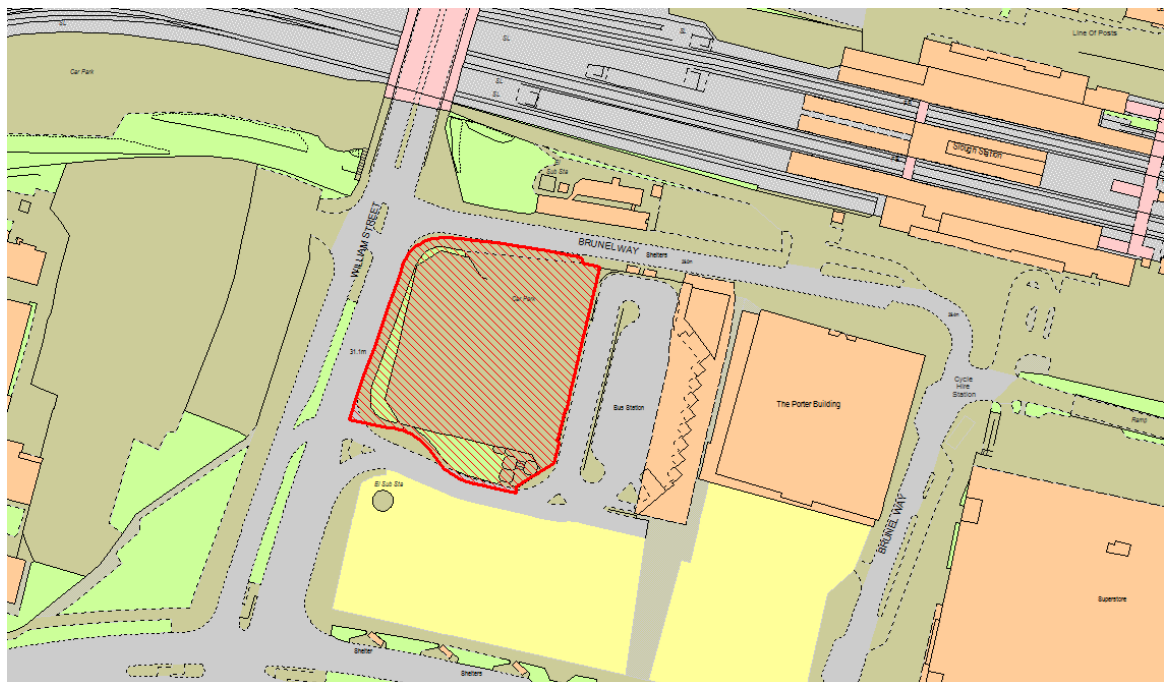


Registration Date:	27-12-2019	Application No:	P/04888/022
Officer:	Neil Button	Ward:	Central
Applicant:	Maizelands Ltd and Arringford Ltd	Application Type:	Major
Agent:	Gemma Davis, Fuller Long, Studio 13, 9, Tanner Street, London, SE1 3LE		
Location:	Former Octagon, Brunel Way, Slough, SL1 1QY		
Proposal:	Redevelopment of temporary car park comprising the erection of a 7 storey building to provide 19,608 sqm including B1 office floorspace, ground floor retail uses (Use Class A1/A3), and car parking, alongside associated landscaping, access and servicing areas.		
13 Week Date:	27-Mar-2020		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

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

A. Approval subject to:

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

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 September 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.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This report relates to the submission of a full planning application for an office led regeneration scheme on the site of the former Octagon Office building within the centre of Slough. This application was submitted following the withdrawal of two planning applications for mixed use developments (ref: P/04888/019 & P/04888/021) in November 2019.

2.2 The current planning application includes the erection of a 7 storey office building with ground floor retail/commercial units to provide 19,608 sqm Class B1 floorspace. The proposed office building is orientated to face northwards onto Brunel Way, with secondary access at the east and west and via the internal car parking area. The building comprises seven stories, with the ground floor providing an activated frontage with café and retail space adjacent to Brunel Way. A reception entrance area on the ground floor opens to the north onto Brunel Way. The floorplates have been designed to maximise the potential for flexibility for occupiers and the layout could accommodate a range of business sizes.

2.3 118 car parking spaces are integrated into the building at the ground floor and mezzanine level. 12 of these spaces have been designed to wheelchair accessible standards for disabled users and people with restricted mobility. 13 electric vehicles charging points are provided within the car park. The car park is served by a new access from the Bus Station access road.

2.4 The office building incorporates an external terrace at the sixth floor level,

to the south and at rooftop level to the north. These provide occupiers of the office with external amenity spaces incorporating seating areas and soft landscaping.

- 2.5 The existing site access is from Brunel Way which would be stopped up as part of the proposal. The proposal includes a drop-off and servicing area at the southern end of the site which includes a new lay-by area (for drop offs and deliveries). The applicant submitted a revised site plan which confirms that the application site comprises all land within the red line with the blue line reflecting the ownership boundary of the applicant. The footways (adjacent to Stoke Road and Brunel Way) and part of the bus station access to the south of the southern boundary of the site are within Council owned land.
- 2.6 140 cycle parking spaces are also provided within the building for office occupiers. Two cycle spaces are provided to the front of the building for visitors to the site.
- 2.7 A total of 19,608sqm (Gross Internal Area (GIA)) is proposed which is split into Class B1a Office (15,803 sqm), Class B1a (ancillary) Office Car Park (3,479 sqm) and Classes A1/A3 Retail (326 sqm).
- 2.8 The application is accompanied by the following documents:
- Site location plan [Revised], prepared by Darling Associates;
 - Existing plans, sections and elevations, prepared by Darling Associates;
 - Proposed plans, sections and elevations, prepared by Darling Associates;
 - Planning Statement prepared by Fuller Long Planning;
 - Landscape DAS and proposed landscape drawings, prepared by HED [including Revised Plans submitted on 6th March 2020];
 - Archaeological Assessment, prepared by CgMs;
 - Heritage Assessment, prepared by Fuller Long Heritage;
 - Transport Assessment [and Transport Assessment Addendums & Technical Papers], prepared by Mayer Brown;
 - Office Travel Plan, prepared by Mayer Brown;
 - Delivery & Service Management Plan by Mayer Brown
 - Noise and Vibration Assessment, prepared by Mayer Brown;
 - Air Quality Assessment, prepared by Mayer Brown;
 - Revised Sustainability & Energy Strategy (March 2020), prepared by WPP;
 - BREEAM Pre-Assessment [and Addendum], prepared by WPP;
 - Microclimate Assessment, provided by RWDI;
 - Flood Risk Assessment, prepared by Campbell Reith;
 - Surface Water Management Plan & Addendum, prepared by Campbell Reith;
 - Land Quality Study, prepared by Campbell Reith;
 - Ecological Appraisal, and addendum May 2019, prepared by PJC;
 - Utilities Statement, prepared by WPP; and
 - Statement of Community Involvement, prepared by Forty Shillings.

3.0 Application Site

- 3.1 The site is a 0.41 hectare site currently used as a temporary surface-level car park. It was formerly occupied by an office building known as The Octagon (arising from its rather unusual octagonal design) which was demolished several years ago. The site is within the Town Centre Boundary, but is not allocated within the Council's Site Allocations DPD. The site adjoins, but does not formally form part of, Slough Borough Council's Heart of Slough regeneration proposals.
- 3.2 The site is bounded to the north by Brunel Way, Slough railway station and the railway lines.
- 3.3 To the south of the site is Brunel Place which comprises an office building of approximately 12,000m² (Future Works Building 2). Planning permission has been granted for 22,000m² of office floorspace within a second building as part of the Brunel Place development by U+I. To the south, William Street joins the Wellington Street (A4) at a new a-grade interchange that has been delivered as part of the Heart of Slough masterplan.
- 3.4 Slough bus station is located to the east of the site. Beyond the bus station is the Porter Building, a new five-storey office development.
- 3.5 To the west is Stoke Road and beyond that the former Thames Valley University site which is part of the Heart of Slough proposals and is earmarked for mixed-use development including housing and offices.
- 3.6 The site is not within a Conservation Area, nor does it contain any listed buildings, but it is close to and visible from several Grade 2 listed buildings – the rail station (three separate list entries) and St Ethelbert's Church and Presbytery (two list entries).

4.0 Relevant Site History

- 4.1 The relevant planning history for the site is set out below (planning history that has been excluded involves details to discharge conditions and adverts).

P/04888/021 - Redevelopment of temporary car park comprising the erection of a new 21 storey residential building to provide 180 residential units (Class C3), and new 7 storey office building to provide 9,570 sqm (Class B1 floorspace) including ancillary co-working space, ground floor retail uses (Use Class A1/A3), new area of public realm with landscaping, associated basement car parking, servicing areas and relocation of vehicular access from Brunel Way to Wellington Street.

Withdrawn by Applicant

P/04888/020 - EIA Screening Opinion for redevelopment of the former Octagon site (Station Square) to comprise: a new area of public realm/pedestrian link; office and co-working accommodation (approx. 7,700 sqm); residential accommodation (170 units); ground floor retail uses (use class A1-A3) (approx. 700 sqm); and associated basement car and cycle parking.

Environmental Impact Assessment not required 1 April 2019

P/04888/019 - Mixed use regeneration scheme comprising: new area of public realm/pedestrian link, build to rent (BTR) residential accommodation (343 units), a hotel (170 beds) with ancillary leisure and business facilities, retail uses (use class A1-A3), and associated basement parking.

Withdrawn by Applicant.

P/04888/018 - Screening opinion for redevelopment of former Octagon for a mixed use regeneration scheme comprising; a new area of public links, build to rent accommodation and a hotel with leisure and business facilities. (343 Build to Rent units, a hotel (170 beds) and ground floor A1/A3 uses.

