

Registration Date:	23-Oct-2020.	Application No:	P/07584/011
Officer:	Alistair de Joux	Ward:	Central and Elliman
Applicant:	Stoke Wharf Development LLP	Application Type:	Major
		13 Week Date:	22-January 2021.
Agent:	Savills, 33 Margaret Street, London, W1G 0JD.		
Location:	Land at Stoke Wharf, Stoke Road & Land to west of 9 to 17 Kendal Close &, Former builders merchants to rear and north of 132-144 Stoke Road &, Bowyer Recreation Ground, Slough.		
Proposal:	Comprehensive redevelopment to provide 312 residential units, 329 sq.m. commercial floor space, canal side recreational facilities and public realm improvements, including enhanced recreational facilities within the retained open space at Bowyer Playing field.		

Recommendation: Delegate to Planning Manager for Approval



Figure 1: Proposed site for development including public space enhancements

1.0 **SUMMARY OF RECOMMENDATION**

1.1 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:

1. The satisfactory resolution of the outstanding Natural England objection.
2. Securing acceptable design amendments as set out in Sections 11- 13 of the report, including
3. Block A1 and relationship with approach to the development from Stoke Road;
4. Block A2 , with particular reference to impacts on neighbours;
5. Microclimate.
6. Review of internal layouts to ascertain whether a more efficient affordable housing layout can be provided.
7. Provision of a storage area / building for use by a canoe club or similar recreational activities and public toilets.
8. Satisfactory resolution of outstanding matters related to surface water drainage and on-site ecology.
9. Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space maintenance costs and to secure on site car-club spaces, membership and EV charging, a travel plan and monitoring, future residents' information pack, highways agreement, affordable housing, viability review and safeguarding bridge landings on both sides of the canal for a future canal footbridge.
10. Finalising conditions; and any other minor changes.
11. 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 31st May 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

1.2 Under the current constitution this application is being brought to Committee for decision for two reasons; it is a major application, and because the Council has an interest in the outcome due its ownership of significant parts of the site.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal seeks to provide new housing including canal side houses and a café or restaurant located within a new public realm space around the head of the Slough Arm of the Grand Union Canal. It is intended that the café use will extend into landscaped areas between the proposed new buildings.
- 2.2 Site area figures provided by the agent for the proposed application show that an area of just under 5000 sq.m. of the Bowyer Recreation Ground would be allocated to development of buildings and their surroundings, with a balance of 13,788 sq.m. to be retained within the Recreation Ground. This would be enhanced as part of the development proposals, and new public realm would be provided within the currently unoccupied previously developed land. This would amount to an additional 2850 sq.m., and an additional 950 sq.m. of public space located on the north side of the canal between Block C, which would be located adjacent to the northern boundary of the site, and existing flats at 9 - 17 Kendal Close.
- 2.3 It is proposed that the development will provide 312 new residential dwellings including a mix of studio, 1 and 2 bedroom apartments, 2 bedroom mews houses and 3 bedroom houses, and 329sq.m. of commercial space. A total of 144 car parking spaces will be provided.
- 2.4 The scheme includes 10 new buildings, which are identified within the application drawings and other documentation as follow Blocks A1 - F4, in accordance with the site layout shown in Figure 3 below.

