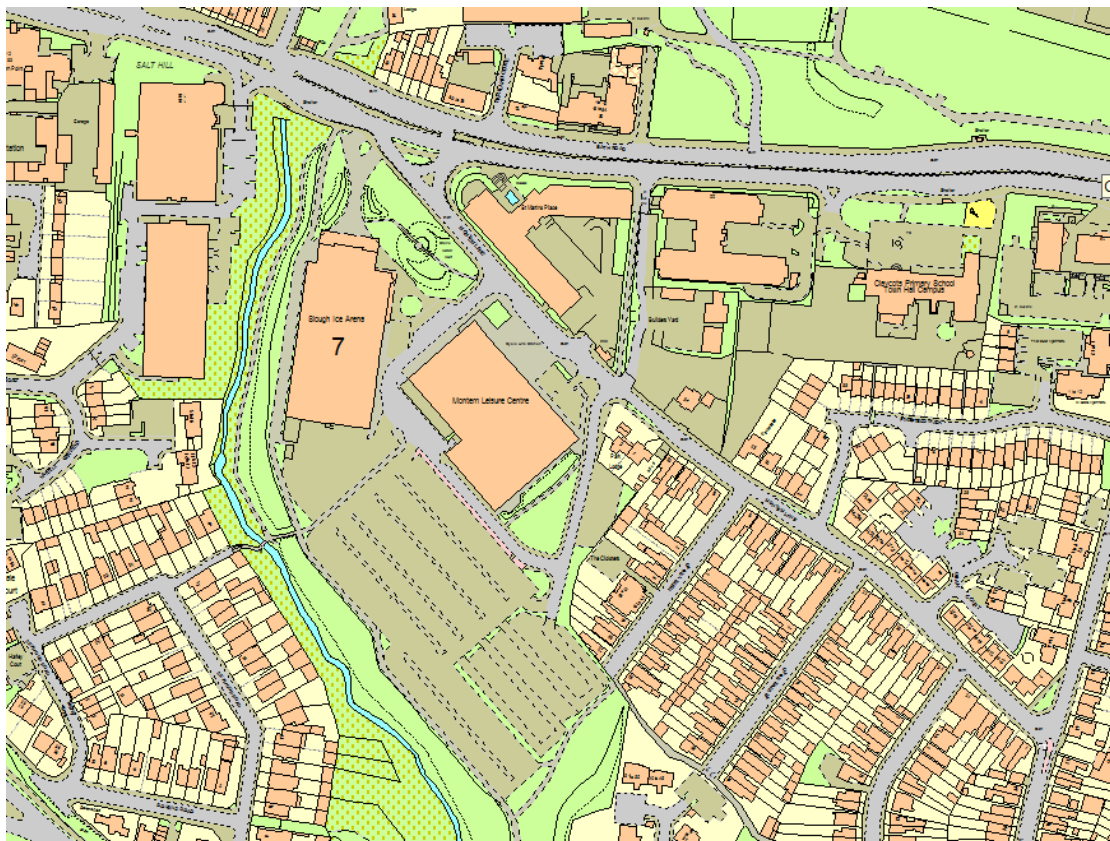
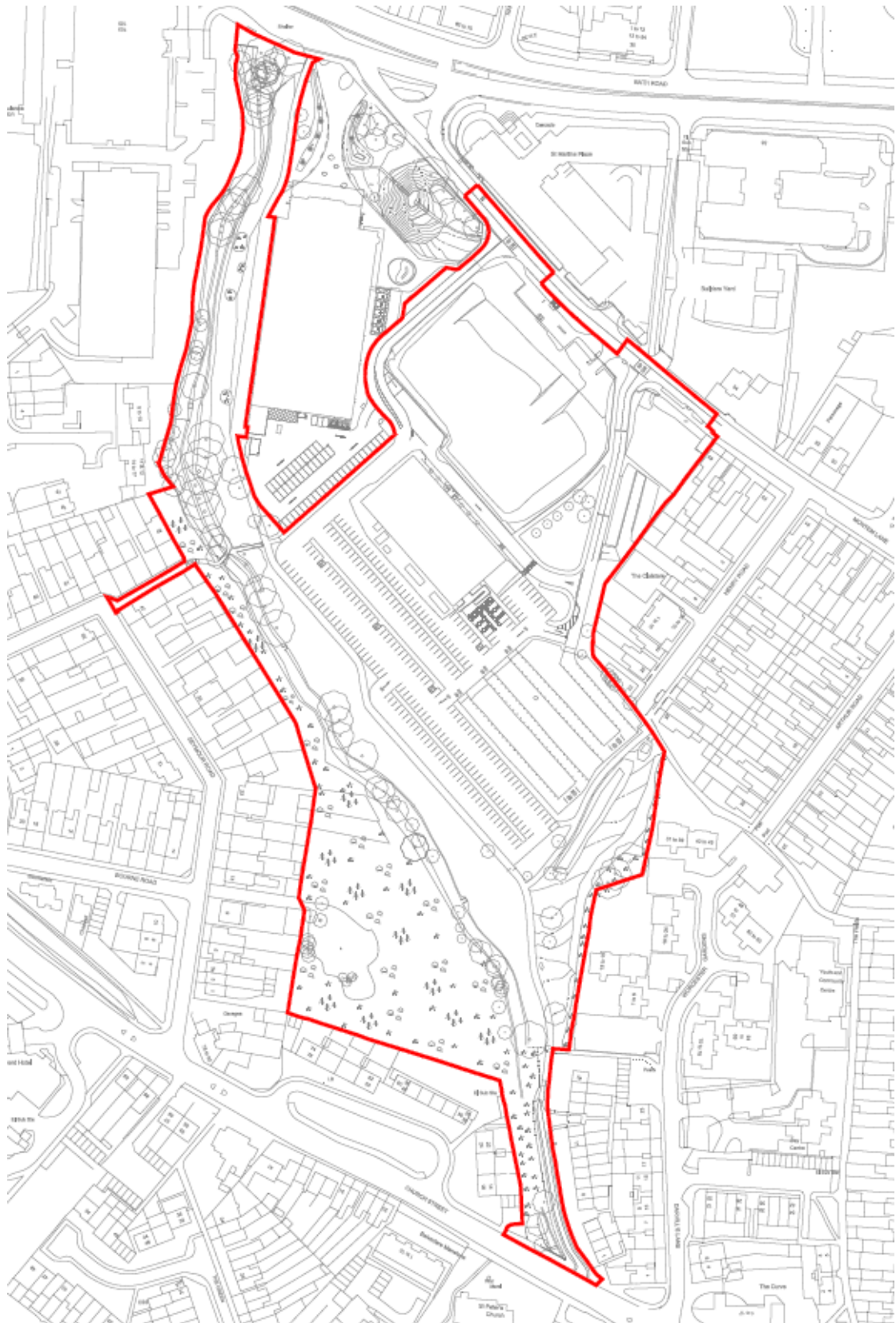


Registration Date:	5-10-2020	Application No:	P/07383/010
Officer:	Howard Albertini	Ward:	Chalvey
Applicant:	Slough Urban Renewal	Application Type:	Major
		13 Week Date:	4 <sup>th</sup> Jan 2020
Agent:	Terrance O'Rourke Everdene House, Deansleigh Road, Bournemouth, BH7 7DU		
Location:	Former leisure centre site, car park, streamside area and woodland, Montem Lane		
Proposal:	Full planning permission for residential development (Use Class C3); car and cycle parking; public realm, landscaping works and amenity space; access from Montem Lane; and all ancillary works and infrastructure. Including enhancements to woodland and streamside area.		

**Recommendation: Delegate to Planning Manager for Approval**





## 1.0 **RECOMMENDATION**

Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to:

- 1) The resolution of the outstanding Natural England objection
- 2) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, travel plan monitoring, controlled parking zone and additional open space maintenance costs plus secure a travel plan, information pack, highway agreement, affordable housing, and viability review, secure adequate off site school parent parking space. ;
- 3) finalising conditions; and any other minor changes.
- 4) agreement of the pre-commencement conditions with the applicant/agent

OR

Refuse the application if the outstanding matters are not satisfactorily concluded or if the completion of the Section 106 planning obligation is not finalised by 31<sup>st</sup> May 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 The planning application proposes the redevelopment of land formerly occupied by the leisure centre and two houses plus the existing car park and a bit of amenity land. The woodland/meadow and streamside areas are retained and proposed for enhancements. They comprise about half the application site.
- 2.2 The proposed development provides 212 new homes in the form of 11 apartment blocks and 25 houses (mostly semi detached plus a few detached and terraced) associated parking, landscaped amenity areas and play area. The mix of housing types is set out below:

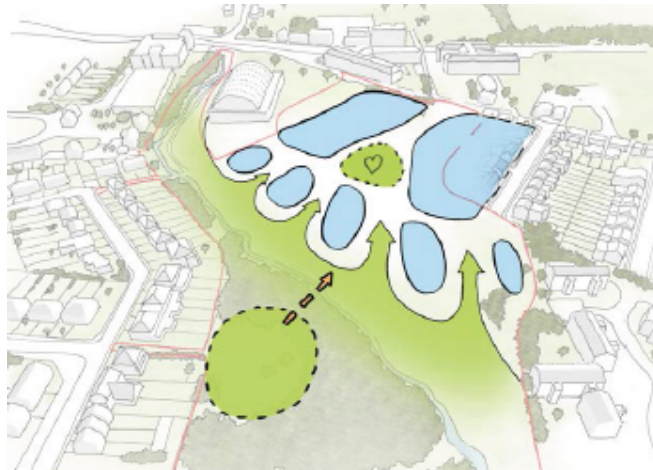
- 68 x 1-bedroom apartments
- 119 x 2-bedroom apartments
- 25 x 3-bedroom houses

2.3 Building heights vary across the site. The apartments are arranged in blocks of 3 and 4 storeys in height plus one small block of 2 storey. The new houses will be 2 storeys in height.

2.4 The application refers to 20% affordable housing (42 homes) but the applicant indicates this is on the basis of a financial contribution for infrastructure etc. not complying with planning policy and guidance. They say a compliant contribution would result in 10% affordable housing. The initial submission does not include a proposed breakdown of affordable housing tenure or mix. Negotiations continue regarding the level and type of affordable housing and financial contributions etc. Progress is being made and the outcome will be reported on the meeting amendment sheet.

2.5 Key features of the layout are a direct north-east to south-west connection through the development from Montem Lane to the streamside and beyond to the woodland area. Plus creating a central green space at the heart of the scheme and making the southern edge of the development permeable by creating a series of pavilion blocks to draw in the existing landscape. This results in a large number of homes having a view or glimpse of the streamside area or a green space. And the streamside woodland can be seen from Montem Lane. Diagram below; blue indicates development parcels; view from south.

2.6



2.7 There are 5 pavilion blocks spaced out along the streamside open space edge of the development with the north south spine cycleway path passing beside them. Houses form the middle part of the site with several overlooking the central green. 4 apartment blocks form the north western part of the site that is adjacent to the Arena site, opposite St. Martins Place and forming a frontage on Montem Lane together with a wide planted verge. Next to the site access is a 2/3

storey apartment block forming the transition between the Edwardian homes on Montem Lane and the modern form of existing and proposed development of the western part of Montem Lane.