Environmental Impact Assessment not required 28 September 2017.

P/04888/017 - Retention of surface public car park for a further temporary period of two years (The use of the site as a temporary car park with 124 parking spaces was initially allowed on appeal on 13 November 2012 under appeal reference APP/J0530/C/12/2181980).

Approved 14 April 2015.

P/04888/016 - Erection of 2 no linked office buildings (10 no floors and 8 no floors) 27,000m² of internal office floor space (Class B1a) together with access, parking and servicing. This application was reported to the Planning Committee on 17 October 2013 and it was resolved that the application be delegated to be approved following completion of s106 agreement (S106 not completed).

No decision issued

P/04888/012 - Demolition of existing building and erection of two linked office buildings (10 no. floors and 8 no. floors) comprising 29,417square metres of gross external office floor space (Class B1a) together with access, parking and servicing.

Approved 17 June 2008

P/04888/000 - Construction of a building of 106,399 sq. ft. (gross) comprising of 70,000 sq. ft. of offices, 1,500 sq. ft. of gymnasium and clinic, 7000 sq. ft. of plant space and 28,000 sq. ft. of car parking.

Approved 01 February 1979

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

P/14405/00 – Heart of Slough Masterplan. This included redevelopment (outline) of four sites adjacent to the roundabout including Thames Valley University (TVU site), Brunel Bus Station, Slough Public Library and

Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert to provide (amongst other things) 1,598 new dwellings, 48,708 sqm of office space, a 120 bed hotel, a new bus station and 6,085 sqm of community floor space.

Approved 22 December 2009.

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

Approved 14 October 2009.

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

Approved 6 September 2013.

P/00789/028 – The Porter Building. Erection of a five storey office building.

Approved 27 January 2016.

P/06684/015 – Queensmere Shopping Centre. Mixed development scheme for 11,533sqm of A1 Retail, Class A3 –A5 food and drink and Class D2 assembly and leisure floor space and 675 residential units. The residential element was proposed within 4 towers of between 15 and 23 storeys and a standalone tower of 15 storeys.

Reported to planning committee on 26 November 2015 and delegated to the planning manager subject to completion of a Sec 106 (not yet completed).

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

Approved 29 November 2018

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) 4 x site notices was displayed outside the site on 15/01/2020 and the application was advertised as a major application in the Slough Express.

Neighbour letters were sent out on 14/01/2020 to the following addresses:

1, 19, 19a, 19b, 19c, 21, 21a, 23, Stoke Road

London Country Bus Services Ltd, Stoke Road
Abbey Business Centres, Access-it Software (uk) Ltd, Maple Lodge
Property Services Ltd, Matefile Ltd, Abbey House 18-24, Stoke Road,
Slough, SL2 5AG,

10, Stoke Gardens
Jarshire Ltd, 2-4, Bristol Way, Stoke Gardens
1, Bristol Way, Stoke Gardens
Acrone Ltd, 5, Bristol Way, Stoke Gardens, Slough, SL1 3QE,
Can Build, 3, Bristol Way, Stoke Gardens, Slough, SL1 3QE,
Network Rail Ltd, Slough P S B, Bristol Way, Stoke Gardens, Slough, SL1
3QE,
Bridge Technology International Ltd, 3, Bristol Way, Stoke Gardens,
Slough, SL1 3QE, Stress Uk Ltd, 3, Bristol Way, Stoke Gardens, Slough,
SL1 3QE

Cullen Burns Associates Ltd, Automotive House, Grays Place, Slough,
SL2 5AF

Roman House, Grays Place, Slough, SL2 5AF

5b, 7, 9, 9a, Mackenzie Street, Slough

69, 69a, 71, 71a, 73, 75, Grays Road, Slough

1, 2 and 3-4 Prudential Buildings, William Street, Slough
Code, William Street, Slough, SL1 1XY,
Flat, Code, William Street, Slough, SL1 1XY

24, 39a, 54, 55-57, 62, 66, 68, 70, 71, 72, 72a, 74, 74a, 74b, 74c, 74d,
74e, 75-77, 76, 78-79, 80-81, 82-85, 93, Queensmere, Slough, SL1 1DG

Flats 1, 3, 5, 7, 9, 11, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41,
43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81,
83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115,
117, 119, 121, 123, 125, 127, 129, 131, 133, Flats 2, 4, 6, 8, 10, 12, 14,
16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54,
56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94,
96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124,
126, 128, 130, 132, 134 The Junction, Grays Place, Slough, SL2 5GE

Slough Borough Council, Slough Central Library, 85, High Street, Slough,
SL1 1EA, Slough Drug Treatment Services, 95, High Street, Slough, SL1
1DH, 95, 97, 99, 101, 113, 115, Flat 115, 117-117a, 119, 123, High Street,
Slough

Beeline, Brunel Bus Station, Brunel Way, Slough
Thames Trains Ltd, Slough Railway Station, Brunel Way, Slough
Thames Trains Ltd, Railway Terrace, Slough
Thames Trains Ltd, Station Cafe, Brunel Way, Slough
W N Thomas & Sons Ltd, Belmont Works, Stoke Gardens, Slough

St. Ethelberts Catholic Church, Wellington Street, Slough, SL1 1XU,
3, 4, 6, 7, 8, 9, 17, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43,

44, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 80, 94, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, Rivington Apartments, Railway Terrace, Slough

No responses have been received

6.0 Consultations

6.1 Historic England

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

6.2 Heritage Advisor (BEAMS)

No objection. In summary the proposed redevelopment of the site with a 7-storey office building is considered to cause a minor level of harm to the significance of Slough Railway Station booking hall and St Ethelbert's Church (through development within their setting), however this harm is considered to be 'less than substantial' and could be outweighed by public benefits such as associated improvements to the public realm.

6.3 Lead Local Flood Risk Authority - Hampshire County Council - SUDS

No objections.

6.4 Thames Water

No objections subject to condition. Thames Water has identified an inability of the existing Foul Water network infrastructure to accommodate the needs of this development proposal. 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 development and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Thames Water would advise that with regard to Surface Water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

6.5 Building Control

No objections - The proposals seem sensible for the site from a Building Regulations perspective. A full package of technical design information will be required to assess the proposals fully. A fire strategy document was not provided for review and assessment.

6.6 Landscape/Tree Officer

No objections subject to conditions. The space is extremely constrained by the scale of the building which occupies the majority of the site. Subject to this being acceptable in planning terms, the layout of the green spaces around the building is broadly acceptable in principle.

The priority to make the public realm as 'soft' as possible, remains. To achieve this raised planters have been proposed around the building with trees and shrub. Provided tree roots can grow out beyond these planters into the natural soil so they can develop into large trees, this approach is acceptable. To achieve this, the use of strata-cells below the paved areas around the planters could be considered, the applicants will need to investigate this.

Where trees are planted directly into the paved areas the use of supporting strata cells or equivalent must be provided to increase quality rooting areas allowing trees to grow. A green wall between the bus station and the development is supported. However, the applicant must be aware of the on-going high maintenance costs of such a feature. Installing this and then letting maintenance lapse would not be acceptable. These features provide a very high quality green screen and will attract wildlife. In order to ensure on-going maintenance a landscape management plan should be considered for the lifetime of the development.

The roof top terracing is supported and the initial designs and layout are broadly acceptable. There must be provision for on-going maintenance such as tool storage boxes and irrigation. There could be provision for a gardening club in the office which could develop the green spaces appropriately.

The selected species are broadly acceptable, West Himalayan Birch *Betula utilis var. jacquemontii* is now over planted and an alternative tree species should be considered such as Magnolia, Prunus, Olive, Pinus, or a different Betula species.

There remains the urgent need to make the junction and wider public realm around the building more attractive and softer and help reduce the visual massing of this large block the previous proposal the building was split into two blocks. Tree planting on the verges of the B416, A4 and within the public spaces around the road junctions nearby will help improve the pedestrian experience and help improve air quality. Support for this can be gained by way of section 106 monies. 40 trees supplied, planted and maintained by Slough Borough Council at £600.00/ tree total value £24,000 should be sufficient.

6.7 Aircraft Safeguarding, Heathrow Airport Ltd

No response.

6.8 Crime Prevention Design Advisor, Local Policing Thames Valley Police:

No objections – subject to conditions and further details. From the DAS I can confirm that the applicant and I have had Pre Application conversation regarding this development which have been included within section entitled Secured By Design. In addition to the points listed I would also like to raise the following observation and recommendation

Glazing: Given the café and external seating facilities I would urge the utilisation of laminated glazing to all ground floor windows and curtain wall structures adjacent to public seating areas (as this can assist in reducing both forced entry attack and injuries caused by fragmentation). I ask that amended plans be submitted prior to approval.

6.9 Contaminated Land Officer
Based on the detailed assessment, I have no objections to the proposed development, and recommend conditions.

6.10 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.

6.11 Environmental Quality

Air Quality:

The scheme is considered a Major development, as the development is close to AQMA 4 and sustained compliance with EU limit values may be at risk due to vehicle trip rates. Previous AQIAs were submitted in September 2017 and August 2018 after a period of monitoring. Monitoring was conducted in 6 locations around the development site, using 20% TEA/water. All concentrations recorded during the 3 month monitoring period indicate concentrations are below the national AQO for NO₂ (40ug/m³), however, diffusion tube accuracy can be ±20%, therefore monitoring site no.1 (39.9ug/m³) may represent unacceptable exposure to poor air quality.

Construction vehicle emissions will also contribute to a worsening of air quality. Information regarding expected HGV increase and routes to access the site during the construction phase has not been provided. A Construction Environmental Management Plan must be submitted to SBC for approval and must include this information, with proposed construction working hours.

