance of the area. In this respect, it would be contrary to Policies H20 and EN1 of the Adopted Local Plan for Slough 2004 (Local Plan), Core Policy 4 of the Slough Core Strategy 2006-2026, December 2008 (Core Strategy) and the National Planning Policy Framework (the Framework). These Policies, amongst other things, seek to protect family housing and require development to be of a high-quality design, be compatible with the character of their surroundings and enhance the identity of the area.

### *Living conditions*

10. The access to the rear parking area is via an existing, narrow driveway, which is shared with 100 Waterbeach Road. The proposal would intensify the use of this shared driveway. There is no boundary treatment between the two properties and, as a result, vehicles and pedestrians would pass extremely close to the front door and ground floor windows of No 100.
11. The occupiers of an HMO are likely to lead independent lives from one another. Families occupying a single dwelling, even a large one, are more likely to carry out day to day activities together as a single household. Taking account of the size of the appeal property, the activity generated by nine persons living independent lives, with separate routines, and their attendant comings and goings along with those of their visitors, would be likely to lead to a level of activity that would be more marked and intensive than that which could reasonably be expected to be associated with a single house, even one

occupied by a large family. The resulting additional noise from vehicles entering and exiting and manoeuvring into the rear parking spaces would be very noticeable to the occupants of No 100. While the number of occupants could be limited to 9, the disturbance from additional vehicle and pedestrian activities would be likely to be detrimental to the living conditions of the occupiers of No 100.

12. For the above reasons, I therefore conclude that the proposed development would harm the living conditions of surrounding residents and, in this respect, it would be contrary to Policies H20 and EN1 of the Local Plan and the Framework. These Policies, amongst other things, require development to respect the amenities of adjoining occupiers and to be compatible with their surroundings in terms of their relationship with nearby properties.

#### *Highway safety*

13. The site is located in a residential area where there is a strong reliance in off-road parking, with additional capacity provided by on-street parking.
14. The scheme includes the provision of 6 off-road parking spaces, with 3 located to the front, with a further 3 to be provided to the rear yard. The Council consider that the use would give rise to a need for 9 spaces. The Framework has a core principle of making the fullest possible use of public transport, walking and cycling. Paragraphs 105 and 106 require, amongst other things maximum parking standards to be only set where there is clear and compelling justification that they are necessary for managing the local road network
15. With regards to the spaces to the front of the property, these would be readily accessible from the road and, whilst some manoeuvring would be required to access them, this would not be dissimilar to the arrangement for other off-street parking spaces along the road. With regards to the access to the rear yard, whilst no specific plan is before me to demonstrate how vehicles would access and exit these spaces, it would appear from the information that, notwithstanding my conclusions in relation to the second main issue, access to these spaces would be achievable.
16. I note from the submissions that the Council do not currently have any parking standards with regards to HMOs but have taken their overall requirement from their standards in relation to flat developments. In this regard, whilst there are no adopted standards, the wording of Policy H20 is helpful in that it requires proposals to make provision for appropriate parking. On this basis, the provision of 6 off-road parking spaces, would appear to be appropriate for the proposed use. Furthermore, I acknowledge the location of the site in relation to nearby public transport, local services and facilities.
17. For the above reasons, I therefore conclude the proposal would be unlikely to have an adverse effect upon highway safety. In this regard, the proposal complies with Policy H20 of the Local Plan, which amongst other things, seeks to ensure appropriate levels of on-site parking spaces are provided in line with the aims of the integrated transport strategy.

#### **Other Matters**

18. My attention has been drawn to the permitted development that exists by virtue of the General Permitted Development Order (GPDO) (2015), which would allow the appeal property to be used as an HMO with no more than 6

residents. It has been submitted that this provides a fallback, which carries significant weight to justify making a decision not in accordance with the development plan. Be that as it may, in my view any such change would not be as substantial as the proposal now before me. In any event, this is not considered to outweigh the conflict I have found with the development plan.