2.8 Below is an extract from the Design and Access Statement to expand upon the above :

“The proposed scheme can be broken down into 3 character areas. These include an Urban, Central Green and Landscape Pavilions”, These are identified on the diagram below.

At the heart of the scheme sits the Central Green which provides a local amenity space for residents to enjoy. It also acts as a point of connection between Chalvey Brook and the Landscaped Pavilions to the south, and Montem Lane and the mound to the north. The space is fronted on the east and west, by 2 storey detached and semi detached gable fronted houses which are consistent with local vernacular of the surrounding streets of Henry Road and Arthur Road. To the east rear gardens back onto the houses on Henry road, providing a traditional urban design response. The green is fronted on the south by the slender façade of the pavilion blocks. This approach, allows the green to have active frontage on all sides cementing it as the heart of the proposal.

To the north is the Urban area which from east to west proposes a transition in scale, from the existing 2 storey houses to the large office block of St Martins place and the Ice Arena. This area seeks to establish a strong frontage to Montem Lane and the mound and also to define an entrance to the development.

The Landscaped Pavilions sit to the south of the site, and have been located and designed to invite the landscape between them, providing the desired permeability mentioned in the previous sections. The buildings have been designed to provide an undulating frontage along the topography of the southern edge that are active whilst, at the same time respectful to the landscape.”



2.9



Yellow – houses or 2 storey buildings.

2.10 The residential development area proposals include public realm comprising street trees, visual and useable amenity areas some with seating, central green space (approx. 950 sqm) with some informal or simple play features (referred to as a village green by the applicant). Some amenity areas including the green incorporate sustainable drainage in the form of swales or rain gardens to temporarily store rain water after storms.

2.11 Regarding external appearance and architecture houses will have pitched roofs and gables facing the street. Apartment blocks are flat roofed buildings with articulated facades and balconies for most flats. All will be contemporary in general appearance but with brick colour and detailing reflecting some features found in traditional buildings nearby. The external appearance and detailing will reflect the proposed 3 characters referred to above – urban for the Montem Lane/ Arena area; central green houses and landscape pavilions near the stream. 4 brick colours will be used in varying proportions depending upon the 3 characters referred to. Brick colours are : red multi, red/brown multi, light buff multi, dark grey. Panels of cant brick detail on most buildings are proposed. Other materials used will be dark grey fibre cement tiles, dark grey frames and balcony railings, white reconstituted stone copings.

2.12 Vehicle access to the residential development is from Montem Lane

immediately east of the existing point of access on the Henry Road side of the site. There will be no vehicle access to the residential development off the Arena access road.

- 2.13 The design of roads is intended to keep speeds to no more than 20 mph. Existing pedestrian desire lines will be provided for such as Henry Road to Chalvey; Seymour Road to Claycotts School and the north south Chalvey to Salt Hill Park route. The layout allows for the possibility of the Chalvey/Cippenham southbound bus route to revert back to a more direct route to Chalvey (instead of via Tuns Lane) by running through the site, north to south, via a future bus only link to Newberry Way.
- 2.14 The proposal will provide a total of 202 car parking spaces to serve the needs of the development. 46 spaces will be allocated to the houses at a ratio of 2 spaces per dwelling for detached and semi-detached and 1 space per dwelling for terrace and will be provided mostly within private drives. 140 spaces will be allocated to apartments; all are at ground level with no undercroft parking. 16 spaces will be for visitors including 2 car club spaces. The overall car parking ratio will be 0.95 spaces per home. The ratio for flats, re allocated parking, is 0.75. No onsite provision is made to replace existing parking.
- 2.15 Regarding electric vehicle charging points each house will have one and apartment parking will have one charging point per 10 spaces. One car club space will have a charger.
- 2.16 Each dwelling will have a place to store a bike plus some visitor racks.
- 2.17 The streamside and woodland area enhancements collectively provide enhanced visual appearance, better access, increased biodiversity, children's play and adult recreation features and stream flow and water quality improvements. The enhancement will involve selected clearance of some vegetation and appropriate new planting to improve appearance and provide different habitats for wildlife. The aim is to create an informal nature reserve and together with the length of the streamside open space provide informal recreation space for both new and existing residents.
- 2.18 Key features will be two new bridges over the stream and a path around the woodland and meadow area of Stabmonk Park to improve access together with selected clearance to improve sightlines into the Park area and the meadow area. A few play features will be dispersed along the open space next to the development and near the woodland/meadow path. And small scale timber trim trail equipment for adults will be alongside the woodland path.

2.19 For the stream the bank will be altered in places to make it stable, limit erosion, slow the water flow and make a feature of the small spring. Reedbed and associated streamside planting is intended to help improve water quality.

2.20 Some of the documents including the layout have been revised slightly since the initial submission. The application is supported by the following information :

Planning Statement (including Affordable Housing Statement and Planning Obligations Statement)

- Design & Access Statement
- Landscape Design & Access Statement
- Affordable Housing Viability Assessment
- Transport Assessment & Travel Plan
- Flood Risk Assessment
- Surface Water Drainage Strategy
- Foul Sewage and Utilities Statement
- Statement of Community Involvement
- Air Quality Assessment
- Noise & Vibration Assessment
- Archaeology & Heritage Statement
- Arboricultural Assessment and Method Statement
- Ecological Appraisal
- Phase 2 Geo-Environmental Assessment
- Phase 1 Preliminary Risk Assessment
- Energy & Sustainability Strategy
- Sunlight & Daylight Assessment
- Internal Daylight and Sunlight Assessment
- External Lighting Strategy
- Planning Validation Checklist.

2.21 Prior to submission an EIA screening opinion concluded the proposed development is not EIA development and therefore an Environmental Statement (ES) is not required.

2.22 A pre application submission was made which had two options one incorporated parking for the ice arena overflow and parent parking. The other without that parking provision on site but a larger number of homes on the site similar to the application. The applicant carried out a public consultation exercise prior to that on smaller scheme.

### 3.0 **Application Site**

3.1 The site, with an area of 5.51 hectare, lies west of the town centre, close to Salt Hill Park and the Three Tuns junction. It abuts Montem Lane and has a path link to Chalvey via Newberry Way.

3.2 The railway station is a 1.3 km walk from the edge of the site. Chalvey shops are 400 metres away. Regular bus services can be



accessed on the Bath Road within 250m with Three Tuns junction shops also nearby.

- 3.3 To the north west is the Ice Arena with an existing access road leading to its rear car park off the west boundary of the site. Montem mound, a scheduled ancient monument, is adjacent to the north west. Residential neighbourhoods lie to the east (Henry Rd, Montem Lane, Arthur Rd, Worcester Gardens) and to the west, beyond the stream (Seymour Road). Opposite to the north are St. Martins Place office building and a builders Merchant. Claycots School is nearby to the north east
- 3.4 The Montem leisure centre that formerly occupied part of the site is now a cleared area with foundations removed. It moved to Farnham Road in 2018. The leisure centre car park remains for Council staff, Arena overflow and Claycotts School parent parking. However until March 2021 it is in use as a Covid 19 test centre and no others can use it. The north east corner of the site used to have two Council houses on it.
- 3.5 The rest of the site is landscaped amenity land/open space including Salt Hill stream and beyond it woodland/meadow known as Stabmonk Park or Millennium Green located in the southwestern part of the site beyond the stream. The application site boundary includes the landscape area west of the Arena and also down to Newberry Way plus a key spine path that runs alongside the stream linking Salt Hill Park to Chalvey with a spur off to Seymour Road over the stream. Part of the car park is temporary and lies on a grass amenity area (0.376ha) that should have been reinstated after removal of the temporary ice arena.
- 3.6 The site falls gradually about 8m from Montem Lane down to the stream in the southern part of the site. Montem Lane also falls from east to west. The woodland area rises from the stream up to Seymour Rd. Apart from the woodland there some substantial trees near the stream, on the eastern fringe of the site and a few within the site (east of the former leisure centre building). The ground under the car park up to the stream is a former small scale landfill site. Some utilities lie under the site. The stream margins fall within flood zone 2 and 3 and include a small spring.
- 3.7 The application site is owned by the Council. Slough Urban Renewal, the Council's joint venture developer, has an option to purchase most of the site but have indicated they do not intend to take ownership of the Stabmonk Park and streamside area. The woodland and meadow of the Park used to be managed by a local group but they have recently handed maintenance to the Council. That included the rear part of the site, next to Seymour Rd, that was held in a Trust by the group. The Trust has recently passed to the Council but with the continuing obligation to manage the land for

wildlife.

#### 4.0 **Site History**

- 4.1 Former Montem Leisure Centre built 1972.
- 4.2 Ice Arena approved 1984 (ref S/00119/006) including car park to serve leisure uses on part of former Montem Pleasure Ground.
- 4.3 Ice Arena extension approved 2016 (ref. S/00119/011)
- 4.4 Temporary Ice Arena on car park and additional parking on open space land approved Oct 2016 (ref. S/00727/000). Arena removed but grass and trees not reinstated.
- 4.5 Application to revise details of Ice Arena overflow parking – relocate 98 spaces from Montem car park to St. Martins Place. (ref S/00119/017). Current application agreed in principle subject to legal agreement.

#### 5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 a site notice at the site and surrounding streets was displayed 27<sup>th</sup> October 2020. The application was advertised as a major application in the 23/10/2020 edition of The Slough Express.
- 5.2 One petition of 132 names received. The petition was initially presented to the Council in April 2019. It has been presented again in response to the planning application. Petition details are below:

- 5.3 **We the residents of Chalvey, implore Slough Borough Council to refrain from building on the open space formally known as Montem Leisure Park and restore it to what it used to be – a place of leisure for residents.**

The reasons being:

1. This will increase traffic congestion (which is already severe) due to Slough Borough Councils insistence of implementing the Chalvey one-way system;
2. This will increase air pollution which is already above the national average;
3. Building on open spaces goes against Slough's well-being strategy priorities as per Slough Borough Councils Parks and Open Spaces Strategy 2016 -2020;
4. This area over the past decade or two, has been subjected to increased overcrowding (Oban Court, Finefield Walk, St. Martin's Place, Worcester Gardens) all of which were previously green spaces.
5. Therefore we, the residents of Chalvey, now say 'enough is enough' and request Slough Council to adhere to their well-being strategy priority of health and wellbeing. No more building on parks or green spaces in our area.

- 5.4 Response – Traffic is dealt with in para. 6.11-13 and 11.0 below. Air

Pollution is dealt with in para. 6.18 below. Open Spaces is dealt with in para. 10.0 below. Re overcrowding the area has been developed more intensely than the past but that does not mean it is overcrowded. The developments referred were not built on public open spaces and they were already substantially or partly hard or built spaces when redeveloped.

5.5 7 residents representing 3 homes in Seymour Rd have objected to the proposal. Generally they disapprove of it and some make reference to

- Too much traffic; parking by non residents in the street; blind corner Seymour Rd corner; make street more dangerous.
- One person objects to the two new bridges which lead to the area behind Seymour Rd homes. Existing issues with existing bridge path being used for anti social behaviour; creating more paths for access is a major inconvenience.