Dust monitoring must be conducted regularly throughout the construction phase of the development, to ensure construction activities do not give rise to any exceedances of the AQOs for PM₁₀ and PM_{2.5}.

Road traffic emissions were modelled using ADMS Roads. Although there is a minimal percentage increase relative to 2021 'Do Nothing' concentrations, the development does contribute to a worsening of an existing air quality issue for nearby receptors and the development will expose future receptors to poor air quality. The report states no mitigation is required for operational traffic, however provision of 118 parking spaces for office use will generate higher trip rates. Comparing existing use with proposed use, vehicle movements will increase by 142 in the AM peak and 127 in the PM peak, which will cause an impact to NO₂ concentrations in AQMA 4.

SBC approve of mitigation measures currently proposed, which includes provision of EV charging facilities for 13 parking spaces and cycle parking provision (142 cycle spaces). SBC also propose the following mitigation measures are implemented:

- Electric vehicle charging infrastructure must be provided in line with table 7 of the LES Technical Report.
- The 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
- The CEMP shall promote use of electric generators and prohibit use of diesel generators on site
- 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 and usage of the EV charging infrastructure.
- The commercial/retail EV charging points must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The number of EV charging points required at the opening of the development must meet at least 50% EV charging provision, with the remainder of the EV chargers being installed at an agreed date.
- At least 1 charging unit should be provided for every 10 disabled parking spaces. On retail sites where 50 parking spaces or more are provided as part of the development then one rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour to allow for public access car parks
- Off-setting mitigation comprising £150,000 contribution towards Bus EV bus charging infrastructure in accordance with the LES projects and £40,000 contribution towards replacement of existing EV Charger (with new Rapid Charger) & a new Rapid Charger for public use
- Building a new taxi EV bay next to existing taxi rank in Brunel Way and supply new 3-phase DNO 250A connections to service dedicated rapid charger for this new bay (secured by way of a s278 agreement).

Environmental Noise Comments

A Noise and Vibration Assessment was prepared by Mayer Brown Ltd, consisting of noise monitoring undertaken in March 2017 and additional monitoring undertaken in February 2019, alongside CADNA noise modelling.

Noise levels are highest on the west of the site due to road traffic on Stoke Road, and to the north of the site due to rail movements (66-67dB). Noise levels at the site at ground level are dominated by noise arising from road traffic (dominantly traffic on Stoke Road) and the nearby bus station. Rail noise is partially screened at the ground floor level, which increases with height, therefore the worst case noise conditions are experienced on the top floor (floor 6), at 67dB LAeq16hr, 88dB LMax.

Preliminary noise intrusion calculations indicate that the acoustic performance of the most exposed facades may require acoustic glazing capable of maintaining a weighted sound reduction index of around Rw 35dB, achievable with acoustic double glazing e.g. 6.8mm laminated glass / 16mm cavity / 6mm glass.

However, this guidance is given for initial design guidance purposes only to demonstrate the feasibility of the scheme from an acoustic perspective. More detailed calculations will need to be undertaken based on finalised elevational drawings to determine specific sound insulation performance requirements and any variation in glazing configurations that might be achievable where incident noise levels are lower.

In regards to vibration, no significant issues were identified.

Construction: The report states “An assessment of specific construction noise impacts will be dependent upon the specific nature of the works, selected equipment/working methodologies, construction programme”, however these details are not available at this stage of the development. Once this information has been confirmed, a construction noise assessment in line with BS4142 must be completed and submitted to the Local Planning Authority for approval prior to commencement. This shall determine the expected noise emissions and ensure the plant limit level can be achieved. The noise rating level emanating from the proposed plant and equipment shall not exceed above the existing prevailing background levels that exist in the absence of the development and predicted 1m from the nearest residential boundary. Once approved, the plant and equipment shall be operated in accordance with the approved Noise Assessment. Within the CEMP, appropriate construction management procedures to reduce noise must be implemented to reduce risk, including noise reduction and mitigation measures, which must be submitted to SBC for approval. This should also include working hours, which should be restricted to ensure early morning and late evening working is prohibited.

Plant Noise: Detailed information for the proposed building services plant is not yet available, therefore the following planning condition is required to limit the impact of plant noise: rating level of plant associated with building services must not exceed typical background noise levels of the development site during construction and operation. Recommended plant rating level limits to be achieved 1m from nearest window are as follows:

Location	Daytime (07.00 – 23.00 hours) L _{Aeq,T} dB	Night-time (23.00 – 07.00 hours) L _{Aeq,T} dB
Noise sensitive receptors to north and west	54	43
Noise sensitive receptors to south and east	51	43

Specific noise control requirements necessary to deliver the above design targets will need to be assessed during the detailed design phase of the project once specific plant selections have been made. Noise emissions from any grille opening onto an amenity space or the public realm must also be controlled such that they do not exceed a sound level greater than 55dB(A), as measured at a distance of 1.5m.

Recommendation: The following information is required before development commencement in regards to environmental noise and air quality matters:

- Assessment of suitable glazing and building fabric after final drawings are complete.
- Assessment of construction noise is required once specifications have been finalised.
- A CEMP outlining construction routes and working hours.

6.12 Transport and Highways

Comments considered within the report.

6.13 Special Projects Planner

Energy: No objections subject to conditions. A condition requiring BREEAM should be applied. Bearing mind the assessment indicates 'excellent' is achievable that standard should be in the condition as the target.

Ecology: Reference to wildlife friendly planting is good and wanted. Any form of green roof will be a benefit.

6.14 Network Rail

No objections: Network Rail has no objection in principle to the above proposal, however, after consultation with First Great Western, Network Rail have queried whether this likely to impact the operation of the station/access to the station, will this impact traffic outside of the Station and will passenger flow to and from the Station be affected, if so, how.

Notwithstanding the above, due to the proposal being next to Network Rail land and infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway, asset protection measures should be agreed with the applicant (and conditioned). Informatives are also recommended.

6.15 Crossrail Limited

No objections. I confirm that 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 I write to inform you that Crossrail Limited does not wish to make any comment on the application as submitted.

6.16 Berkshire Archaeology

The applicant previously submitted an archaeological desk based assessment for this site. The assessment clearly demonstrates that the site has been considerably impacted by development and re-development over the past 150 years. This is likely to have had a widespread and severely negative impact on any as yet unknown heritage assets.

Therefore the potential for any surviving archaeology is low and in Berkshire Archaeology's view there should be no requirement for any further archaeological mitigation in relation to these proposals.

6.17 Health & Safety Executive

No response received

6.18 Environment Agency (Development Control)

No response received

6.19 Neighbourhood Enforcement Team/Environmental Protection

- No response received
- 6.20 Fire Safety Officer
No response received
- 6.21 Community & Well Being (Slough Borough Council)
No response received
- 6.22 Leisure Services (Slough Borough Council)
No response received
- 6.23 Parks, Open Spaces & Cemeteries (Slough Borough Council)
No response received
- 6.24 Historic England (South East Region)
No response received
- 6.25 Business Improvement District
No response received
- 6.26 Asset Management (Slough Borough Council)
No response received
- 6.27 Planning, Royal Borough of Windsor and Maidenhead
No objections
- 6.28 Met Office
No objections
- 6.29 Economic Development Team (Slough Borough Council):
No comments received
- 6.30 Emergency Planning Team (Slough Borough Council)
No responses received
- 6.31 South Bucks District Council
No response received

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

Chapter 2: Achieving Sustainable Development
Chapter 4: Decision making
Chapter 6: Building a Strong Competitive Economy
Chapter 7: Ensuring the vitality of town centres
Chapter 8: Promoting healthy and safe communities
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal

change

Chapter 15: Conserving and enhancing the natural environment

Chapter 16: Conserving and enhancing the historic environment

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

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

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 6 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 - Infrastructure

Core Policy 12 – Community safety

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

Policy S1 – Retail Hierarchy

Policy S18 – Security Shutters

Policy EN1 – Standard of Design

Policy EN3 – Landscaping

Policy EN5 – Design and Crime Prevention

Policy T2 - Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

7.4 Other Relevant Documents/Guidance

Local Development Framework Site Allocations Development Plan

7.5 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.

7.6 Emerging Preferred Spatial Strategy for the Local Plan for Slough

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

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

7.7 Interim Framework for the Centre of Slough

Slough Borough Council has produced an Interim Planning Framework for the Centre of Slough which comprises a "land use" framework which sets out how sites could come forward for development in a comprehensive way. The Framework seeks to bring together existing planning policy and practice in Slough as it currently applies to the town centre. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31 July 2019 and members endorsed the approach taken in the strategy.

The Interim Framework promotes an "activity" led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to

Slough. It explains that the main elements for developing such a strategy are already in place. The centre can become a world class transport hub. It has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

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

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

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

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

7.8 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.