### **Conclusion**

19. I have found that the proposed development would not have an adverse effect upon highway safety. However, this is outweighed by the harm to the character and appearance of the area and the living conditions of neighbouring residents. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be dismissed, and I refuse planning permission.

*Adrian Hunter*

INSPECTOR





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## Appeal Decision

Site visit made on 16 June 2020

**by Adrian Hunter BA(Hons) BTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 28<sup>th</sup> July 2020

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**Appeal Ref: APP/J0350/W/20/3245018**

**53 Lansdowne Avenue, Slough, SL1 3SG**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr Faz Hassan against the decision of Slough Borough Council.
  - The application Ref P/15307/001, dated 8 January 2019, was refused by notice dated 9 December 2019.
  - The development proposed is retrospective application for HMO.
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### Decision

1. The appeal is dismissed.

### Preliminary Matters

2. The appellant's Appeal Form and the Council's Decision Notice both describe the development as change of use from dwellinghouse (Use Class C3) to a House of Multiple Occupation (Sui Generis) (Retrospective). As this more accurately describes the development I have dealt with the appeal on this basis.
3. I observed that the change of use described above has already occurred. I have dealt with the appeal on that basis.
4. There is disagreement between the parties with regards to the number of residents that would live at the appeal property. On the basis of the plans showing 5 double bedrooms, the Council consider that it could be up to 10 residents. Contrary to this, evidence has been submitted which confirms that the property has a licence, granted by the Council, for up to 8 occupants. I give greater consideration to the licence and I have therefore determined the appeal on this basis.

### Main Issues

5. The main issues are the effect of the development upon:
  - the supply of family housing within the Borough;
  - the living conditions of future occupiers and those of surrounding neighbours, with particular reference to internal space, and any noise or disturbance which may arise from the development; and
  - The effect of the proposal upon highway safety, in particular with respect to vehicular parking.

## Reasons

### *Supply of family housing*

6. The appeal property is one of a pair of semi-detached houses situated within a residential street. Within the immediate vicinity of the appeal site are a range of dwelling sizes and types, including purpose built flats and older properties. The proposal would change the use of the building to a House in Multiple Occupation (HMO) with bedrooms on the ground and first floors. Communal living areas are provided on the ground floor, along with a study on the first floor.
7. The size and configuration of the house and garden mean that it would be suitable for family accommodation. The effect of the development has been that the house is no longer available for accommodation on such a basis and would be contrary to Slough Core Strategy (CS) Core Policy 4, which seeks to protect family housing and resist their loss through flat conversion, changes of use or redevelopment.
8. Paragraph 7.55 of the CS anticipates that an increase in the number of flats within the Borough through new development, will help to meet the need for smaller accommodation. Whilst the development would provide accommodation suitable for single persons in an accessible location, and this might be affordable, there is no substantive evidence that such a need could not be met alternatively. These attributes would not outweigh the harm that the loss of a family dwelling would cause.
9. For the above reasons, I therefore conclude that the development would result in the loss of a family unit of accommodation and, in this regard, is contrary to Policy CS4 of the CS.

### *Living Conditions*

10. There would appear to be no Council adopted standards for room sizes within HMOs. Given that residents of the HMO are likely to be living independent of each other, residents may therefore spend more time in their private space. However, the size of the proposed rooms would appear to be suitable for their intended level of occupancy and use. Furthermore, the provision of communal facilities would also appear to be adequate.
11. Two of the ground floor bedrooms would face onto the parking area at the front of the property and would be located close to the main entrance. When compared with other bedrooms in the property, these rooms are likely to suffer from greater disturbance from comings and goings. The juxtaposition of these rooms with the access and external car parking area would therefore have some impact on the living conditions of occupiers of these rooms. However, I consider this would cause limited harm and, on its own, does not justify withholding planning permission.
12. The appeal property is attached to 51 Lansdowne Avenue. Although their respective front doors are not adjacent to each other, due to the shared single storey front addition, the two properties, nonetheless, have a sensitive relationship to each other. The occupiers of an HMO are likely to lead independent lives from one another. Families occupying a single dwelling, even a large one, are more likely to carry out day to day activities together as a household. Taking account of the size of the appeal property, the activity

generated by eight persons living independent lives, with separate routines, and their attendant comings and goings along with those of their visitors, would lead to a level of activity that would be more marked and intensive than that which could reasonably be expected to be associated with a single house, even one occupied by a large family.