5.6 Response : The proposed development would not generate more traffic in Seymour Rd. There is a very low expectation of any overflow parking from the new homes taking place in Seymour Rd or adjacent streets. The site access on Montem Lane is a long way from Seymour Rd by road. The new bridges would not provide direct access to Seymour Rd but would access to the woodland area behind homes. The proposal involves enhancement of the woodland including some clearance of undergrowth and vegetation and better maintenance to improve sightlines in and out of the area

5.7 1 letter of objection representing 4 homes in Henry Rd raising an objection on grounds of :

- Land is allotments and is not the property of the Council. Residents seek to purchase land to use for car parking.
- Concern about security of homes from the rear – uncertainty about what is proposed at the rear – path or gardens.
- Concern about overlooking and affect privacy.
- Increasing traffic/congestion and noise
- pollution
- Issues with parents dropping/collecting children from Claycotts School; safety concern for adult and children pedestrians.

5.8 Response : The land is owned by the Council and it is not an allotment. There is no right for local residents to park overnight in the existing car park but some do use it. No path is proposed at the

rear of the homes; rear gardens will abut the boundary of Henry Rd homes. Regarding the separation distances they are greater than the normal minimum of about 18-21 metres (window to window). Traffic is not expected to increase above the levels present when the leisure centre and St. Martins Place were in full use. Parent drop off parking etc. is dealt with in para. 6.11-13 and 11.0 below.

6.0 **Consultation**

6.1 Thames Water

6.2 No objection subject to a condition to ensure development does not outpace the delivery of water supply network infrastructure. Some sewers and a water main run under the site; they will need to be protected. (Note: one sewer will be diverted).

6.3 SSE (electricity)

6.4 No response. The applicant has liaised with SSE regarding a major electricity cable that will remain under the eastern side of the site. The existing sub station next to 63 Montem Lane will be replaced adjacent to the south of it.

6.5 Berkshire Archaeology – no response

6.6 Historic England (re effect on setting of Scheduled Ancient Monument) – no objection. Their comment in full :

Thank you for your letter of 19 October 2020 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

6.7 Natural England

6.8 This is an outline of the response from Natural England : Object to the proposal. Seek further information to determine impacts on Burnham Beeches a designated special area of conservation regarding development within 5.6 kilometres of it.

Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity. This should be in line with emerging Local Plan Policy DM NP3 which requires proposals to;

1. Make financial contributions towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and

2. Demonstrate that no adverse impacts on the SAC will arise as a result of additional visitors to the SAC from the development. Mitigation will need to be determined in agreement with Natural England

6.9 Response at para. 12.2 - 12.5. Note: the policy referred to above is for South Bucks not Slough.

6.10 Transport and Highways

6.11 Brief summary of conclusion of highway and transport matters below. For full the comments made see 6.13.

Access - Proposed Montem Lane site access can operate without significant delay to traffic on Montem Lane. A yellow box keep clear marking will be needed.

Layout - No object to layout in principle. The 6.2 m access road width and junction layouts can accommodate a 12m long service bus if required. A bus would pass very close to some parking spaces when turning so conditions requested re scheme for parking and manoeuvring and layout to be in accordance with crossover policy to address this matter at the detail design stage.

Residential car parking - Prepared to accept below normal standard parking provision on the basis of the locations good accessibility and low car ownership in the surrounding area. But subject to introduction of a controlled parking zone for nearby streets Henry Road, Finefield Walk and stretches of Montem Lane and Arthur Street.

Claycots School parking - Require provision for parent drop off/pick up spaces displaced from redeveloping all of Montem car park. Some provision can be on nearby streets (as a result of survey that identifies some spaces available). Remainder of provision can potentially be in St. Martins Place. Discussions on this matter continue. Recognised that at present temporary use of Montem car park for Covid testing ( until end of March 2021) is causing problems in local streets.

Cycle Parking – revised scheme accepted inclusive of visitor spaces.

Travel Plan – required and associated monitoring fee to be paid £6,000 via Sec 106.

Traffic impact and trip generation - No objection to the development on the basis of highway capacity issues on the highway network. Traffic modelling has been carried out.

Servicing and Refuse Collection - Revised scheme accepted. Collection will be on roads within the site excepting one collection point on Montem Lane. Note : one collection point will be at the end of Henry Road on a new turning head provided just within the application site.

Conditions requested – as above (yellow box at access, layout details re bus access) plus drainage details and construction management plan.

6.12 Full Transport and Highway comments below excluding detail of recommended conditions :

Access

The existing access will be closed and a new site access provided 12m to the south-east on Montem Lane. The proposed site access will measure 6.2m wide and have 6.0m radii at the junction bellmouth with Montem Lane.

It has been demonstrated on Drawing No. 70175-CUR-00-XX-DR-TP-06102-P01 that unobstructed visibility of 2.4m x 43m can be achieved to the nearside kerb in either direction in accordance with the requirement for a 30mph speed limit provided by Manual for Streets.

Drawing No. 70175-CUR-00-XX-DR-TP-06102-P01 provides swept path analysis which demonstrates the Slough refuse vehicle can safely ingress and egress the site access.

A capacity assessment of the site access has been completed using the PICADY module of Junctions 9 which demonstrates that the site access will operate within capacity with delays of 11 – 12 seconds forecast for vehicles egressing the development site.

The applicant is required to provide a drawing displaying the measurements undertaken for input into the Site Access PICADY.

Collision Data

The Transport Assessment presents analysis of collision data for the most recently available 3-year period for roads surrounding the site. The analysis shows there have been no recorded collisions in close proximity to the proposed site access during the most recently available 3-year period.

A cluster of eight collisions classified as slight in nature and one serious collision were recorded at the junction of Ledgers Road with the A4 Bath



Road. The more detailed data shows two of the accidents involved pedestrians, however the number of trips generated by the development is unlikely to exacerbate accidents at the junction.

### Layout

It is proposed that the internal site layout will be subject to a speed limit of 20mph and that the route around the new village green will operate as a clockwise one-way route. SBC accept the proposed speed limit.

SBC requested additional clearance was provided between the bus route and parking spaces north of Block G1 and South of plots HO-00-11. The applicant has confirmed this will be provided at detailed design stage. An assessment of visibility from these spaces should also be provided as requested during preapplication discussions.

The swept path analysis shows that the bus passes very close to these spaces as it negotiates the bend in the site access road. This raises the possibility of conflict between parked vehicles and passing buses in the event that vehicles park inconsiderately or the bus misjudges the manoeuvre.

SBC welcome the design of the site layout to accommodate a north-south bus route through the development as requested at preapplication stage. Swept path analysis for a 12m rigid bus has been shown on Drawing No. 70175-CUR-00-XX-DR-TP-05103-Rev-P03 which shows a bus could enter the site access from Montem Lane and exit in the south via a new connection to Newberry Way. The widths have been designed in accordance with CIHT's '*Buses in Urban Development (January 2018)*' which recommends a unobstructed carriageway width of 6.2m for two-way bus routes where a 20mph (or lower) speed limit is applied and 3.5m for one-way routes.

SBC welcome the provision of a turning head at the southern end of Henry Street within the application boundary. This turning head has been designed to allow a refuse vehicle to undertake a three-point turn and exit in a forward gear. Swept path analysis has been undertaken using the SBC Design Vehicle. The swept paths are provided on Drawing 70175-CUR-00-XX-DR-TP-05104, provided as Appendix J.

The TA states that visibility splays of 25m are achievable at all priority junctions between the side roads and the main site spine road, which is in accordance with the requirement for a 20mph speed limit set out within the Manual for Streets. 18m visibility has been shown around bends which is suitable for vehicles travelling at a speed of 15mph.

SBC require the completion of a Stage 1 Road Safety Audit of the proposed internal road layout and any speed control measures. At the request of the agent, it is agreed that this can be completed at the detailed design stage.

As requested by SBC, the applicant has now demonstrated swept paths which show the bus can also ingress the site from the eastern direction.

As requested by SBC, the applicant has updated the proposed site plan

to display the proposed road widths and number each parking space.

Therefore SBC Highways and Transport have no objection to the proposed development on the basis of the proposed layout.

### Car Parking

#### Residential Parking

The Slough Borough Council Developers Guide – Part 3: Highways and Transport (2008) provides the local parking standards for determining the appropriate parking provision at the proposed development.

The required numbers of spaces are displayed within Table 1 below:

**Table 1: Parking Requirement for Montem Leisure Centre**

	Rest of Town / Predominantly Residential Spaces per Dwelling Communal		Requirement	
	Cars	Cycles	Cars	Cycles
1 Bed Dwelling (x64)	1.25	1	85	68
2 Bed Dwelling (x123)	1.75	1	208	119
3 Bed Dwelling (x25)	1.75	1	44	25
<b>Total</b>			<b>337</b>	<b>212</b>

Source: Slough Borough Council Developers Guide – Part 3: Highways and Transport.

Table 1 demonstrates that the SBC Parking Standards require the provision of 337 car parking spaces and 212 cycle parking spaces, based on the parking standard for a development within a Rest of Town Centre / Residential area where all parking spaces are communal. This would equal 1.59 spaces per dwelling. Therefore the proposed 202 parking spaces (or 0.95 spaces per dwelling) would be a shortfall of 135 parking spaces compared to the 337 required by the Slough Borough Council Parking Standards.

However, Slough's Third Local Transport Plan – Core Strategy (2006 – 2026) sets an aim to reduce the number of car trips by limiting where appropriate the number of spaces provided at new developments whilst delivering better public transport alternatives (paragraph 5.8.9).

Core Policy 7 of the Slough Core Strategy (2006 – 2026) requires that: *'The level of parking within residential development will be appropriate to both it's location and the scale of development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents'*.

Therefore SBC Highways and Transport can consider parking provision below the parking standards in accessible locations where low levels of Car Ownership have been recorded and supported.

Car Ownership Data from the 2011 Census for Slough 009F and Slough 009 which surround the site are presented in Table 2 below:

**Table 2: Car Ownership Data for Slough 009 and Slough 009F (2011 Census)**

	Total Households	Total Cars or Vans	Cars or Vans Household
Slough 009F	603	468	0.78
Slough 009	4241	3836	0.90

Source: ONS, 2011 Census.

As indicated above in Table 2, low levels of Car Ownership have been recorded in the wards surrounding the site, with 0.78 and 0.90 cars/vans per dwelling. This is likely to be the result of the areas proximity to the town centre, A4 Bus Routes and the low availability of off-street parking at older homes within this ward.

The Car Ownership Data provides suitable evidence to support the proposed parking ratio and therefore the proposed ratio of 0.95 spaces per dwelling can be accepted by SBC Highways and Transport.

Several of the surrounding roads experience already high levels of on-street parking and do not benefit from parking controls, these include: Henry Street, Finefield Walk and stretches of Montem Lane and Arthur Street.

SBC require that 10% of parking spaces are unallocated for the use of visitors. At present the submission proposes that 8 spaces or 5% of the 156 spaces associated with the flats will be for visitor parking. SBC require 16 spaces unallocated for visitors.

The applicant has confirmed that 140 parking spaces will be allocated for the use of the flats at the request of SBC Highways and Transport to ensure residents are aware of parking availability and how many vehicles they can bring to the development.