8.0 **Planning Assessment**

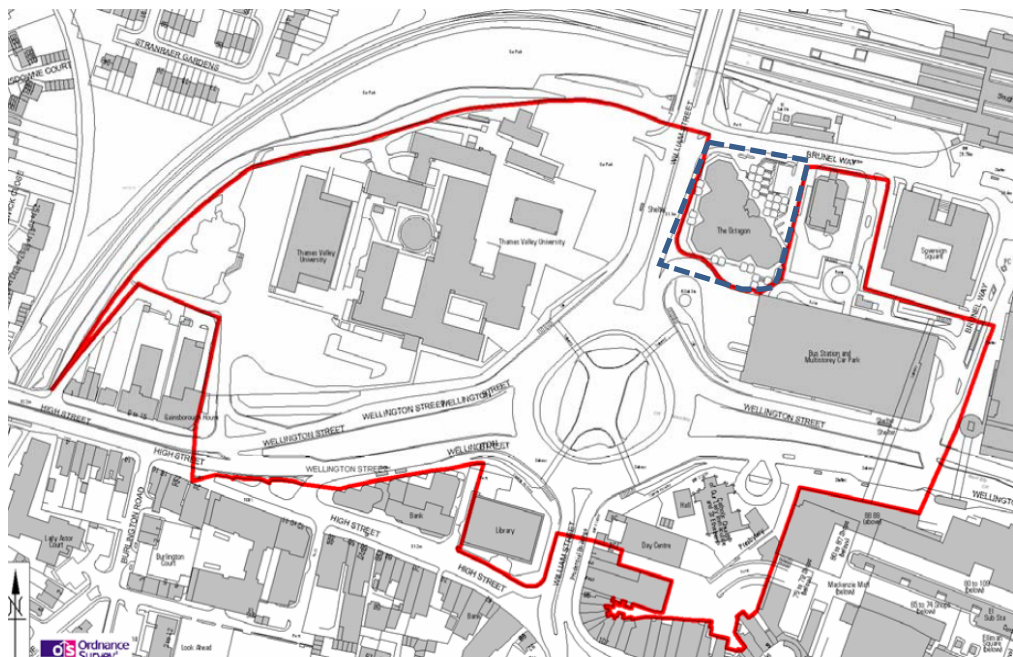
8.1 The planning considerations for this proposal are:

- Principle of development
- Impact on Heritage Assets
- Design Quality and Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Highways/Transport and parking
- Air Quality
- Sustainable Design and construction
- Surface water drainage
- Safe and Accessible Environment
- Fire Strategy
- Infrastructure/S106 requirements

9.0 **Principle of development**

9.1 The whole of the site was previously occupied by the Octagon building and is currently used as a temporary car park although the planning permission for this use has now lapsed. The site is within the Town Centre Boundary, but is not allocated within the Council's Site Allocations DPD. The site adjoins, but does not form part of, Slough Borough Council's Heart of Slough Regeneration proposals.

9.2 For information the plan below shows the Heart of Slough, which proposes comprehensive regeneration for residential, offices, hotel, bus station, library, retail, restaurants and cafes, drinking establishments, education, leisure, associated changes to the road network, improvements to the public realm and parking. While the majority of the site is not part of the Heart of Slough, the Octagon site (highlighted) is surrounded on three sides by the area identified as the Heart of Slough with parts of the surrounding public realm within the planning application red line (inside the Heart of Slough designation).



9.3 The site is not located within a defined 'Existing Business Area'. As such, given the very sustainable town centre location and its proximity to the

Heart of Slough, an office (Class B1) and retail/commercial development (Use Classes A1/A3) would be highly compatible with the surrounding area which includes the Future Works and Porter Buildings in close proximity and the emerging hotel development on the Old Library Site to the south. It is also considered that the former office use of the site and consented 2008 development (P/04888/017) for Class B1 offices constitute relevant material considerations in support of the proposed land use as a significant office development within the town centre. Therefore, there would be no objection in principle to the redevelopment of the site for a Class B1 use office scheme which includes some complementary retail/commercial uses.

- 9.4 The principles of the proposals are compatible with the Core Strategy Core Policy 1 (Spatial Strategy) which states that intensive trip generating uses including business, retail and leisure should be located in Slough town centre.
- 9.5 The proposal also meets the Governments objective of significantly boosting the supply of homes and creating a strong economy as set out in the NPPF 2019.

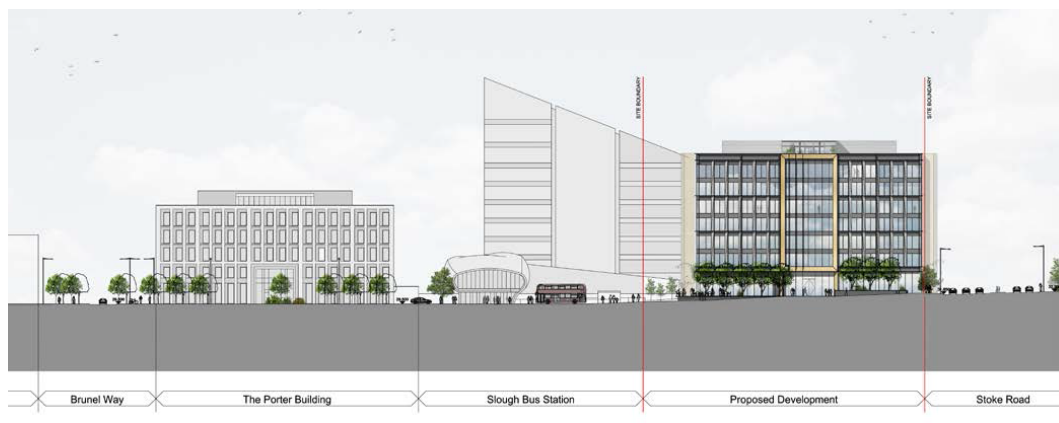
10.0 Impact on the character and appearance of the area

- 10.1 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 and EN2.
- 10.2 The site is surrounded by hoardings and has been used as a temporary surface level car park on the vacant land. The car park use was granted temporary planning permission (ref: P/04888/017) in 2012 at appeal and then again in 2015, but this has now expired. As such, in planning terms the site does not comprise of any lawful use. Notwithstanding the current unauthorised use, the site is of poor appearance and creates an unsatisfactory perception of Slough Town Centre at the point of arrival to the town, either by car or public transport. The site is in a highly accessible location, adjacent to rail and bus stations and the High Street and is also highly visible and accessible from several public vantage points from the north on Stoke Road, Windsor Road/Bath Road junction to the south and from the east and west.
- 10.3 The application proposes the redevelopment of the site to provide a new 7 storey modern office building, which would be viewed alongside the completed Future Works building to the south east, the new bus station and the Porter Building to the east. The new development would represent an elegant and appropriately scaled development in the area and would be seen alongside the context of modern office buildings within the town centre which is forming an emerging central commercial/business area in the heart of the town. The application site is located on a contained plot with the railway line, a main road and the access to the bus station in close proximity.
- 10.4 There have been significant changes to the area in recent years with the Heart of Slough development, the completion of the bus station and The Curve and 2 Brunel Place (Part 1 of what is known as the U&I or 'tick'

building), within the last few years. Further developments are under construction with the Old Library site development (recently resolved for approval at Planning Committee), and are planned at the Thames Valley University Site which is anticipated to include larger mixed use buildings of varying height. It is therefore considered that the emerging character and form of development planned within the area, would sustain a development of the scale proposed within this application, in principle.

10.5 The proposal would deliver a high quality office scheme that would be complementary to development in the Heart of Slough Masterplan. The provision of a high quality office building on Stoke Road together with new emerging new retail, leisure and business facilities at The Curve, Old Library Site and Future Works buildings will assist increasing activity and footfall in the Town Centre and around the station thereby ensuring the creation of a vibrant urban area close to the rail and bus stations.

10.6 The scheme proposes a distinctive contemporary modern building that forms part of the cluster of new landmark buildings on land between Tesco and Stoke Road south of Slough Station and north of the A4. The height extends to 7 storeys which sits below the height of the constructed Future Works building 2 (to the south east) and above the height of the Porter Building (to the east). With the Future Works phases 1 and 3 buildings planned for construction, the group of office buildings will have a varied height and comprise varying architectural forms. It is considered that the collective impact on the location would be positive due to the variety in height and form of the buildings and would result in an interesting and dynamic skyline adding character to this part of Slough.



10.7 The 7 storey office building is planned around the site dimensions with the core located centrally. The building entrance is located on Brunel Way. The Stoke Road façade contains an anodized gold escape stair enclosure which projects from the main façade and provides a strong feature on this elevation. The building is carefully positioned on site to respond to the streetscape by providing active and well proportioned frontages on Brunel Way and an attractive frontage along Stoke Road and animation of the public realm.

10.8 The other office building facades are made up of a Curtain Wall Glazing (FW50 SG System or similar) with black painted glass spandrels which is enclosed in a metal frame divided up through black angled metal fins, mullion caps (of varied thickness). The facades are further enriched

through the use of anodised metal 'golden' panelling which forms a vertical frame to accentuate the entrance/through reception. The building has a high quality contemporary appearance which makes a positive contribution to the townscape at this location. The scale and height of the building sits comfortably on the site and would complement the emerging and new developments in the cluster of buildings.

- 10.9 Ground floor (A3) cafe use is proposed within two units. This provides opportunities for a designated external dining space around the north eastern corner. The double height frontage of the ground level café units provide a strong base of the building and a more active frontage at the corners which creates additional interest and activity around the edges.
- 10.10 Definition of public/semi private space on Brunel Way and Stoke Road has been realised through the use of raised planters with tree planting and structural shrub planting providing a green buffer between the office development and adjacent public realm. The avenue planted effect strengthens and softens the streetscape in this location and will be of an appropriate size and scale for the development. Shrub planting will be robust and evergreen providing year round visual interest. Tree planting will be fastigiated with 2m clear stem and a compact habit to assist visibility. Existing levels have been considered with careful arrangement of stepped and level access providing access for all.
- 10.11 A green wall is proposed on the east facing elevation of the building adjacent to the bus station. The details of the green wall including the species and maintenance scheme are required which can be conditioned.
- 10.12 The site falls within an area where it is recognized that opportunities exist for a variety of landmark buildings which will mark key views into and across the centre of Slough, and create a new and varied skyline for Slough. The emerging Planning Framework for the Centre of Slough identifies the site as being within a zone where tall buildings may be acceptable subject to a demonstration that the design is of the highest quality. The architectural detailing is discussed above and is considered to demonstrate that a high quality cluster of buildings could be delivered on this site. It is therefore considered that the scale, massing, height, layout and external appearance would be compatible with the emerging planning guidance and strategies for the town centre.
- 10.13 Based on the above the proposals would be of a good design quality and will have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1 and EN2 of the Local Plan for Slough March 2004 (Saved Policies), 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.