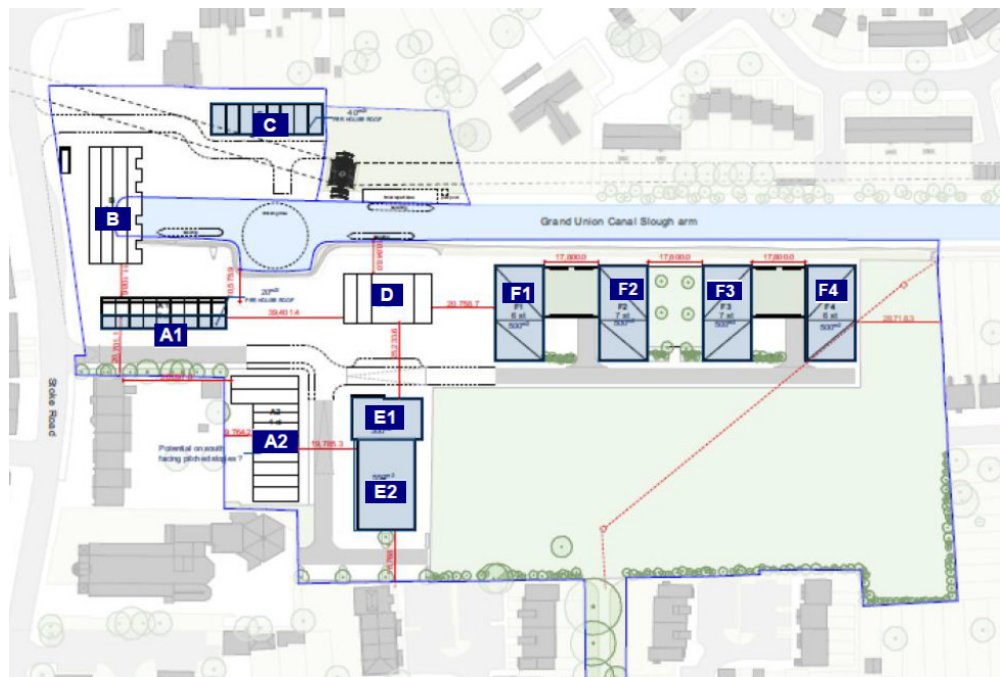


Figure 2: Location of proposed buildings within the site

- 2.5 The scale of the proposed buildings would be lowest at the northern boundary, where Block C would back onto 2 - 12 Shaggy Calf Lane (two storeys with flat

roofs); three storeys at Block B on the Stoke Road frontage, and continuing at three storeys high at Block A1, to the north of the main access road into the site which is aligned parallel to the side boundary at 144 Stoke Road. As submitted, the building scale rises from there to four storeys high at Block A2, rising again to Block E where the higher of two elements of the block, E1 as shown on Figure 2, would be the highest within the development at 8 storeys while E2 would be 5 storeys high. A key new public square and other wharfside space would be located around the canal 'winding hole' and to the north of Block A2. The winding hole is an existing feature intended to facilitate the turnaround of canal boats. To the east of this new open space, Block D as proposed is five storeys high, and this is separated from the 6 and 7 storey at Blocks F1 - F4 by a landscaped link from the Bowyer Recreation Ground to the canal tow path. These four blocks would be arranged as two pairs linked by podiums set at canal towpath level, F1 / F2 and F3 / F4, while the two pairs of Blocks would be separated by another space which would be set at the level of the Bowyer Playing Field. All three spaces would provide residents with private amenity areas.

- 2.6 As discussed in more detail at Section 3 of this report, Blocks F1 - F4 are within the northern part of Bowyer Recreation Ground consistent with the Council's Site Allocation Development Plan Document which was adopted in 2010. In addition to the link from Bowyer Recreation Ground to the canal path between Blocks D and F, which expands and improves on the existing link at the north-western corner of Bowyer, the second existing link at the Recreation Ground's north-eastern corner will also be opened up and improved. The western end of the tow path will expand into the new public realm which will be largely within the former Travis Perkins site, and improved between Block A1 and the end of the canal where Block B will cantilever over the canal to provide eastward views from Stoke Road along the canal. A launching pontoon for canoes will be provided in the "undercroft" space overhung by Block B, and a significant additional area of public realm will be provided on the northern side of the canal. Car parking for Block C will also be provided in this area. An existing high voltage electricity supply pylon and cables will remain *in situ*.
- 2.7 The energy supply to the buildings is currently proposed to be 'all-electric' and not use gas boilers. For charging electric vehicles, 10% of car parking spaces will have active provision, with a further 10% including ducting for future provision.
- 2.8 The scheme includes 8no.mews houses and 9no. town houses, suitable for occupation by families. In terms of accessibility, 5% of the units are intended to be compliant within M4(2) or M4(3) of the Building Regulations.. This would include two 2-bedroom wheelchair units, which would exceed the nationally described space standards.
- 3.0 **Application Site**
- 3.1 The proposed application site is irregular in shape and for the most part level in its topography, although the land rises about 1.5 metres from the Bowyer Recreation Ground to the tow path along the south side of the canal. The B416 (Stoke Road) forms part of the western boundary, and the site also shares boundaries with the following residential properties community and business uses:
- To the west, 132 - 144 Stoke Road (even number range) and St Paul's Church;