SBC also require a contribution towards the implementation of a Controlled Parking Zone to protect parking for residents of Henry Street, Finefield Walk and Montem Lane.

Without the implementation of a CPZ the proposals may result in the overspill of parked vehicles onto the surrounding roads and cannot be considered in accordance with Core Policy 7 of the Slough Core Strategy which requires proposals to take account of local parking conditions and the amenities of adjoining residents.

#### Claycots School Parking

SBC Highways and Transport provided a preapplication response on 31<sup>st</sup> July which identified that the Montem Leisure Centre Car Park is currently used for drop-off/collection of pupils at the Claycots School. Planning permission was granted for the expansion of Claycots School to accommodate 918 pupils including nursery children. SBC calculate that total school parking demand for 918 pupils could be upto 210 parking spaces as detailed in Table 1 below:

Table 1: Calculation of Claycots School Parking Demand (918 Pupils)

	Estimate	S
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	<b>d</b>
Total Cars (Assuming no car sharing amongst pupils and 25% arrive by car, as recorded by the 2019 School Travel Plan)	230
Total Unadjusted Parking Demand (Assuming 17% of pupils are driven with a sibling)	210
Total Parking Demand (4.7% reduction due to account for absence)	<b>200</b>
Travel Plan Reduction of 9%	<b>178</b>

Source: Claycots School Travel Plan, 2019 – 2020.

As shown in Table 1 above, it is estimated that the number of parked vehicles associated with Claycots School could reach 210 vehicles on the basis that Claycots School recorded 25% of pupils to be arriving by car in their 2019 Travel Surveys for their Travel Plan.

In addition, Claycots School completed a survey of parents travel habits during July 2019 and established that typically 196 parents' park in the Montem Leisure Centre Car Park during AM drop-off and 198 parents use the car park during PM collection.

The submitted TA has completed an alternative calculation of school parking demand in Tables 7.1 and 7.2 which concludes that the demand for school parking is only 92 spaces based on the assumption that 20.6% of all pupils arrive by car (based on the 2015 TA for Claycots School) and that a 9% reduction in car use can be achieved through travel plan measures. This assumption is considered incorrect given that the 2019 Travel Plan results identify that 25% of pupils arrive by car. A further 9% reduction is considered unrealistic given that Claycots School have a lower level of car use than average when compared to seven other Slough Primary Schools.

The calculation that school parking demand will be 92 parking spaces is not accepted by SBC. The calculation of school parking demand should be based on the most recent travel plan survey results or parking survey results from Claycots School. If these data sources are used, then the school can be expected to generate 178 – 190 cars even after a 9% reduction due to Travel Plan Measures.

Montem Leisure Centre Car Park was temporarily closed to school parents in June 2020 in order for the site to be used as a COVID-19 testing centre. The closure of the car park to parents has caused significant parking problems on the surrounding highway network and residents have been blocked from leaving/entering their homes by parents dropping off/collecting their children. Parents have been observed parking on Finefield Walk, Henry Street and Arthur Street to drop-off/collect their children. Parking on Finefield Walk, Henry Street and Arthur Street is currently uncontrolled, with the exception of some bays dedicated to Blue Badge holders. The lack of parking controls on these roads has encouraged parents to use these roads for school drop-off during use of the car park as a test site, despite parking demand far exceeding the availability of on-street parking bays on the surrounding streets.

SBC have explored options for offering alternate parking provision to parents. Options explored included use of the basement parking at St

Martin's Place, the Lego Building Car Park or Buzz Bingo Car Park. Unfortunately use of these car parks could not be secured. Reopening part of the Montem Leisure Centre Car Park to parents during the site's use as a COVID-19 is not possible due to Health and Safety concerns and contractual obligations.

The TA highlights that SBC wish to make 98 parking spaces within St Martin's Place available for school drop off/collection in the event that St Martin's Place is redeveloped. A parking beat survey was undertaken which identified 82 available parking spaces on streets surrounding Claycots School. Therefore 180 parking spaces would be available, should the parking at St Martin's Place be made available for School Drop Off.

It is now understood that no parking can be made available on site for Claycots School and that Claycots School do not have planning permission to park at Montem Leisure Centre on a permanent basis. Therefore SBC are working to identify alternate school parking in the area.

#### Cycle Parking

The Transport Statement proposes that 1 secure and covered cycle parking space per dwelling will be provided within cycle storage areas within blocks of flats and within garages and sheds for houses. The locations of the communal bikes stores in the flat blocks are shown on the proposed site plan (Drawing No. AA5991-2020)

The applicant has confirmed that 1 secure cycle space per dwelling will be provided with 50% provided within overhead bike racks.

The applicant has confirmed that they will provide short-stay visitor cycle parking for the flats in the form of Sheffield Stands outside the flats.

#### Travel Plan

At SBC's request, the applicant has confirmed that the appointment of the TPC will occur prior to occupation to ensure travel information and sustainable travel information is distributed to all residents prior to their arrival on site and that check of cycle parking are completed prior to/upon residents arrival, rather than months later when residents will have started to form travel habits.

SBC will require a S106 contribution of £6000.00 towards the implementation and monitoring of the Travel Plan in accordance with the SBC Developer's Guide – Part 2: Contributions and Affordable Housing (Section 106) updated in 2017.

#### Traffic Impact and Trip Generation

The Slough Multi-Modal Model (2017) was used to complete an assessment of the proposed development at Montem Leisure Centre on the surrounding highway network. The impact of the development was assessed for the following scenarios:

- 2026 Do Minimum (DM) “without development” includes the Committed Developments as per uncertainty log without any changes to the land use assumptions at currently existing on site development for Montem Lane and Stoke Wharf developments, i.e. remains as it is modelled in the 2017 Base Year;
- Combined 2026 Do Something (DS) – “With Development” Scenario that will include Montem Lane, Stoke Wharf and any other committed developments.

The trip generation of the proposed development was calculated based on trip rates obtained from the TRICS database and agreed with SBC during preapplication. These trip rates were then constrained by parking availability within the transport model.

Detailed analysis of any operational issues was then undertaken using the Slough VISSIM Micro Simulation model including queues and delays. The VISSIM model provides assessment of forecast traffic conditions at a detailed level of modeling.

The Transport Model was used to forecast the impact of development on the following junctions:

- A4 Bath Road / Tuns Lane;
- A4 Bath Road / Montem Lane;
- A4 Bath Road / Ledgers Road / Stoke Poges Lane;
- Montem Lane / Ice Arena Junction; and
- Proposed Site Access junction.

Yellow boxes were modeled on Montem Lane to prevent the site access from becoming blocked and development vehicles to be able to leave the site freely.

The modeling demonstrated that the development trips have very little impact on the overall network performance as changes to performance statistics are very small in magnitude.

During 2026 ‘Do Something’ the model forecast increased queue lengths at the junction of Montem Lane and Ledgers Road as a result of the development. However the junction is forecast to experience increased capacity issues in the 2026 ‘Do Minimum’ scenario due to the introduction of the A4 Bus Lanes.

Whilst the model forecast changes in capacity at the A4 Bath Road / Tuns Lane junction and the Stoke Poges Lane / Ledgers Road junction, Atkins consider these forecast changes to be the result of model variability during the runs. The model forecasts there are some capacity issues at the junctions in the Do Minimum scenario without the development, especially the Ledgers Road junction which is forecast to operate over capacity as a result of introducing the bus lanes.

Journey times were modeled along Montem Lane and along the A4 between Tuns Lane and the A4 / Stoke Poges Lane junction in both directions to understand the impact of the Montem Lane development on the localized area. The model showed that journey times along Montem



Lane decreased when introducing the development, including northbound to the A4 Bath Road junction which decreased by 9 seconds.

Therefore SBC Highways and Transport have no objection to the development on the basis of Highway capacity issues.

The applicant is required to provide a yellow box or 'Keep Clear' road markings at the site access junction to ensure vehicles can ingress and egress the site in the event vehicles queue back from the Montem Lane / A4 Junction.

#### Servicing and Refuse Collection

The applicant has provided swept path analysis of the SBC design vehicle and has demonstrated that the refuse vehicle can safely turn within each of the turning heads provided without reversing more than 12m.

At the request of SBC Highways and Transport in comments dated 03/12/2020, the applicant has amended the refuse collection arrangements, so that waste collection for blocks A3 and B1 can take place away from the public highway, with collection for Block B1 taking place within the site and collection for block A3 taking place from the access road for the Ice Arena. The turning head provided by the applicant on Henry Street will be used for refuse collection from Block H1. As a result, the collection vehicle will only be required to stop once on Montem Lane to collect refuse from Block A1/A2, with waste collection for the rest of the site taking place off of Montem Lane which will minimize the likelihood of queues forming behind the collection vehicle.

SBC Highways and Transport have no objection to the proposed development based on the refuse collection arrangements.

#### Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns I confirm that I have no objection to this application from a highway perspective. Please include the following condition(s)/informative(s) as part of any consent that you may issue.

#### 6.13 Housing

6.14 Seek affordable housing in line with the Council's adopted policy and guidance. If the Council's consultant confirms the development is not viable with policy compliant affordable housing prepared to accept some non compliance. Note : the applicant proposed 20% affordable but only on basis of not paying full sec 106 contributions and a non compliant tenure split. Negotiations continue regarding this matter and will be reported on the meeting amendment sheet.

#### 6.15 Education

Seek financial contributions towards local education facilities – Early years to secondary and SEND. Total sum sought £805,791.

6.16 Local Lead Flood Authority

In summary seeking further information but have not identified a fundamental problem. Matter expected to be resolved prior to meeting.

6.17 Environmental Quality (Air Quality)

No objection subject to conditions to ensure proposal complies with Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance. Key aspects are :

- Car club spaces (2) ,
- Electric vehicle charging points for residents
- Fast charger for one car club space.
- Rapid charger for public use on site or nearby.
- Construction Environment Management Plan re emissions during construction process.
- Controls on gas fired heating plant.
- Travel plan & monitoring.

6.18 Environmental Quality (Environmental Noise)

No objection subject to conditions to control construction noise etc., and protect certain homes from operational noise (Ice Arena parking area) and residual noise. The noise control measures are referred to in the applicants supporting technical information.

6.19 Environmental Quality (Soil contamination) – response will be on meeting amendment sheet. Comments made at pre app stage indicated planning conditions should be applied to deal with any contamination found on the site. Initial soil report have been assessed. Most of the site is 'made ground' its height having been raised by small scale landfill mostly in the 1960s and 70s. The applicants report indicates contamination found can be dealt with.

6.20 Community Safety – no response

6.21 Parks Team

Regarding proposed enhancements to Council open space land prepared to accept the overall strategy and proposals subject to agreement of details by condition etc. and a contribution towards additional maintenance costs. Seek clarification about the new bridge specification. (Note : the central green and associated spaces within the housing area will remain privately managed). Some concerns about effect of 4 storey buildings near the stream/streamside area.

Response : all details can be covered by condition. Contribution towards additional maintenance agreed in principle by applicant; the precise amount has yet to be settled being part of negotiations on viability.

6.22 Leisure Services – no response (see Parks Team)

6.23 Landscape and Tree Officer

Request trees removed replanted in woodland area.

The impact on 3 trees not clear.