11.0 Impact on Heritage Assets

- 11.1 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.

- 11.2 Paragraph 184 of the NPPF 2019 states that Heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 11.3 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.
- 11.4 Paragraph 193 of the NPPF 2019 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 11.5 Paragraph 194 of the NPPF 2019 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
- 11.6 Paragraph 196 of the NPPF 2019 states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".
- 11.7 An Archaeological Desk Based Assessment has been carried out. No World Heritage sites, Scheduled Monuments, Historic Battlefield or Historic Wreck sites are identified within the site or its immediate vicinity. The site does not lie within an area of designated archaeological potential and is considered to have a generally low archaeological potential. Past impacts on the site, in particular the construction and subsequent demolition of the twentieth century Octagon building are likely to have had a severe negative archaeological impact. As such, and in accordance with the advice from Berkshire Archaeology, it is not considered that any further archaeological investigation or mitigation measures are required in this particular case.

11.8 There are no statutorily listed buildings within the Site, but there are several local buildings nearby, which are as follows:

- 11.9
- Slough Station – booking office, island platform and area manager’s/parcel office (Three separate Grade 2 listings)
 - Church of Our Lady Immaculate and St Ethelbert’s (Grade 2)
 - St Ethelbert’s Presbytery (Grade 2)



11.10 There are five designated heritage assets near to the site; any impact upon their significance needs to be considered in relation to the scheme. These heritage assets are described within the Heritage Statement which has been submitted in support of the application and the report considers the impact upon the setting of each (in accordance with the NPPF, para. 189).

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

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

11.13 The late 19th century grade II listed Slough Station booking hall lies approximately 50 metres to the east of the site and there are 2 further

listed structures associated with the station and forming a group. The development will be seen in context with the main station building from the station forecourt area when looking west however there are other tall buildings as a backdrop to the north of the station and elsewhere. The proposed development will change the setting of the station. It is considered that any harm to the setting of the Station is considered very minor and could be outweighed by the proposed landscaping / public realm enhancement put forward.

- 11.14 The grade II Church of Our Lady Immaculate and St. Ethelbert is over 100 metres to the south of the site, on the south side of Wellington Street. Immediately adjacent to the church, and east of it, lies the Grade II listed presbytery. The Roman Catholic Church was built in 1909-10, in the Perpendicular style of flint with stone dressings. The church spire makes it a prominent landmark building when travelling along Wellington Street. Views of the Church are principally achieved from Wellington Street (the main A4 road) on approach from either direction.
- 11.15 Historically churches were usually the tallest buildings within a town / village – giving them visual prominence and using height to highlight their importance. This prominence started to change during the 20th century with the construction of taller buildings becoming more commonplace in urban areas; these have the potential to harm the setting and significance of church buildings (and others) and this needs careful consideration – particularly when the cumulative nature of tall developments is taken into account. In this case there are several potential and planned developments locally (such as the Queensmere Shopping Centre, Thames Valley University Site and the former Library site redevelopment) which will have some impact upon the setting of the church and thus impact upon its significance. The proposed scheme will be seen in wider views of the church from Wellington Street however due to the separation distance between the site and the church the proposal is considered to result in a low level of harm to its significance. The impacts (on the Church) are considered less than the previous withdrawn mixed office/residential and mixed hotel/residential schemes, and at the lower end of the less than substantial harm scale (in NPPF terms).
- 11.16 The Council's Heritage Advisor (BEAMS) previously raised concerns in relation to the previous scheme due to the height of the development proposed and its impact upon the setting of designated heritage assets. Particular concern was raised regarding the setting of the Scheduled Ancient Monument / grade I listed Windsor Castle and the associated grade I listed Windsor Great Park. The view from the Copper Horse Statute to the south of the Castle was considered a sensitive view of the Castle and this has been tested again as part of the Townscape & Heritage Visual Impact Assessment. Due to the 7-storey height of the proposed development it will not be visually obtrusive or break the skyline in relation to its position in relation to views of Windsor Castle from the Copper Horse and its height is similar to recently approved office / residential / hotel developments locally. The building may be observed from the particular viewpoint at the Statute (which is on top of a hill) but its height and appearance is considered in to be barely discernible in visual terms. On this basis, in heritage terms, the revised proposals amount to no harm to the setting of Windsor Castle or the Great Park.

- 11.17 The High Street area contains several non-designated heritage assets – their significance is preserved under the current proposals.
- 11.18 The proposed redevelopment of the site with a 7-storey office building is considered to cause some minor harm to the significance of Slough Railway Station booking hall and St Ethelbert's Church (through development within their setting). However, this harm is considered to be 'less than substantial' at the lower end of the scale. It is therefore necessary for the purposes of the NPPF test, to identify the public benefits in order to conclude whether these are sufficient to outweigh the low level of harm to the setting of the listed buildings in accordance with the NPPF para 196, and in order to demonstrate special regard for the heritage assets in accordance with the Statutory duties.
- 11.19 Public benefits of a proposal could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework:-
- a) Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure
 - b) Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well being
 - c) Environmental – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy
- 11.20 The public benefits in respect of the proposed development are considered to comprise the following:
- The site has remained vacant for a long period of time, is used as a temporary car park and is surrounded by hoardings – this is considered to be detrimental to the character and visual amenities of the area, giving the impression of urban blight in the immediate area and therefore likely to be prejudicial to the councils aspirations for regeneration of the area. It is considered that the proposals would improve the image of Slough Town Centre by delivering a high quality office led mixed-use scheme on a vacant site which would improve the perception of Slough upon arrival;
 - The development would bring economic benefits to the local area by virtue of increased employment provisions (from the offices and cafes/restaurants) and increased expenditure in the facilities,

shops and services from the office workers;

- The proposals would increase footfall around the bus and rail station, enhance the surrounding public realm and create external areas (and terraces) for people to meet, greet and linger, and complement the functions of the offices, bus and train stations.
- The development proposes providing active frontages onto Brunel Way and Stoke Road which creates an attractive and lively environment that would help regenerating the town centre and make Slough a good quality environment for people to work, stay and play;
- Provision of a new Grade A high quality office floorspace, to suit a range of tenants, including co-working businesses, start-ups and some larger scale businesses in a high accessible location to reinforce and enhance Slough as an office destination;
- Creation of a high quality office building which adds character to the central location adjacent to the rail and bus stations that is otherwise lacking. The up-grade to the environment results in a betterment to the townscape in the immediate locality and this reinforces the Council's aim to improve design quality in Slough.

11.21 When taken together in the round there are a number of public benefits which would be provided by the proposal, in particular the provision of additional employment and improvement to the character and visual amenities of the area which combine to help meeting Sloughs aspirations to regenerate the Town Centre. It is considered that these public benefits are capable of outweighing the less than substantial harm that the proposal would cause.

12.0 Daylight and sunlight

12.1 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.

12.2 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).

12.3 The proposals do not give rise to additional sunlight and daylight issues as the development is an office led scheme and there are no adjacent or adjoining residential premises to the site. It is considered that the development is of a scale and height that would not be harmful in sunlight

and daylight terms towards adjoining or adjacent developments.

13.0 Air quality

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

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

13.2 An Air Quality Assessment has been submitted with the application. This 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. The proposed development is located adjacent to AQMA4 – Town Centre. The Council’s Air Quality Officer advises that sustained compliance with EU limit values may be at risk due to vehicle trip rates. Previous AQIAs were submitted in September 2017 and August 2018 after a period of monitoring. Monitoring was conducted in 6 locations around the development site. All concentrations recorded during the 3 month monitoring period indicate concentrations are below the national AQO for NO₂ (40ug/m³), however, diffusion tube accuracy can be ±20%, therefore monitoring site no.1 (39.9ug/m³) may represent unacceptable exposure to poor air quality.

13.3 Road traffic emissions were modelled using ADMS Roads. Although there is a minimal percentage increase relative to 2021 ‘Do Nothing’ concentrations, the development does contribute to a worsening of an existing air quality issue for nearby receptors and the development will expose future receptors to poor air quality. The Air Quality Assessment concludes that the proposed development does not raise any significant or other residual adverse impacts on the health and/or quality of life for existing or proposed sensitive receptors as a result of any anticipated changes to air quality. However, it is considered that the provision of 118 parking spaces for office use will generate higher trip rates. Comparing existing use with proposed use, vehicle movements will increase by 142 in the AM peak and 127 in the PM peak, which will cause an impact to NO₂ concentrations in AQMA 4. In light of the increase in trips, additional mitigation measures are justified.

13.4 Mitigation measures have been proposed for construction traffic and stationary plant associated with the proposed development and these can be secured by conditions in accordance with the Air Quality Officer’s advice. The provision of EV car parking within the development has also been secured and this comprises the provision of EV charging facilities for 13 parking spaces and cycle parking provision (142 cycle spaces).

13.5 The Council’s Environmental Quality Team Manager has provided detailed comments on the proposal which are set out in the consultation responses section of the report. A mitigation scheme has been drawn up and has been discussed with the applicant. The following additional mitigation measures are to be sought and these could be secured by suitably worded

planning obligations and conditions:

- Replace existing rapid charger on Brunel Way and to supply new 3-phase DNO connection to service dedicated rapid charger on this bay;
- Build new taxi EV bay next to existing taxi rank in Brunel Way and to supply new 3-phase DNO 250A connections to service dedicated rapid charger for this new bay;
- £190,000 towards EV charging infrastructure
 - £150,000 towards EV bus charging infrastructure
 - £40,000 towards the rapid chargers listed above

13.6 Subject to the provision of satisfactory mitigation measures, the proposal would be considered acceptable in terms of air quality.