13. For the above reasons, I therefore conclude that the development would harm the living conditions of surrounding residents and, in this regard, is contrary to Policy H20 of the Local Plan, which amongst other things, seeks to ensure that proposals do not result in the loss of amenity for adjoining occupiers.

#### *Highway safety*

14. The scheme includes the provision of 3 off-road parking spaces. Within the vicinity of the appeal site, there are areas where parking is restricted and controlled through permit only parking.
15. The Council consider that the use would give rise to a need for 5 spaces. The National Planning Policy Framework (the Framework) has a core principle of making the fullest possible use of public transport, walking and cycling. Paragraphs 105 and 106 require, amongst other things maximum parking standards to be only set where there is clear and compelling justification that they are necessary for managing the local road network.
16. The site lies in a sustainable location with a range of nearby shops, services and employment opportunities. I noted a bus service and there is a mainline train station within walking distance. The use of sustainable transport should therefore be encouraged. In the absence of clear evidence of a local parking issue, I do not consider that the proposal would result in a significant shortage in off road parking provision. Nor has it been demonstrated that even if there was a deficiency, that it would have a harmful effect on highway safety. Furthermore, surrounding on-street parking is controlled through parking permits and it is therefore within the control of the Council to limit additional on-street provision.
17. With regards to the proposed layout of the car parking spaces as shown on the plans, I share the Local Highway Authorities concern's that a number of the spaces as drawn would be likely to be difficult to access and would result in an unacceptable number of manoeuvres. However, I note from my visit that current parking was arranged differently to that proposed. Whilst the current arrangement would appear to require vehicles to either reverse into or out of these spaces, this arrangement would not be dissimilar to other properties along the street. In my judgement, this is a matter that could be dealt with by means of a suitably worded condition were planning permission to be granted.
18. For the above reasons, I therefore conclude that the site lies in a sustainable location and that the proposed 3 parking spaces are adequate to accommodate the scale of the HMO use proposed and that overall, the proposal would be unlikely to have an adverse effect upon highway safety. In this regard, the proposal complies with Policy H20 of the Local Plan, which amongst other things, seeks to ensure appropriate levels of on-site parking spaces are provided in line with the aims of the integrated transport strategy.

### **Other Matters**

19. In terms of the harm, my attention has been drawn to the permitted development that exists by virtue of the General Permitted Development Order (GPDO) (2015), which would allow the appeal property to be used as an HMO, occupied by no more than 6 residents. It has been submitted that this provides a fallback, which carries significant weight to justify making a decision not in accordance with the development plan. Be that as it may, in my view any such change would not be as substantial as the proposal now before me. In any event, this is not considered to outweigh the conflict I have found with the development plan.

### **Conclusion**

20. I have found that the proposed development would not have an adverse effect upon highway safety. However, this is outweighed by the harm caused to the character and appearance of the area from the loss of a family dwelling and the harm to the living conditions of neighbouring residents. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be dismissed.

*Adrian Hunter*

INSPECTOR



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## Appeal Decision

Site visit made on 28 July 2020

**by Adrian Hunter BA(Hons) BTP MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: 17<sup>th</sup> August 2020**

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**Appeal Ref: APP/J0350/D/20/3245659**

**35 Blenheim Road, Slough SL3 7NL**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr Zoheb Chaudhry against the decision of Slough Borough Council.
  - The application Ref P/05426/001, dated 2 September 2019, was refused by notice dated 25 November 2019.
  - The development proposed is construction of an outbuilding (retrospective).
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### Decision

1. The appeal is allowed, and planning permission is granted for construction of an outbuilding at 35 Blenheim Road, Slough SL3 7NL in accordance with the terms of the application, P/05426/001, dated 2 September 2019.