Woodland and ecological management plan needed. Proposals to be evaluated by an ecologist.

For trees planted in hard areas good practice guidance to be followed.

Bridges and pond – insufficient info on the affect of retained trees.

Unacceptable impact on category A trees London plane (3)

Conditions to cover :

Condition Pre-commencement Tree Protection

Condition: Woodland & Ecological Management Plan

Condition : landscape details.

Response : clarification sought on outstanding issues. Conditions will be applied.

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Issues**

7.1 Slough Local Development Plan and the NPPF

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

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

7.3 Following the application of the updated Housing Delivery Test set

out in the National Planning Policy Framework 2019, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2019 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing) unless 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.

- 7.4 Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application. Relevant development Plan policies and Council planning guidance are listed below
- 7.5 The Slough Local Development Framework, Core Strategy 2006 – 2026,  
Development Plan Document, December 2008  
Core Policy 1 – Spatial Strategy  
Core Policy 2 – Green Belt and Open Spaces  
Core Policy 3 – Housing Distribution  
Core Policy 4 – Type of Housing  
Core Policy 7 - Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural, built and historic environment  
Core Policy 10 – Infrastructure  
Core Policy 11 - Social cohesiveness  
Core Policy 12 – Community Safety
- 7.6 The Adopted Local Plan for Slough 2004 (Saved Policies)  
EN1 – Standard of Design  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN24- Protection of Watercourses  
OSC1 – Protection of Public Open Space  
OSC5 - Public Open Space Requirements  
H14 – Amenity Space  
T2 – Parking Restraint  
T8 – Cycle Network and Facilities  
T9 – Bus Network
- 7.7 Other Relevant Documents/Guidance  
  
Site Allocations Development Plan 2010  
Proposals Map 2010

Slough Borough Council Developer's Guide Parts 2-4 (updated)

- 7.8 The site is Public Open Space on the Proposals Map to which Core Policy 2 and Local Plan policy OSC1 apply regarding no loss of public open space unless the stated exceptions apply. Regarding the scale and significance of loss it is important to take into account that most of the area to be developed is already developed – the former leisure centre building and its car park. Excluding the temporary car park it has not been available as public outdoor recreation space for more than 35 years.
- 7.9 Regarding the significance of the loss it is also relevant that the leisure use – the leisure centre on the open space land – has not been lost as it has moved to Farnham Road. Furthermore the Council had identified the leisure centre site as a strategic residential site at its Feb 2018 Planning Committee which indicated loss of recreation use of this particular site might be acceptable in principle having regard to the need to address housing demand.
- 7.10 Consequently it is not appropriate to treat loss of the former Montem leisure centre building and its main car park as a true loss of public open space nor as a significant matter in terms of what is being proposed.
- 7.11 The 0.376 ha site of the temporary car park (see para 3.5 above) should still be treated as loss of public open space. It was in use up until late 2016 and the temporary car park surfacing should have been removed and grass reinstated. Some small amenity areas in the proposed development area are also still public open space. This loss can be accepted because of the proposed extensive enhancement of existing open space adjacent to the proposed development and the incorporation of new open space into the new development that will all be available to the local community i.e. this will mitigate the loss. In particular the enhancements will make the woodland and streamside area more attractive for walking, play and exercise than the previous area of grass next to car park. The proposal can therefore be treated as a reasonable exception to Core Policy 2 and Local Plan policy OSC1 subject to securing implementation of the mitigation works and suitable long term management such as retention by the Council and additional maintenance money.
- 7.12 The 2010 Site Allocations Development Plan proposed the area west of the stream as a non statutory informal nature reserve. This planning application ties in with this through proposals for enhancing the biodiversity and improving access. Long term management is equally important which can be secured through a funded long term management agreement or as outlined in the paragraph above.

- 7.13 The proposal is in line with the Council's recently published Spatial Strategy consultation. Redevelopment of the site including open space/woodland enhancements is identified as key part of Chalvey regeneration.
- 7.14 Matters regarding the Habitats Regulation Assessment and the possible effects on Burnham Beeches Special Area of Conservation are covered at para. 6.9 and 6.10 above and 12.2-12.5 below..

## 8.0 **Housing**

- 8.1 The mix of housing is appropriate as it provides a range from 1 to 3 bedroom including 25 three bedroom houses. Some 4 bedroom homes had been sought at the early pre app stage but the applicant indicated that this is not viable. The homes comply with national space standards.
- 8.2 Regarding affordable housing adopted guidance indicates 35% would be a suitable target as it is primarily a previously developed site and the applicants claim viability is an issue. Because the site is not in commercial use the viability is not expected to have a major impact on provision of affordable housing. But the applicants refer to various high costs such as decontamination, ground conditions, utility diversion and high build costs. The applicant has offered 10% affordable housing with full planning obligation contributions or 20% with reduced contributions.
- 8.3 Apart from affordable housing the proposal complies with core strategy 3 and 4 re housing policy. Whilst Council guidance indicates below target levels of affordable can be accepted if justified the Council have not as yet accepted the results of the applicant's viability appraisal. The Council's independent advisor considers more than 20% affordable housing and all developer contributions can be funded. Negotiations on this matter have progressed and the outcome of further discussions will be reported on the meeting amendment sheet. Without a clear justification for going below the 35% affordable and policy compliant planning obligation infrastructure and related contributions the application cannot be considered to be in accordance with Core Strategy policy 4 and 10. If a non compliant percentage is accepted it is likely a viability review will be needed in the future to see if, over time, values increase substantially above costs such that a greater contribution to affordable housing could be made.

## 9.0 **Design and Layout Matters**

- 9.1 The housing layout deals with the site constraints and opportunities very well in general. There are some concerns which are outlined below but the overall approach as outlined in para 2.5-2.9 above is acceptable and will provide a scheme that makes good use of the site in terms housing capacity but also creates a pleasant



residential environment in particular the treatment of the public realm and linkages to and visibility of the streamside area.

- 9.2 Four storey buildings are suitable for the Montem Lane/Ice Arena frontage taking account of the size of the former leisure centre building, height of St. Martins Place opposite and bulk of the arena building.
- 9.3 So much four storey near the streamside open space could be perceived as being overbearing for the adjacent recreation and amenity use of the land and reduced sky light to the stream can have an adverse effect on ecology bearing in mind it is already shaded by trees to the south. The 4<sup>th</sup> storey is a negative feature of the southern edge of the scheme and could be judged as contrary to Core Strategy policy 8 and Local Plan policy EN1 (re design) and EN 24 protection of watercourses. Considering the significance of this point needs to take account of the overall benefits of the scheme in terms of provision of more housing and level of policy compliance. Bearing in mind the important affordable housing quantum and infrastructure funding has yet to be settled it is premature to determine if 4 storeys are acceptable or not. An update on this matter will be on the amendment sheet.
- 9.4 Living conditions and amenity are in general acceptable. Most flats are dual aspect in some way which is a positive feature. The minor non compliance with day and sun light standards of some flats is acceptable bearing in mind light standards are guidance not statutory and provide for some non compliance in urban situations. The non-compliance relates to average day light factor for combined living kitchen dining rooms. The rooms have kitchens at the rear of the room with a small window but with a overhanging walkway above it. It is likely that the main living room part of the room would be compliant
- 9.5 Garden sizes are acceptable. Private amenity space for flats is acceptable for an urban setting as most flats have balconies or private patio areas.
- 9.6 Separation distances are generally acceptable for an urban setting and medium density scheme with one exception. Three flats have bedrooms close (1.5 or 2 m) to an access to large parking area (26 spaces) with no other bedrooms away from a road or access. And the distance from rear secondary bedroom to flank habitable room windows opposite is 7.5m. Neither are ideal even for a medium density scheme.
- 9.7 The largest block (A1/A2) on Montem Lane has an arrangement that ensures most flats have dual aspect in some way. The flats partly enclose a landscaped parking area and have access to individual doors from decks at the rear of the building. The

applicants have confirmed access to the rear stair/lift cores will be controlled (fob access) and by condition ground floor entry arrangements will be agreed.

- 9.8 The relationship to adjacent homes is acceptable. Homes in Henry Rd have rear gardens adjacent. At the end of Worcester Gardens the oblique view out of some existing flat windows will be affected by 3 storey block, at a higher level, but the lack of habitable rooms in the adjacent elevation means privacy is not adversely affected.
- 9.9 The external appearance is acceptable being simple but well detailed. Cant brick details on the façade of most buildings will be an interesting and distinctive feature. And the gable ends fronting the street will provide a distinctive feature for the development. The variation in detailing and brick colour to identify the three different characters of the site – around the green, the streamside landscape pavilions and the urban Montem Lane frontage are subtle but very welcome.
- 9.10 The public realm design is good providing functional and attractive spaces. Side streets are integrated with the surrounding public realm through use of materials other than tarmac and shared surface streets are intended to soften the appearance of the access road. Car parking will not dominate the street scene much of it being between buildings or in small parking areas.
- 9.11 Overall the proposal complies with Local Plan policy H14. . It complies with policy regarding crime prevention EN 5 and core strategy policy 12 subject to conditions regarding details of door entry on block A1/A2 and boundary treatment to control access around the exterior of blocks.. It partly complies with Local Plan policy EN1, Core Strategy policy 8 with the non compliant matters referred to above at 9.6 and 9.3.
- 9.12 Heritage. The effect of the development on the setting of the adjacent Montem mound must be considered it being a Scheduled Ancient Monument. Key parts of the NPPF to take into account are para 193 which states :

*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.*

And para. 196 :

*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.*

Conservation in the above paragraph 193 includes its setting.

- 9.13 The applicants heritage assessment concludes that the proposed scheme will result in less than substantial harm to the significance of designated heritage assets. In particular they say :

The proposed scheme would impact on the setting of Montem Mound, as intervening built development would remove the restored visual relationship between the asset and Windsor Castle. The proposed scheme would also introduce a new built element into the asset's immediate setting. It would result in less than substantial harm to the asset.

The reference to 'restored view' above refers to the recent demolition of the leisure centre. And they conclude that "The loss of the view from the Mound towards Windsor Castle cannot be mitigated". They recommend " consider introducing innovative ways to interpret the history of the Mound"

Regarding the "introduction of a new built element" this refers to the proposed apartment blocks.

- 9.14 Regarding the new built element, setting and the Council's duty to have special regard towards preserving or enhancing the asset and noting para 193 and 196 above it is relevant to point out, firstly, that the proposed buildings nearest to the mound will be in a similar position and height to the former leisure centre building. Secondly to bear in mind the latter had a plain brick flank wall and extensive plant in front of part of the wall facing the mound and the proposed elevations will look more attractive than the previous building. Furthermore the mound will still be seen from a distance when approaching along Montem Lane (westbound) as the corner apartment building is set back from the road as was the leisure centre building. Regarding views of Windsor Castle this had been lost for over 50 years because of the leisure centre building. Altering the proposed scheme to allow for the view would result in a substantially reduced number of homes.
- 9.15 Taking account of the above and the submitted heritage assessment the physical asset will not be changed but its setting will change but overall it is 'conserved'. And the benefit to the town of having more homes, including affordable homes and family homes, in a sustainable location is significant in relation to the 'less than substantial harm' identified by the applicant.
- 9.16 It is therefore considered that the proposal accords with Core Policy

9 and the NPPF. Historic England have not objected; their comments are at para. 6.6.. Berkshire Archaeology have made no comments.