14.0 Noise

14.1 Paragraph 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. ...”

14.2 A Noise and Vibration Assessment was submitted with the planning application. The principal noise sources affecting the site are road and rail traffic with the highest noise levels experienced on the western side of the site (overlooking Stoke Road) and on the northern side of the site (looking towards the railway). Noise levels are highest on the west of the site due to road traffic on Stoke Road, and to the north of the site due to rail movements. Noise levels at the site at ground level are dominated by noise arising from road traffic (dominantly traffic on Stoke Road) and the nearby bus station. Rail noise is partially screened at the ground floor level, which increases with height, therefore the worst case noise conditions are experienced on the top floor (floor 6). Construction noise on site has also been considered.

14.3 The Council’s Environmental Quality Officer recommends that a further assessment of suitable glazing and building fabric; assessment of construction noise and a Construction Environmental Management Plan outlining construction routes and working hours are required prior to commencement of works on site. The Construction Environmental Management Plan (CEMP) and Glazing Design Details can be secured by conditions. The CEMP will need to acknowledge the increased flexibility to increasing construction hours in light of recent Government published advice due to the Covid-19 Pandemic. It is not necessary for the CEMP to provide a detailed assessment of construction noise as the CEMP will set out the measures to be adopted to mitigate the adverse impacts of construction noise, and it is noted that there are no immediately adjacent residential or other sensitive receptors.

14.4 The suitability of the site has been considered and assessment concludes that the site is a “medium” risk (at day time and night time), so is suitable

for office development, subject to adherence to a good acoustic design process and the implementation of appropriate noise mitigation.

14.5 Subject to conditions on detailed design, the proposal is considered acceptable in terms of noise mitigation and issues of overheating.

15.0 Highways/transport and parking

15.1 Paragraph 106 of the NPPF 2019 states that in town centres local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

15.2 Paragraph 108 states that in assessing specific applications for development, it should be ensured that:

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

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

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

15.5 The Transport and Highways officer has provided detailed comments which are summarised below. The main points are set out below.

15.6 The site is currently being used as a car park using a vehicular crossover on Brunel Way close to its junction with William Street. The proposal seeks to close off this crossover, instead using a new access off the Bus Station access road which is to be designed to better suit the needs of the proposed development. The principle for relocating the access to the Bus Station access road, alongside the provision of a new lay-by area to the south of the office building was considered under the previous planning applications.

15.7 Although the proposed access remains acceptable in principle, the width of the junction with Stoke Road needs to be widened by (at least) 1m along its length as it is currently difficult for buses to pass. In order to prevent taxis and other vehicles dropping off on the bus station access road, an additional drop-off facility has been designed which is located to the west

of the new access to the site.

- 15.8 The applicant is proposing a signage strategy within the public highway (on Stoke Road) which provides directions for car/vehicle bound visitors to the site from the south. The signage would permit the use of a right turn into the Bus Station Access Road (which is currently restricted to buses only). As such, it is necessary to remove parts of the north bound bus lane on Stoke Road in the approach to the Bus Station Access Road turn, to allow vehicles to manoeuvre into the right hand lane. The strategy is proposed to ensure visitors including taxis, service and delivery vehicles as well as office workers are able to be safely directed to the building from the south, if car/vehicle bound. The provisional plans comprise alterations to the directional signage at the Stoke Road junction with the A4 and alterations to the bus lanes in the south and north bound approaches.
- 15.9 The proposed plans identify a layby on Brunel Way to the north of the site. It is understood that this provision is not acceptable to the Highways Officer as the layby provision would introduce a facility that would conflict with pedestrian, cycle and vehicular movements in the vicinity which would undermine highway safety. Given the layover would be located in close proximity to bus stops, taxi drop offs and bus stand downs the additional vehicular movements would create additional and unnecessary conflict in the highway. A condition is recommended which omits this provision from the plans. The site can be safely accessed by taxis and deliveries to the south within the new layby and drop off area and therefore the northern provision is not necessary to be provided.
- 15.10 The car parking and cycle parking proposed is considered to be satisfactory in design terms and would be accessible for office staff and visitors. The proposals provide an appropriate level of car parking considering the town centre location and immediate access to the bus station and rail stations. The parking level falls below the local plan parking standards (which require 395 spaces) but the proposals are considered acceptable considering the central location. The applicants will provide 13 electric vehicles charging points/bays within the car park. The level of cycle parking is in accordance with the standards for Class B1(a) offices which requires 1 space per 125 sqm floor area. The requirement would therefore be for 126 cycle spaces for the offices. The proposal provides 140 spaces for the offices which is acceptable and which is above the minimum standard.
- 15.11 Traffic Impact: The Transport Assessment forecasts that, when compared to the existing land use (as a car park), the proposed development scheme would result in approximately two additional vehicles every minute using the adjacent network in the peak periods. The traffic impact of the proposed development has been assessed using LinSig. A previous version of the LinSig model was reviewed by Atkins and approved by Slough Borough Council in conjunction with the former development scheme for the site (Planning Application Ref: P/04888019). This excludes the car park from the baseline scenario. The LinSig assessments have shown that the addition of the proposed development traffic will not have a significant impact on the surrounding highway network in terms of operational capacity at the junctions within the network area assessed during both the AM and PM peak periods. Further transport modelling is currently being carried out and these will identify whether any further

alterations to the traffic junction and signals are required in order to facilitate the proposed development without severely impacting on free flow of traffic.

- 15.12 The office travel plan needs further work, and more detailed travel plan to be secured prior to occupation; these travel plans need to be secured by a Section 106 Agreement.
- 15.13 A car park management plan, detailed service delivery plan and a construction management plan will need to be secured as conditions.
- 15.14 Contributions and Highways works are sought from the developer and these are:-

Section 106 Contributions

- £40,000 Sustainable Transport Contribution towards provision of rapid charger EV infrastructure on Brunel Way (replacement of existing charger);
 - £150,000 Sustainable Transport Contribution towards the electrification/infrastructure of the Bus Station to support Electric Buses (prior to commencement)
 - £7,500 Implementation of Traffic Regulation Orders (prior to commencement)
 - £3,000 Travel Plan Monitoring contribution for offices prior to occupation
 - Travel Plan (submitted prior to occupation or within 6 months of first occupation)
- 15.15 The Highways Officer has requested that the following Highways works are required in order to facilitate the development and to mitigate the impacts of the development.
- Construction of drop-off layby for deliveries and loading/unloading and taxi-drop off for application site on Bus Station Access Road
 - Carrying out of Infrastructure works to build a new taxi EV bay next to existing taxi rank in Brunel Way and supply new 3-phase DNO 250Amp connections to service dedicated rapid charger for this new bay;
 - Works to the bus lane road markings on Stoke Road signaling a right turn into the bus station access road 'Office Access' and associated signage on Stoke Road;
 - Works shortening the bus lane (Northbound) enabling provision for the right turn in to Bus Station Service Road and amendment to the bus lane (Southbound) adjacent to the left turn out of the Bus Station Service Road;
 - Widening of Slough Borough Council owned Bus Station access road by 1m
 - Reconstruct the footways fronting the application site with contrasting stone paving which is in keeping with the remainder of the public realm area;
 - Street-lighting installation/modifications on the Bus Station access road
 - Reinstatement of redundant access point on Brunel Way to footway construction using complementary natural paving.

- Installation of any street lighting modifications (as necessary)
- Refreshing and Installation of road marking modifications (as necessary)
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access);
- Temporary construction access point(s)

15.16 Subject to the amendments to the proposal including the omission of the Brunel Way Lay-by, planning conditions, highway works and contributions, the proposal is not considered to be severe in highway and pedestrian safety terms.

16.0 Flood Risk and Surface water drainage

16.1 A Ministerial Statement from December 2014 confirms the Governments commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of “flash flooding”. Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.

16.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2019 require development to be directed away from areas at highest risk off flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

16.3 A Flood Risk Assessment and a Surface Water Management Plan have been submitted with the application. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding. The site is at very low risk of fluvial and low risk of surface water flooding

16.4 The proposed development will use Sustainable Drainage Systems (SuDS) in the form of green roofs and cellular storage within an attenuation tank. A green roof is proposed to be installed on part of the roof of the office building and a green wall is proposed on part of the double height ground level façade of the building adjacent to the bus station.

16.5 Attenuation and emergency storage of 209m³ for the office building will be provided in the form of underground storage such as cellular tanks beneath the ground floor of the building under the north eastern cafe.

16.6 It is proposed to store surface water flows from the development using attenuation tanks and green roofs, with hydrobrake, and to restrict the flow to 2 l/s to discharge to the public surface water sewer.

16.7 The applicants have undertaken pre development enquiry with Thames Water in which they indicated no objection to accepting a surface water flow from the development of up to 50% of the existing runoff rate and

have proposed the lower 'greenfield' rate of 2l/s. An application would be made to Thames Water for the connection to a public sewer during the detailed design stage.

17.0 Sustainable design and construction

17.1 An Energy & Sustainability Strategy has been submitted and subsequently revised following queries from the Council's Special Projects Officer. The energy strategy proposes CO2 reduction from the building by adopting a highly efficient building envelope solution together with high efficiency mechanical and electrical services incorporating heat recovery. The renewable energy technologies assessment is based on using solutions that are technically proven with low maintenance implications taking into account the energy efficiency strategies being proposed in the current design.