### Preliminary Matters

2. I note that the application is retrospective and that the outbuilding has already been constructed and is partially in use. For the avoidance of doubt, I have determined this appeal on the plans as submitted.

### Main Issues

3. The main issues are the effect of the proposed development on:
  - The character and appearance of the area; and
  - The living conditions of surrounding residents, with particular regard to whether the use of the outbuilding would be ancillary to the main dwelling house.

### Reasons

#### *Character and appearance*

4. The appeal property is a two-storey semi-detached family dwelling, which has been extended over the years. It is located at the south-eastern end of Blenheim Road, which is a residential cul-de-sac. Due to the position of the appeal site around the vehicle turning area at the end of Blenheim Road, the plot width at the front is relatively narrow, but widens considerably at the rear. Within the surrounding area, there are a number of residential outbuildings to the rear of existing properties, including those within the rear gardens of the dwellings either side of the appeal site.

5. The proposed development is a single storey outbuilding, located adjacent to the rear boundary of the appeal site. It has a pitched roof and extends across the full width of the plot.
6. The building is of a considerable size, bulk and footprint when compared with the floorspace of the host dwelling. In this respect, the outbuilding is not subordinate to the main dwelling. Despite its size and bulk, it is however largely hidden behind the existing host building and, when viewed from the street, is only visible in limited, glimpsed views over the existing garage. It therefore does not detract from the character of the area through over dominance or obtrusiveness. Given this, I therefore find that, whilst it is larger than the footprint of the host dwelling, the development does not have a significant effect, such that the withholding of planning permission on these grounds alone would not be warranted.
7. Nonetheless, any lack of visibility from public areas alone does not justify the development plan's or the National Planning Policy Framework's (the Framework) requirement to achieve good design. The proposed outbuilding is of a modern design, drawing inspiration from the existing house in terms of its finished materials and external appearance. Given the surrounding mix of house designs and other outbuildings, the design and appearance of the outbuilding is therefore not out of context. Furthermore, due to the size and dimension of the plot, the appeal property would still retain a reasonably sized garden, which even given the presence of the outbuilding, is in keeping with the wider area. As such, whilst the outbuilding is relatively large, it would not be overly dominant.
8. For the above reasons, I therefore conclude that the proposed development does not harm the character and appearance of the area and, in this respect, is in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008 (Core Strategy), Policy EN1 of The Adopted Local Plan for Slough 2004 (The Local Plan), Slough Residential Extensions Guidelines Supplementary Planning Document Adopted January 2010 (The SPD) and paragraph 127 of The Framework. These policies, amongst other things, seek to ensure a high standard of design which is compatible with the surroundings.

#### *Living conditions*

9. Concern has been expressed that the outbuilding is not incidental or ancillary to the main dwelling and as such, would impact upon the living conditions of surrounding residents.
10. From a review of the submitted drawings, these do not appear to indicate that the use of the outbuilding would be for anything other than activities which are ancillary to that of the main dwelling house. I have been presented with no substantive evidence to the contrary. Furthermore, I note that the appeal application was made on an application form for householder development and the appeal was made on that basis, as such no change of use is proposed, and I have dealt with the appeal on this basis.
11. For the above reasons, I therefore conclude that the proposed development does not harm the living conditions of surrounding residents and, in this respect, is in accordance with Core Policy 8 of the Core Strategy, Section 9 of the SPD, and The Framework. These policies amongst other things, seek to

ensure that new development respects the living conditions of adjoining residents.

**Conclusion**

12. I conclude, for the reasons outlined above, that the appeal should be allowed and, that as the development appears to have been completed, no conditions are necessary.

*Adrian Hunter*

INSPECTOR

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**MEMBERS' ATTENDANCE RECORD 2020/21**  
**PLANNING COMMITTEE**

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

P = Present for whole meeting  
Ap = Apologies given

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

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