## 10.0 **Open Space and Landscape**

- 10.1 Policy OSC 5 requires developments over 2 ha to have an equipped play area. Guidance states this should be 10% of the development area – this equates to 0.26 ha. The proposed green space in the centre of the site with play features and combined with nearby amenity spaces make up about 0.15 ha. But the availability of open space alongside the development together with new play features within it means the 10% guidance figure can be considered achieved particularly in an urban setting.
- 10.2 Within the housing area the landscape strategy is generally good with many street trees planned. For these to be successful they need to be carefully located to avoid becoming a nuisance for residents or damaged. And to survive precise planting details will need to be agreed by condition as noted in the Tree Officer comments. Once highway and new utility layouts are known some street trees may not be put in. 237 new trees are planned inclusive of open space enhancements.
- 10.3 The proposal indicates 3 existing trees will be retained in the access road verge. This is good in principle but for the same reason as above this may not be practical. Other existing trees are generally clear of the housing development. Some tree loss is proposed as part of woodland enhancement and access to create good sightlines. Detail of which are to be lost is to be by condition once a more accurate survey can be carried out after undergrowth clearance and better knowledge of path and bridge locations. The extent of loss needs to be balanced with the objective of minimising loss of wildlife habitat.
- 10.4 The streamside and woodland enhancements will serve the new residents and benefit the wider community by making the area more attractive and accessible as well as increasing biodiversity. Whilst the area is generally good for wildlife in general it needs to be managed to ensure it does not get overrun with plants not suited to biodiversity. And new planting can increase biodiversity. This all ties in with the Site Allocation proposal of the woodland area being an informal nature reserve referred to in para. 10.3 above.
- 10.5 The applicants have said they do not wish to take ownership of the woodland and stream area. But long term management of the enhancements does need to be secured. If it stays in the Council's ownership that will be acceptable provided the Council has access to adequate additional money. Most of the enhancements

particularly those relating to access, play and recreation are the result of the applicant's housing development and the need to mitigate loss of open space on the site. Consequently its appropriate they contribute.

10.6 Regarding enhancements to the stream itself – re its flow, erosion, reedbeds etc. the Council has put the applicant in touch with the Wildfowl and Wetland Trust who organised the recent stream water quality improvement initiative for Salt Hill Stream. WWT have not responded to a consultation but the applicant says they have been involved with the design.

10.7 Overall the landscape and enhancements to open space etc. comply with Local Plan policy EN2, EN24 and Core Strategy policy EN 8 and 9.

## 11.0 **Transport, Highways and Parking**

11.1 Highway and Transport consultee comments at para. 6.11-13 above cover the key considerations. In brief the proposal complies with transport policy in terms of traffic impact and trip generation and highway design and refuse arrangements cycle and residential car parking subject to certain conditions and planning obligations.

11.2 Regarding car parking for residents a ratio of 0.95 spaces per home is agreed. This is below the normal standard, that equates to 1.6 spaces per dwelling, but the circumstances for departing from the standard are outlined at 6.13 above in particular the criteria for deciding the precise level of parking outlined in Core Strategy policy 7. And it should be noted the parking standard guidance states that standards can be applied flexibly for very accessible sites.

11.3 The need for space for Claycots School parent drop off and pick up parking displaced from Montem car park because of residential development is outlined at 6.13 above. A pre app scheme had included parking places within the site. That could be used for Arena overflow and parent parking. Without on site parking an alternative is needed Highway comments having outlined why despite measures to reduce car use parent parking is still needed. The comments outline that some on street parking could take place and that St. Martins Place parking could be used. The principle of Ice Arena overflow parking displaced from Montem (98 spaces) to St. Martins Place has been agreed by the Council as owner. Agreement for the same spaces to be used, during school term time during the school day only, is still under discussion. Clear owner agreement is needed for sufficient parking to be available for the matter to be resolved unless an alternative scheme is found.

- 11.4 Local Plan policy T9 is complied with as the layout will allow for possible bus access in the future.
- 11.5 The Controlled Parking Zone required will protect parking for residents of Henry Road, Finefield Walk and Montem Lane.
- 11.6 The requested public rapid charge to address air quality issues is likely to be located in part of the lay by on Montem Lane opposite St. Martins Place.
- 11.7 A car park management plan is required by condition to ensure an equitable allocation of places between tenures, residents with plug in electric vehicles, to prevent residents retaining spaces when not needed by them and prevent renting out of spaces to non residents.
- 11.8 Regarding Henry Road it should be noted that the applicant has incorporated, at the Council's request, a turning head at the end of Henry Road but within the application site. It will benefit existing residents and refuse collection by avoiding the need to reverse down Henry Rd. It will not serve the new development other than for refuse collection for one new block and one house. The existing pedestrian route from Henry Rd through to Chalvey will be provided for.
- 11.9 The north south spine path that runs near to the stream linking Salt Hill Park with Chalvey is a key link and contributes towards non car modes of travel. The path will be retained. Enhancements to the surrounding space and surveillance from windows of new homes near it will hopefully make it a more attractive route than now. By condition the existing link to Seymour Rd (steps, path, bridge) will be improved subject to Highway Officer views on the need for this
- 12.0 **Environment Matters**
- 12.1 The following environment related matters are dealt with above under respective consultee responses – Air Quality (6.18 ), soil contamination (6.20 ) environmental noise (6.19 ) and drainage (6.17 ) re sustainable drainage. Regarding sustainable design and construction the applicant's revised supporting information indicates the Council Core Strategy policy 8 can be met by constructing the development to be 15% better than current building regulations with regard to maximum carbon emissions levels. Air source heat pumps will be used for heating the flats not gas. Other aspects of climate change are dealt with under the Transport section (re minimising travel demand and promoting non car modes of travel); and the Open Space section re biodiversity, vegetation and water quality.
- 12.2 Responding to Natural England's comments and objection in

relation to effect on Burnham Beeches Special Area of Conservation firstly the policy referred to in their comments at 6.9 above is for South Bucks. It does not apply to Slough. But the principle of mitigation for any identified significant effects is accepted. Natural England have subsequently been sent a Habitats Regulations Assessment (HRA) including information that could satisfy requirements of an Appropriate Assessment. It concluded that the development by itself would not result in adverse effects on Burnham Beeches SAC. And, re the Appropriate Assessment, that any in-combination effects (i.e. when combined with other developments within Slough and within the 5.6km zone) could be mitigated by the open space enhancements integral to the proposed development (i.e. woodland/streamside/open space enhancements etc). Furthermore it states if further mitigation is required a suitable strategy can be agreed with the applicant. Natural England have been informed of the later in particular scope for a financial contribution to mitigation projects in Slough. A response is awaited.

- 12.3 Informal discussions with Natural England regarding all proposed future development in Slough and the need for mitigation have been held and a way forward identified. This is based upon the solution proposed and accepted by Natural England for development at the Akzo Nobel site involving money for mitigation works within Slough and Upton Court Park being a key site for such works. Before withdrawing their objection Natural England are seeking formal adoption of the proposal as a town wide approach for future major development within the 5.6km zone referred to. An update will be provided on the meeting amendment sheet with the expectation of withdrawal of the objection.
- 12.4 The Council have a duty to give due regard to comments from Natural England and take into account the Habitats Regulations Assessment. The applicant is indicating the proposal i.e. the planning application including open space etc. enhancements is sufficient mitigation without the specific need for a financial contribution. And that the Council is in a position to determine the application without the objection being withdrawn.
- 12.5 Internal discussions on this matter continue including adopting the Appropriate Assessment. Legal advice may be sought. It is hoped further discussion with Natural England will result in withdrawal of the objection. An update on this matter will be reported on the meeting amendment sheet together with any need to change the recommendation.
- 13.0 **Planning Obligation**
- 13.1 A Section 106 planning obligation agreement is required to make the development acceptable. Headings of key obligations are below

but cannot be completed unless negotiations regarding the amount and type of affordable housing and financial contributions are satisfactorily resolved :

Financial contributions for:

- Education £ 805,791
- Mitigation re Habitats Regs Assessment £ 73,698 (subject to the outcome of further internal discussion and liaison with Natural England)
- Controlled Parking Zone £6,000 (precise sum to be confirmed by Highways)
- Travel Plan monitoring £ 6,000
  
- Additional open space maintenance (contribution towards) £ 120,000 – this only applies if the existing open space stays within the Council's ownership.
  
- All index linked BCIS

Non financial items:

- Travel Plan
- Information Pack for residents and prospective purchasers re travel plan, parking space allocation, no parking permits available.
- Sign Highways Agreement (subject to confirmation)
- Affordable Housing : up to 35%; tenure to be agreed.
- Viability review mechanism (subject to valuers advice)
- Secure adequate off site Claycots School parent parking.

13.2 The contributions listed above are all considered to meet the tests of paragraph 56 of the NPPF in that they are necessary to make the scheme acceptable in planning terms, they are directly related to the development and are fairly and reasonably related in scale and kind to the development proposed

#### 14.0 **Conclusion and planning balance**

14.1 The housing scheme, in general, makes good use of an area of previously developed land. The loss of some open space is mitigated by adequate new provision combined with enhancement of existing woodland, meadow and streamside areas which comprise about half of the application site and can help create an informal nature reserve as proposed in the Site Allocations of 2010. The loss further open space, as defined on the Local Plan, but in reality over already developed land is not significant in the circumstance described in the report. The layout has many good features in particular integrating the development with the edge of the open areas and providing links to it. Inclusion of family houses is very welcome in an otherwise medium density scheme of



apartments. But the layout and scale of development has in places resulted in some undesirable features. These can be accepted if the overall package in particular the affordable housing and planning obligation items are satisfactory. The outcome of continuing negotiations on these matters will be reported on the meeting amendment sheet including any change to the recommendation if a satisfactory outcome is not reached. At present the affordable housing and contributions available are not acceptable. The parking provision for residents is lower than the normal standards applied but reflects the site's location and the growing need to limit use of cars. The re-provision of school parent parking that the applicant has not provided for must be satisfactorily resolved for the planning permission to be granted. Regarding proposed mitigation for the possible adverse effects on Burnham Beeches (re Habitats Regulations Assessment) and Natural England's concerns discussions with them continue with the aim of the objection being withdrawn. An update on this matter will be reported on the meeting amendment sheet together with any need to change the recommendation. .

14.2 Regarding the planning balance there are significant benefits from the provision of 212 new homes in a sustainable location and making use, in part, of previously developed land. The inclusion of 25 3 bedroom family homes in the centre of the town is an additional benefit. The proposal currently includes 10% affordable housing with full contributions towards infrastructure. This is given limited weight at this time. If the applicant is able to provide affordable housing which is policy compliant together with the appropriate infrastructure to facilitate the development and mitigate the impacts of the development then a very significant benefit would occur and would then be given substantial weight in the planning balance. Securing financial contributions for infrastructure needed as a result of new demand generated by the development will avoid some public expenditure on providing the infrastructure. The degree of benefit will be dependent upon the outcome of negotiation. Enhancements to the woodland and streamside area for recreation and biodiversity and water quality will benefit the local community. A public rapid EV charger is also a benefit in terms of air quality. A turning head for Henry Road is a local public benefit. The possible adverse effect of extra trips on Burnham Beeches is a dis benefit but mitigation works should resolve this and benefit Slough if the works are carried out in Slough as currently proposed.