17.2 The analysis has shown that by incorporating passive and low energy design measures there is a predicted reduction in the proposed development's annual CO2 emissions of 33.32 tonnes per year which accounts for 8.2% of the overall CO2 reduction.

17.3 The following passive and low energy design measures have been incorporated into the proposed development:

- High performance glazing
- Improved building fabric
- Low building air leakage rate
- High efficiency heating and cooling plant;
- Variable speed fans and pumps
- Heat recovery
- Low energy lighting
- Automatic lighting control with occupancy sensors (auto on, auto off).
- Building Management system to provide energy efficient controls

17.4 The potential renewable energy technologies have been assessed in the Energy Statement taking into account the particular development constraints. The strategy is to utilise air source heat pumps to provide the heating and cooling requirements of the office areas and commercial units.

17.5 The analysis has shown that by incorporating low and zero carbon technologies in addition to the passive and low energy design measures there is a predicted reduction of annual CO2 emissions from the baseline scheme of 69.48 tonnes per year which comprises an improvement of 17.09% above Building Regulations.

17.6 The renewable energy technologies are currently predicted to achieve a 25.29% reduction (102.81 tonnes) in carbon emissions over the passive low energy scheme based on regulated uses.

17.7 It is recommended that the above provisions can be secured by planning conditions.

18.0 Safe and Accessible Environment

18.1 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

18.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

18.3 The Crime Prevention and Design Advisor has submitted detailed comments which could be addressed at the secure by design accreditation stages which would be secured by way of condition.

18.4 Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment.

19.0 Ecology

19.1 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.

19.2 A Phase 1 habitat survey has been carried out on the site. No evidence of roosting bats was identified during the roost assessment and the trees on site did not support any potential roost features and as such, are classified as having negligible potential to support roosting bats. In addition, the site is isolated from any suitable foraging habitat by major roads and commercial buildings with high levels of noise and light pollution. Therefore, the site is not considered to be suitable for roosting, foraging or commuting bats.

19.3 All birds and their nests are protected from harm and destruction under the Wildlife and Countryside Act 1981 (as amended). The site supports vegetation in the form of dense ivy and scattered trees, which have the potential to support nesting birds. If the proposals require the removal of the vegetation to facilitate development, then clearance should be undertaken outside of the bird-nesting season (March to September inclusive for most British bird species) so to avoid potentially disturbing a nest. 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.

19.4 Enhancements are proposed within the Ecological Assessment and Addendum to provide suitable mitigation for the loss of bird nesting habitat on site. These include the provision of two bird nest boxes to enhance the site for house sparrows, a red list species (Birds of Conservation Concern)

and planting vegetation that will be beneficial to birds and pollinating invertebrates should be incorporated into the landscaping scheme. These can be conditioned.

19.5 Subject to conditions requiring the provision of mitigation as outlined in the Phase 1 habitat survey as listed above, and the s106 contributions being secured the proposal is considered acceptable in ecology terms.

20.0 Fire Strategy

20.1 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 has been prepared for the development and this has been assessed by the councils Building Control Surveyor. No further amendments are required to the fire strategy at this stage.

21.0 Impact on amenity of neighbouring occupiers

21.1 The site is in effect an island site; surrounded on all sides by roads and the railway with the bus station immediately to the east. As a result the 7 storey office building is not adjacent to any residential dwellings. The land to the west of Stoke Road comprises the former Thames Valley University (TVU) site which is planned for redevelopment in the future and has previously been subject to planning permission for a mixed use residential, commercial and office based regeneration development. Although there could be some impact from the development on the former TVU site in terms of its scale and height, there are sufficient separation distances between the proposed 7 storey office and the potential development blocks on the TVU site to ensure they would not suffer from inadequate daylight or sunlight, or visual intrusion at the lower levels.

21.2 It is also noted that the scale of the development is substantially lower than the former proposals. It was considered that both recent schemes would not have resulted in any detrimental impact on neighbouring properties. The same conclusions apply to this proposal.

22.0 Infrastructure requirements/Section 106

22.1 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.

Item	Contribution
Highways/transport:	<ul style="list-style-type: none"> • Implementation of traffic regulation orders (prior to commencement)(amount to be confirmed) • £6,000 Travel Plan contribution - prior to occupation; • Travel Plan (submitted prior to occupation or within 6 months of first occupation);

Air quality/Low Emission Strategy:	<ul style="list-style-type: none"> • £150,000 contribution towards bus EV infrastructure; • £40,000 contribution towards Rapid Charger Infrastructure.
Public Realm (Tree Planting)	£24,000 towards planting 40 trees to be supplied, planted and maintained by Slough Borough Council at £600.00/ tree.

22.2 An Office Travel Plan will also be sought in order to encourage sustainable forms of travel.

23.0 Equalities Considerations

23.1 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 (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).

23.2 This report identifies the need to ensure the new development provides office accommodation and café/residential 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 office and café/restaurant floorspace and external areas are laid out to be easily accessible to all protected groups..

23.3 The proposals make provision for wheelchair accessible car parking spaces, level accesses and thresholds to the buildings and communal terraces.

23.4 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 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 demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.

- 23.5 The applicant has also agreed to make a financial contribution towards off-site public realm improvements (tree planting) and Electrical Vehicle Charging Infrastructure which improve the environmental conditions and accessibility of the development. The commercial and office floorspace in the building has been designed to ensure that level access to these uses from the public footways can be delivered and include internal lifts so that all individuals (noting the needs of people with pregnancy/maternity, age and disability characteristics can be provided for. The internal layout could be designed to enable provision of wc facilities that are considerate of the needs of people with gender reassignment.
- 23.6 The enhanced public realm around the building edges has been designed with the needs of protected groups in mind, particularly those groups with maternity, age and disability characteristics. Level access and ramps have been designed to be accessible for all. The landscaping and street furniture will need to be designed to ensure that partially sighted and blind visitors can safely navigate around the features without undue risk. The servicing loading areas, drop-off lay by and accesses to the offices have been designed to allow clear demarcation to facilitate safe passage for disabled users and people with restricted mobility/eyesight.
- 23.7 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.

24.0 Planning Conclusion

- 24.1 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.
- 24.2 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.
- 24.3 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.”
- 24.4 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.
- 24.5 The development would make a positive contribution to the supply of high quality employment generating floorspace. There will be economic benefits in terms of the employment generated by the office floorspace and cafes/restaurant 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 or office facilities and café/restaurant uses and provision of improved high quality public realm (moderate positive).

- 24.6 The resulting townscape and visual impacts are considered to result in an improvement to the Heart of Slough Townscape Character Area and appearance of the townscape and this constitutes a benefit, in NPPF terms (when compared against the current baseline condition of an unauthorised surface level car park). There is also some less than substantial harm to the setting of listed buildings which comprises a minor conflict with Local Plan Policy EN17 (although it is at the lower end of the scale of harm). The nature and extent of the impacts are set out in this report and these are weighed appropriately in the balance, against other factors and it is considered that the identified harm is outweighed by the public benefits. It is concluded that the level of harm to the setting of listed buildings is not such an extent which significantly or demonstrably outweigh the benefits of the proposals.
- 24.7 Compliance with some of the objectives of the NPPF have been demonstrated in terms of conserving the natural environment, biodiversity, preserving existing amenities, promoting healthy and safe communities, promoting sustainable transport, meeting the challenge of climate change and flooding and making effective use of land indicating an absence of harm (or which in the case of flood risk are expected to demonstrate an absence of harm) to which weight should be attributed neutrally.
- 24.8 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, the proposals would constitute sustainable development due to the significant economic and townscape benefits. It is recognised that the redevelopment of a key town centre site for Class B1 employment floorspace within a high quality architecturally designed building weighs in favour of the development. In applying paragraph 11 of the NPPF, it is considered that the benefits of the proposals outweigh any minor adverse impacts
- 24.9 As the proposals are in accordance with the Development Plan and there are no other material considerations that would lead to an alternative determination of the planning application, the in accordance with S38 of the Planning and Compulsory Purchase Act 2004.
- 25.0 **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 financial contributions towards sustainable transport improvements including electrical vehicle infrastructure in the town centre, public realm and landscaping enhancements and

- provision of Travel Plan and Section 278 highways/access works;
- (ii) finalising conditions and any other minor changes; OR

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

PART D: CONDITIONS

1. Time Limit

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

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

2. Approved Plans

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

18076 (01) S-001 PL01
18076 (03) S-002 PL02
18076 (03) S-0G0 PL00
18076 (03) S-0G1 PL00
18076 (03) S-001 PL00
18076 (03) S-002 PL02
18076 (03) S-006 PL00
18076 (03) E-001 PL00
18076 (03) E-002 PL00
18076 (03) E-003 PL00
18076 (03) E-004 PL00
18076 (03) E-005 PL00
18076 (03) X-001 PL00
18076 (03) E-200 PL00
18076 (03) E-201 PL00
HED.1207.825 Tree Pit
HED.1371.806 Planter Type 2 Rev A
HED.1371.101
HED.1371.200
HED.1371.201
HED.1371.202
HED.1371.204
HED.1371.205
HED.1371.301
HED.1371.302
HED.1371.303
HED.1371.501
HED.1371.502
HED.1371.503

HED.1371.800
HED.1371.801
HED.1371.802
HED.1371.803
HED.1371.804
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HED.1371.817
HED.1371.818
HED.1371.819
HED.1371.820
HED.1371.821
HED.1371.824

Design and Access Statement by Darling Associates

HED.1371.HQ Office Slough Landscape Design and Access Statement Rev A by HED

Watkins Payne Energy Strategy (Revised) Issue 2 March 2020

Watkins Payne Pre BREEAM Assessment December 2019

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

3. Details and Samples of materials

Prior to the commencement of any above ground works, details of the facing materials, including paint colours, glazed facades, and aluminium framing to be used on the relevant block on all external facades and roofs of the buildings, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works commencing on the relevant part of the development. No part of the development shall be used or occupied prior to the implementation of the approved details. The development shall be carried out strictly in accordance with the approved details.