14.3 The scale of development in particular 4<sup>th</sup> storey on some blocks, does result in some less desirable and un desirable features regarding living conditions and the effect of character on open space. The low parking ratio and lack of school parent parking is a possible risk regarding pressure on local street parking and traffic flow etc. which will need to be managed by the Council. The degree of risk is as yet unknown in relation to parent parking because of

unresolved issues. Additional open space maintenance for the Council might be a dis benefit.

14.4 And any decision needs to take account of there being no 5 year supply of housing at present and NPPF paragraph 11 presumption in favour of sustainable development.

14.5 Subject to the satisfactory conclusion of affordable housing and financial contributions on balance it is recommended that planning permission should be granted in this case as the benefits outweigh any adverse impacts and conflicts with specific policies and guidance.

### **PART C: RECOMMENDATION**

#### **15.0 Recommendation**

15.1 Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to:

The resolution of the outstanding Natural England objection

- Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, travel plan monitoring, controlled parking zone and additional open space maintenance costs plus secure a travel plan, information pack, highway agreement, affordable housing, and viability review, secure adequate off site school parent parking space. ;
- finalising conditions; and any other minor changes.
- agreement of the pre-commencement conditions with the applicant/agent

OR

Refuse the application if the outstanding matters are not satisfactorily concluded or if the completion of the Section 106 planning obligation is not finalised by 13th May 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

## **PART D: LIST OF CONDITIONS.**

### 1. Commence within three years

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:

AA5991	2000	-	Site Location Plan
AA5991	2010	-	Existing Site Sections (sheet 1)
AA5991	2011	-	Existing Site Sections (sheet 2)
AA5991	2020	C	Proposed Site Plan - Roof Level
AA5991	2021	A	Proposed Site Plan - Ground Level
AA5991	2030	-	Proposed Site Sections (sheet 1)
AA5991	2031	-	Proposed Site Sections (sheet 2)
AA5991	2032	-	Proposed Site Sections (sheet 3)
AA5991	2600	A	Block A1/A2 Level -01
AA5991	2601	A	Block A1/A2 Level 00
AA5991	2602	A	Block A1/A2 Level 01
AA5991	2603	B	Block A1/A2 Level 02
AA5991	2604	A	Block A1/A2 Level 03
AA5991	2605	-	Block A1/A2 Roof Level
AA5991	2610	-	Block A3 Level 00 & 01
AA5991	2611	-	Block A3 Level 02 & 03
AA5991	2612	-	Block A3 Level Roof Level
AA5991	2615	-	Block A4 Level 00 & 01
AA5991	2616	-	Block A4 Level 02 & 03
AA5991	2617	-	Block A4 Roof Level
AA5991	2620	B	Block B1 Level 00 & 01
AA5991	2621	A	Block B1 Level 00 & Roof Level
AA5991	2625	A	Block C1 Level 00 & 01
AA5991	2626	A	Block C1 Level 00 & Roof Level
AA5991	2630	-	Block D1 Level 00 & 01
AA5991	2631	-	Block D1 Level 02 & RF
AA5991	2635	-	Block E1 Level 00 & 01
AA5991	2636	-	Block E1 Level 02 & 03
AA5991	2637	-	Block E1 Level RF
AA5991	2640	-	Block F1 Level 00 & 01
AA5991	2641	-	Block F1 Level 02 & 03
AA5991	2642	-	Block F1 Level RF
AA5991	2645	-	Block G1 Level 00 & 01
AA5991	2646	-	Block G1 Level 02 & 03

AA5991	2647	-	Block G1 Level RF
AA5991	2650	A	Block H1 Level 00 & 01
AA5991	2651	-	Block H1 Level 02 & RF
AA5991	2655	A	Block J1 Level 00 & 01
AA5991	2656	-	Block J1 Level RF
AA5991	2660	-	3B5P Detached House Type 1
AA5991	2661	-	3B5P Detached House Type 2
AA5991	2662	-	3B5P Detached House Type 3
AA5991	2663	-	3B5P Semi Detached House Type 1
AA5991	2664	-	3B6P Wide Front House Type 1
AA5991	2665	-	3B6P Terrace House Type 1 Plans
AA5991	2666	-	3B6P Terrace House Type 1 Elevations
AA5991	2700	A	Block A1/A2 Elevations (Sheet 1)
AA5991	2701	-	Block A1/A2 Elevations (Sheet 2)
AA5991	2702	-	Block A1/A2 Elevations (Sheet 3)
AA5991	2705	-	Block A3 Elevations
AA5991	2710	-	Block A4 Elevations
AA5991	2715	-	Block B1 Elevations
AA5991	2720	A	Block C1 Elevations
AA5991	2725	-	Block D1 Elevations
AA5991	2730	-	Block E1 Elevations
AA5991	2735	-	Block F1 Elevations
AA5991	2740	-	Block G1 Elevations
AA5991	2745	-	Block H1 Elevations
AA5991	2750	-	Block J1 Elevations

Informative : the maximum number of dwellings shown on the approved plans is 212.

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

### 3. Details of building materials

Details of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

### 4. Levels

Construction of buildings and roads shall not commence until details of finished floor levels of ground floor units and finished levels of roads, paths and parking areas have been submitted to and approved in writing by the

local planning authority.

REASON In the interest of amenity, living conditions, safety of refuse collection and to be in accordance with the policy 8 of the Core Strategy 2008.

#### 5. Landscape Design Residential Area

For the residential development area construction works shall not commence until full details of hard and soft landscaping works and details of phasing of implementation have been submitted to and approved in writing by the Local Planning Authority.

The details to be submitted shall include existing trees and hedges retained, highway sightlines, existing services and allowance for proposed services, planting plans, plant and tree sizes or numbers/densities where appropriate, species, cultivation specifications, tree, plant and grass establishment details and existing and finished ground levels. The details shall include play features, tree pit design, underground modular systems, sustainable urban drainage integration. Phasing shall provide for rear garden trees to be planted prior to occupation of the associated dwelling.

The landscaping works shall be carried out as approved and in accordance with the approved phasing. All landscaping works shall be carried out before the end of the next planting season following completion of the buildings within the development.

REASON To ensure the landscape proposals are clearly defined, appropriate and in the interest of the visual amenity of the development, the surrounding area and future residents. And in the interest of sustainability (biodiversity and climate change) and public health (space for recreation). And to be in accordance with Core Strategy policy 8, 9, 10 and Local Plan policy EN3, OSC5.

#### 6. Landscape Design, streamside and woodland area

For the streamside and woodland area landscaping construction works shall not commence above ground floor slab level of any approved building until full details of hard and soft landscaping works and details of phasing of implementation have been submitted to and approved in writing by the Local Planning Authority.

The details to be submitted shall include existing trees and hedges retained, existing trees transplanted, existing services and allowance for proposed services, planting plans, plant and tree sizes or numbers/densities where appropriate, species, cultivation specifications, tree, plant and grass establishment details and existing and finished ground levels. The details shall include play and recreation features, paths, signage, spring outlet feature, the 2 bridges, works to the stream bed and banks, improvements to path, steps and bridge on existing path

link to Seymour Rd. Notwithstanding the layout details submitted as part of the application the details shall also include precise bridge and childrens slide locations (coordinated with tree survey results (known and to be surveyed) and root protection provisions approved pursuant to condition 9). Bridge details shall include a full specification including information on life span of elements of the bridge. [reference to design and access statement landscape ? tbc]

The extent of the streamside shall be the full length of it within the application site from Bath Rd to Church St.

All hard and soft landscaping works shall be carried out as approved, in accordance with the approved phasing details and all works shall be completed before occupation of 200 dwellings.

REASON To ensure the landscape proposals are clearly defined, appropriate and in the interest of the visual amenity of the development, the surrounding area and future residents. And to mitigate the loss of open space within the site. All in the interest of sustainability (biodiversity and climate change) and public health (space for recreation). And to be in accordance with Core Strategy policy 8, 9, 10 and Local Plan policy EN3, OSC1 and EN24.

#### 7. Landscape management plan residential development site

No development hereby permitted shall take place after completion of the roof of the first dwelling to receive a roof until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the landscape plan approved pursuant to condition 5 and shall include a time scale for implementation.

The plan shall also include arrangements to allow public access to the open space with play features (referred to as village green in the application) within the middle of the residential area.

The plan shall be implemented in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 and OSC 5 of The Adopted Local Plan for Slough 2004.

#### 8. Soft Landscape Maintenance

Within a five year period following the implementation of the soft landscaping scheme (approved pursuant to condition 5 and 6), if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the

next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON To ensure the establishment of planting and long term retention of landscaping within the development to meet the objectives of Policy EN3 and OSC 5 of The Adopted Local Plan for Slough 2004 and Core Strategy 2008 policy 8 & 9.

#### 9. Boundary treatment

No development shall commence above ground floor slab level until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until its associated boundary treatment (including external spaces adjacent to the building) is in place in accordance with the approved details and shall be retained and maintained thereafter.

The details shall include, for houses, access gates to rear garden gates suitable for refuse bins together with lock details and construction detail to show how future mortice locks (usable from both sides) could reasonably be fitted.

REASON In the interests of the visual amenity of the area and crime prevention accordance with Policy EN3 of the Adopted Local Plan for Slough 2004 and Core Strategy 2008 policy 12.

#### 10. Tree Protection

No development shall commence until a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall have been submitted to and approved in writing by the Local Planning Authority.

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

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area ( RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) a full specification for the installation of boundary treatment works.
- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where

- they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
  - h) a specification for scaffolding and ground protection within tree protection zones.
  - i) Tree protection during construction indicated on a TPP and construction activities clearly identified as prohibited in this area.
  - j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
  - k) Boundary treatments within the RPA
  - l) Methodology and detailed assessment of root pruning
  - m) Arboricultural supervision and inspection by a suitably qualified tree specialist
  - n) Reporting of inspection and supervision
  - o) Methods to improve the rooting environment for retained and proposed trees and landscaping
  - p) Veteran and ancient tree protection and management

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

(Informative : The following British Standards should be referred to:

- a) BS: 3998:2010 Tree work – Recommendations
- b) BS: 5837 (2012) Trees in relation to demolition, design and construction – Recommendations)

REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with (Core Strategy 2006 - 2026 (adopted December 2008) and pursuant to section 197 of the Town and Country Planning Act 1990

## 11. Cycle storage

No construction works above ground floor slab level of an individual building shall be begun until details of its cycle storage have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until its associated cycle storage has been provided in accordance with the approved details and shall be retained and maintained thereafter. The details shall include visitor spaces shown on the approved layout.

REASON To ensure that there is adequate and secure cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.



## 12. Refuse Bin Stores

No apartment shall be occupied until its associated refuse store has been provided (1) in accordance with the approved building drawings and (2) with path access to the store from the adjacent highway in accordance with the approved layout and levels approved pursuant to condition 4 and (3) with a dropped kerb where the path meets the highway or roadway at the collection point. The store and path shall be retained and maintained thereafter.

REASON In the interest of public health and safety of operatives and to be in accordance with Local Plan policy EN1.

## 13. Lighting Scheme

No dwelling shall be occupied until its associated exterior lighting has been installed in accordance with details that have first been submitted to and approved in writing by the local planning authority. The lighting shall be retained and maintained thereafter in accordance with the details approved. The details shall include location, type and levels of illumination. Associated exterior lighting means any that serves the access to the dwelling or serves the external space around the dwelling.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004.

## 14. Crime prevention and entry points

No construction work shall commence above ground floor slab level (or lower ground for block A1/A2) of an individual apartment block building until its access control measures have been submitted to and been approved by the local planning authority. The access control measures shall comprise control of entry to the building (front and rear door, bike store and for block A1/A2 entry from car park to deck, entry to lift and stair well). No apartment dwelling in a block shall be occupied until its blocks associated entry point control measures have been installed in accordance with the approved details and shall be retained and maintained thereafter.

REASON In the interest of crime prevention and to be in accordance with policy 12 of the Core Strategy 2008.

## 15. Noise attenuation and ventilation measures

No dwelling shall be occupied in the identified area described below until its associated glazing and ventilation have been installed in accordance with details at table 5-2 of the submitted report - Noise & Vibration Assessment WSP Date: Oct 2020 Ref/ Revision: 1a. The identified dwellings are those with facades coloured yellow or blue on drawing at

Figure 1 in appendix H of the above document (info. note i.e. generally but not specifically dwellings along or near the south west and north east sides of the site). The glazing and ventilation shall be retained and maintained thereafter.

REASON : In the interest of the living conditions of future residents in site and to be in accordance with Slough Core Strategy 2006-2026 policy 8.

#### 16. Car Club Spaces and charger

No more than 150 dwellings shall be occupied until 2 car club parking spaces have been laid out in accordance with details (marking/signing/location/club) that have first been submitted to and approved in writing by the local planning authority. (Informative – liaise with Environmental Quality team re Town Centre Electric Car Club)

No more than 150 dwellings shall be occupied until the 2 car club spaces have been installed with a useable fast charge electric vehicle charging point (to serve both spaces). The charge point shall be Type 2 socket and be rated to at least 7kW and be in accordance with details that shall have first been submitted to and approved in writing by the local planning authority.

The car club spaces and charger shall thereafter be maintained and retained as approved.

REASON In the interest of public health in particular air quality; in the interest of reducing carbon emissions and car use and to be in accordance with Slough Core Strategy 2006-2026 policy 7 & 8

#### 17. Electric Vehicle Charging Point Rapid Public

No more than 150 dwellings shall be occupied until the lay by on Montem Lane within the application site has been installed with a useable rapid 50 kW charge electric vehicle charging point in accordance with details that shall have first been submitted to and approved in writing by the local planning authority. (informative , the layby is public highway; highway authority agreement will be needed to carry out the work).

REASON In the interest of public health in particular air quality and reducing carbon emissions and to be in accordance with Slough Core Strategy 2006-2026 policy 8.

#### 18. Electric Vehicle Charging Points Houses

No house with its own parking space shall be occupied until its respective electric vehicle charging infrastructure has been installed and is available for use. The charging infrastructure shall be Type 2 socket and be rated to at least 3.6kW 16amp to 7kW 30amp single phase. The charging point shall be maintained and retained thereafter.

REASON In the interest of public health in particular air quality and reducing carbon emission and to be in accordance with Slough Core Strategy 2006-2026 policy 8.

#### 19. Electric Vehicle Charging Points Flats

No flat in a block with proposed electric vehicle charging point(s) shall be occupied until the blocks respective electric vehicle charging infrastructure has been installed and is available for use in accordance with an approved scheme that has first been submitted to and been approved in writing by the local planning authority. The charging infrastructure shall be Type 2 socket and be rated to at least 3.6kW 16amp to 7kW 30amp single phase. The scheme shall identify 10% of the parking spaces for flats that will have charging points and spaces shall be distributed across the development in terms of the various parking areas for flats. The charging points shall be maintained and retained thereafter.

REASON In the interest of public health in particular air quality and reducing carbon emissions and to be in accordance with Slough Core Strategy 2006-2026 policy 8.

#### 20. Gas fired boilers

Any individual gas fired boiler fitted in a home shall be specified and fitted such that it will emit no more than 40mg NOx/kWh.

REASON In the interest of public health in particular air quality and to be in accordance with Slough Core Strategy 2006-2026 policy 8.

#### 21. Construction Environment Management Plan

Development shall not commence until a Construction Environment Management Plan has been submitted to and approved in writing by the local planning authority. The construction of the development shall be carried out in accordance with the approved Construction Environment Management Plan. The Plan shall include details of :

- Dust Management Plan with details of dust monitoring
- Loading, unloading and storage of plant and materials
- Turning space for construction vehicles within the site
- Parking for site operatives and visitors' vehicles
- Management of construction traffic and access/haul routes and delivery hours (see below)
- Wheel cleaning facilities and arrangements for removal of mud from public highway
- Measures to limit nuisance from noise and vibration at 22 Henry Rd and 63 Montem Lane.
- Hoarding lines that will not obstruct the existing tarmac path that runs above the stream bank from the arena to Newberry Way.

Construction Hours (see below)

Complaints procedures

Delivery hours shall not be at peak periods Mon-Fri 0700-10.00; 16.00-19.00.

Construction activity audible at the site boundary shall not take place between the hours of 18:00 to 08:00 Monday to Friday 13:00 to 08:00 hours Saturday and at no time on Sunday nor public holidays.

REASON In the interest of the living conditions of residents adjacent to the site; users of the adjacent highway, public health (re air quality), all in accordance with Development Plan policies.

## 22. Vehicle and plant emissions

Construction vehicles using the site shall meet a minimum of EURO 6/VI engine emission standards.

Non-road mobile machinery of net power between 37kW and 560kW used for demolition and construction shall meet NOx (Nitrogen Oxides) and Particulate Matter engine emissions standards in EU Directive 97/68/EC and its subsequent amendments. The standard to be met is stage IV (the development being classified as major).

(Informative : The requirements may be met using the following techniques; (a) Reorganisation of NRMM fleet (b) Replacing equipment (with new or second hand equipment which meets the policy) (c) Retrofit abatement technologies (d) Re-engining. All eligible NRMM should meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible.

REASON In the interest of public health in particular air quality in general and minimising further air quality problems within identified Air Quality Management Areas in the Borough and in accordance with Slough Core Strategy 2006-2026 policy 8.

## 23. Sustainable Design and Construction Development

No dwelling shall be occupied in a building until that buildings associated low or zero carbon energy scheme measures have been installed and are operational. The scheme measures shall be installed in accordance with the submitted details in report Desco Ltd Energy Strategy Montem Lane rev 2 dated Dec 2020 in particular use of air source heat pumps for apartments and buildings to be constructed to be 15% better than Building Regulations 2013 part L1A in terms of carbon emissions and TER.

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

## 24. Rain Water Storage

Prior to the occupation of each house that has a down pipe on its rear or side elevation a rain water storage container shall be installed in accordance with the following (unless otherwise agreed by the local planning authority) : The butt or tank capacity shall be at least 150 litres for two bedroom houses and be at least 200 litres for houses with three or more bedrooms.

REASON In the interest of sustainable development in particular reduction of fresh water consumption in accordance with Policy 8 of the Core Strategy 2008.

## 25. Thames Water, water supply, timing

There shall be no occupation beyond the 49th dwelling until confirmation has been provided that either (1) all water network upgrades required to accommodate the additional flows to serve the development have been completed; or (2) a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

REASON The development may low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues.

## 26. Surface water

No construction works shall commence until details and management of the surface water drainage system have been submitted to and approved in writing by the Local Planning Authority. No home shall be occupied until the drainage system that serves that dwelling and its associated access from the existing public highway and associated hardstandings has been implemented in accordance with the approved details. No more than 200 dwellings shall be occupied until the full drainage system has been implemented in accordance with the approved details. The system shall be retained thereafter and maintained thereafter in accordance with the approved management details.

No surface water from the development shall drain onto the public highway.

REASON To prevent the risk of flooding in accordance with Policy 8 of the Core Strategy 2006-2026. And to minimise danger and inconvenience to highway users.

## 27. New access

No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority. The access shall be formed, laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

The access shall be constructed to base course level prior to its use for access to the construction of buildings or access for vehicles involved with site earthworks. No dwelling shall be occupied until the access has been completed.

(Informative : a highway works agreement will need to be completed before works in the public highway commence).

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy 7 of the Core Strategy 2008. And in order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

## 28. Yellow Box at access junction

No dwelling shall be occupied until a yellow box or Keep Clear road markings at the site access junction has been marked out. (Informative : a minor highway works agreement will need to be completed before works commence).

REASON in the interest of road safety and free flow of traffic in particular to ensure vehicles can ingress and egress the site in the event vehicles queue back from the Montem Lane / A4 Junction.

## 29. Internal access roads, paths, parking

No dwelling shall be occupied until the internal access roads footpath and vehicular parking and turning space serving that dwelling has been provided in accordance with approved plans. The 200 th dwelling shall not be occupied until all the access roads footways and footpaths and vehicular parking and turning spaces have been provided in accordance with approved plans and they shall not be used for any other purpose in the future.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network; and to encourage use of non car modes of travel. All in accordance with Core Strategy 2008 policy 7.

## 30. Car Park Management Scheme

No construction work above ground floor slab level shall commence until a car parking management scheme has first been submitted to and been approved by in writing by the local planning authority. No dwelling shall be occupied the car park management scheme has been implemented in accordance with the approved scheme. The scheme shall include details to ensure parking spaces are not permanently linked to specific dwellings, how spaces will be allocated to occupiers who need them, what happens when dwellings are sold, how electric charging point parking spaces are allocated, the equitable provision of spaces for affordable housing tenants, identification of visitor spaces, management of correct use of spaces.

Informative: Sec 106 obligation requires details of the scheme to be available to prospective purchasers.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway. And to ensure optimum use of parking spaces and electric vehicle charging points re sustainable development.

### 31. Spine path Bath Rd to Newberry Way

The pedestrian and cycle path running east of the stream from Bath Road to Newberry Way shall remain open during the construction works unless a temporary diversion is necessary and has been formed/laid out and signed in accordance with details first submitted to and approved in writing by the local planning authority.

REASON In the interest of safty and convenient access for pedestrians and cyclists.

### 32. Phase 1 Desk Study and Preliminary Risk Assessment

Development works shall not commence until a Phase 1 Desk Study (DS) has been has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

### 33. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

### 34. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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



### 35. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

### 36. Removal of Permitted Development rights - outbuildings

Notwithstanding the terms and provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 25 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development.

### 37. Removal of Permitted Development rights – extensions

Notwithstanding the terms and provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class A no building shall be enlarged more than 5 cubic metres without the express permission of the Local Planning Authority

REASON In the interest of residential amenity in particular the protection of garden space.

### 38. Woodland & Ecological Management Plan

to be inserted if required (only needed if no commitment for land to remain in SBC ownership & additional costs agreed)

INFORMATIVE(S):

1. Informatives to be completed.