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

4. Shopfronts & Signage

Notwithstanding the information in the approved plans, detailed detailed

drawings (plans, sections and elevations) at a scale of 1:50 of the shopfronts and signage zones located on the office and café/restaurant units shall be submitted and approved by the Local Planning Authority in writing. The details shall be submitted to the Local Planning Authority in writing, prior to the commencement of any works above ground and the works shall be carried out in accordance with the approved plans, prior to first occupation of the development.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

5. Hours of Operation

The Class A3 uses hereby permitted shall operate only between 07:00 hours and 23:00 hours, on weekdays and on Saturdays and on 07:00 hours to 22:30 hours on Sundays and Bank Holidays.

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

6. Landscape Management Plan

A Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas within the approved red line site plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The Landscape Management Plan shall be carried out as approved.

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

7. Trees Replaced

Any tree, planter or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub or planter of a species, size and maturity to be approved by the Local Planning Authority

REASON In the interests of the visual amenity of the area, to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough

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

8. Bird Boxes

Prior to occupation of any part of the development, and in accordance with the recommendations of the Ecological Assessment (May 2019), details of a scheme for Bird Boxes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the location, design, size and material of the bird boxes and elevations and plans shall be provided to identify the bird boxes to the satisfaction of the Local Planning Authority. The approved scheme shall include provision for:

- Two bird nest boxes and one 1SP sparrow terrace sited at a minimum height of 2m, angled away from the prevailing wind and with unobstructed access to the box entrance.

The development shall be carried out in accordance with the scheme prior to any occupation of the development and shall be permanently retained and maintained thereafter.

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

9. Bin storage

Prior to first occupation of the development a refuse management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

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

10. Designing out crime

The development shall not be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate how the applicant has used reasonable steps to incorporate measures to comply with Secured by Design Award for the development including details of any proposed CCTV equipment. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to first occupation of the development. The Evidence shall include details and specifications of any laminated glazing and curtain wall structures to the ground floor café/restaurant windows that are adjacent to public seating areas. The development shall be carried out in accordance with the approved measures, and shall not be occupied or used until the Council

acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

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

11. Cycle parking

The cycle parking racks and storage facilities (for 140 bicycles and 2 public stands) within the development shall be provided in accordance with the approved plans. The cycle facilities shall be implemented prior to the occupation of the relevant part of the development and shall be retained thereafter at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

12. Management & Maintenance of Surface Water Drainage Scheme

Prior to occupation, details of a Whole Life Management and Maintenance Scheme for the Surface Water Drainage Scheme measures shall be submitted to and approved in writing by the Local Planning Authority. The Whole Life Management and Maintenance Scheme shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted, and will thereafter be permanently retained and maintained.

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

13. Sustainable Development

The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Energy Statement Issue 2 (dated March 2020) which calculates the reduction in annual CO2 emissions to 102.81 tonnes corresponding to a reduction across the site of 25.29% over Building Regulations 2013 Part L and associated Approved Documents. No part of the Development shall be used or first occupied (other than for construction purposes) until it has been carried out in accordance with the approved details and shall be retained for the lifetime of the development.

REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy (2006-2026) and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

14. Energy Statement Compliance

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

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

15. Green Roofs

Prior to the commencement of work on the relevant part of the buildings hereby approved, details of green roofs, including planting and maintenance schedules, and ecological enhancement measures for the development shall be submitted to and approved in writing by the Local Planning Authority. The green roofs shall be laid out on the building, prior to first occupation in accordance with the details as approved. The green roofs shall be permanently retained thereafter.

REASON: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policy 8 of the Core Strategy (2006-2026) and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

16. Construction Management Plan

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

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy (2006-2026) and the National Planning Policy Framework (2019).

17. Construction and Environmental Management Plan

No development shall begin until details of a scheme (Construction and Environmental Management Plan) 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) control of noise
- (ii) control of dust, smell and other effluvia

- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations

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

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

18. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Land Quality Statement by Campbell Reith 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. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

19. Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development. In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority. None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority. In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

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

of the Core Strategy 2008 and the National Planning Policy Framework (2019).

20. Piling

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

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

21. Impact Studies

Prior to commencement of development details of Impact Studies which identifies the existing wastewater supply infrastructure in order to determine the magnitude of any new additional capacity required in the system and the location of a suitable connection point shall be submitted to and approved in writing by the Local Planning Authority. No occupation is permitted until confirmation has been provided that all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or a development and infrastructure phasing plan has been agreed with Thames Water to allow additional premises to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

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

22. Foul drainage

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

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

23. Service Delivery Plan

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

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

24. EV Charger Provisions

The 13 x commercial/retail Electric Vehicle charging points as shown on the approved plans must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The Electric Vehicle charging points shall be constructed to be fully operational and made available for use prior to occupation of the offices. The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

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

25. Passive EV Charger Provisions

Notwithstanding the 13 no. Electric Vehicle charging bays as shown on the approved plans, a Passive Electric Vehicle Charging Report shall be submitted to the local authority for approval in writing detailing how infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicles could be delivered, post occupation of the development. The report shall comprise evidence of the physical equipment, alterations to the car parking area and office building and any subteranean works required to convert passive Electric Vehicle charger spaces to active spaces along with the required power supply necessary to support the Electric Vehicle chargers. The report shall be submitted to the local planning authority prior to commencement of any development work. The future conversion of passive Electric Vehicle spaces to active spaces shall be carried out in accordance with the approved Passive Electric Vehicle Charging Report for the lifetime of the development.

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

26. Plant Noise

The noise rating level of plant associated with building services must not exceed typical background noise levels of the development site during construction and operation. The plant rating level limits to be achieved 1m from nearest window shall not exceed

- 54 LAeq T dB (during daytime) or 43 LAeq T dB (during 0200-0700 hours) at Noise sensitive receptors to the north and west of the site;
- 51 LAeq T dB (during daytime) or 43 LAeq T dB (during 0200-0700 hours) at Noise sensitive receptors to the south and east of the site;
- Noise emissions from any grille opening onto an amenity space or the public realm must also be controlled such that they do not exceed a sound level greater than 55dB(A), as measured at a distance of 1.5m.

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

27. Glazing Specifications

An acoustic assessment of the proposed sound insulation performance specifications of the glazing shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of any external facades. The acoustic assessment shall provide details of the final noise intrusion calculations to indicate that the acoustic performance of the most exposed facades shall contain acoustic glazing capable of achieving an internal noise level criteria in line with British Council for Offices recommendations, as below:

- Open Plan Offices: NR40 (Leq T)
- Speculative Offices: NR38 (Leq T)
- Cellular Offices/Meeting Rooms: NR35 (Leq T)

The proposed facades shall be constructed in accordance with the approved acoustic assessment prior to first occupation of the building and shall be maintained in accordance with the appropriate standards thereafter.

REASON: To ensure that the occupiers within the development are not unduly affected by noise disturbances from external noise generating sources in the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

28. Odour Abatement System

Prior to commencement of the relevant works on the relevant part of the Development details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system for that development shall be submitted to and approved in writing by the Local Planning Authority, including the height of the extract duct and vertical

discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

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

29. Level Accesses/Thresholds

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the offices and café/restaurants and the external amenity/balconies and terraces.

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

30. No Telecommunications Equipment

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

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

31. No other alterations to the building or Changes of Use

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, ventilation fans or extraction equipment, not shown on the approved drawings. In addition, no changes of use of any part of the building are permitted (including changes of use permitted under the General Permitted Development Order or any Order revoking or re-enacting that Order with or without modification) unless express planning permission is granted by the Local Planning Authority.

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

32. Shopfronts

The window glass of any shopfront hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured and shall be permanently retained as such.

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

33. Fire Safety

The Means of Warning and Escape, Internal & External Fire Spread and Fire Fighting Provisions within the development shall be implemented in accordance with the design guidance and measures set out in Fire Strategy on Page 43 of the Design & Access Statement by Darling Associates.

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

INFORMATIVE(S):

1. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2019), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant entered into a Planning Performance Agreement with the Local Planning Authority and was informed of the issues arising from the proposal and given the opportunity to submit amendments or provide additional information in order to address those issues prior to determination. The applicant responded by submitting revised plans and additional technical information which was considered to be acceptable.
2. The applicant is advised that the decision notice should be read alongside a s106 Legal Agreement which contains Planning Obligations entered into in connection with the planning permission.
3. This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check

whether they require an application

4. The applicant is advised that an application for advertisement consent is required for any signage, adverts or shopfront fascia displays.
5. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the offices and commercial unit/s.
6. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
7. 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.
8. 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.
9. 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 licence must be sought from the Highway Authority.
10. 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.
11. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
12. During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.
13. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
14. With regard to surface water drainage it is the responsibility of the

developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921

15. With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future occupiers of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
16. 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.
17. The building structure or lighting should not cause distraction or glare for drivers of passing trains.
18. Brunel Way is to stay open during construction as this is the access for Network Rail's maintenance depot, and several access points onto the infrastructure.
19. The applicant is advised of the following requirements for the safe operation of the railway and the 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. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels- if altered, to be such that surface water flows away from the railway. Drainage is not to show up on Buried Service checks.

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.

LIGHTING

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

LANDSCAPING

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

ACCESS TO RAILWAY

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.