- to the south, Troutbeck Close, Greendale Mews and 55 / 55A - 61 St Pauls Avenue;
- to the east, 1 - 19 St Johns Road (odd numbers), and
- to the north, 180 Stoke Road (Newman and Son Funeral Directors) and 2 - 12 Shaggy Calf Lane (evens).

- 3.2 The land comprises most of the land allocated within the Slough Local Development Framework Site Allocations DPD (2010) under site reference SSA17, although a relatively small area within the allocated site, on the northern side of the canal, is excluded from the current proposals.
- 3.3 The site consists of a mix of previously developed land and open space. The previously developed land includes the former Travis Perkins site and land owned by the Canal and River Trust while the open space is largely within the Bowyer Recreation Ground but also includes a smaller area of open land on the north side of the canal. An electricity pylon is located within the northern part of site, adjacent to the canal, and is the only existing built feature which would remain as part of the intended development. The pylon carries high voltage cables overhead across the northern part of the site.
- 3.4 The immediately surrounding area is largely suburban in character, consisting of mainly two-storey dwellings and single storey business premises. Taller buildings adjacent to the site include 9-17 Kendal Close to the north-east which is three storeys high, St Paul's Church to the west which is the equivalent to three to four storeys high, and 11-17 Troutbeck Close which is adjacent to the southern boundary of the site. This is a three storey element of a block of flats comprising 4 -17 Troutbeck Close which abuts the site; the remaining units in this block are two storeys high.
- 3.5 The site is located 275m north of the Slough Town Centre as defined in the 2010 Local Plan. Moving south along Stoke Road from the site, character rapidly becomes more urban around the neighbourhood shopping centre adjacent to the intersections of St Pauls Avenue and Belgrave Road with Stoke Road. Built scale increases to five storeys at Grand Union House, 120-170m to the south-west of the closest part of the application site, and to seven storeys on the south side of Stoke Road's intersection with Mill Street.
- 3.6 The Site is not in a Conservation Area and none of the immediately surrounding buildings are listed. The closest heritage assets are the Grade II listed railway station 470m to the south, locally listed buildings on Stoke Road at Littlewood School, 250m to the south-west, and numbers 19 and 21 Stoke Road, which are some 400m in the same direction.
- 3.7 The site is in Flood Zone1 where there is a low risk of river flooding. There is a low risk of surface water flooding for the northern and western parts of Bowyer Recreation Ground and within this, a medium risk in some localised areas of the park. The closest Air Quality Management Area is AQMA 'Area 4', approximately 600 metres to the south of the site.
- 4.0 **Site History**
- 4.1 The Travis Perkins site and adjacent land was subject to a number of planning applications and permissions up until 1996. More recently two

telecommunications applications were made for Land at Stoke Wharf, in 2005 and 2006, and in the past decade a single planning application for land within the current site relating solely to the Bowyer Recreation Ground. This is noted below, along with two recent requests for screening opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017:

Application No.	Description of development
Bowyer Recreation Ground:	
S/00704/000	Installation of a multi use games court incorporating a modular goal system and enclosed by a 3 metre high "open" metal fence with pedestrian entrance gate.
Current site:	
P/07584/009	EIA screening opinion for development of up to 290 residential units together with associated commercial space (A1/A3), car parking, amenity space and landscaping
P/07584/010	EIA screening opinion for development of up to 320 residential units together with associated commercial space (A1/A3), car parking, amenity space and landscaping.

5.0 **Neighbour Notification**

5.1 In accordance with the The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020, site notices were placed at 14 locations adjacent to the site on 17th November 2020, as follows:

- Kendall Close (1 notice)
- Shaggy Calf Lane (3 notices)
- Stoke Road (2 notices)
- St Pauls Avenue (2 notices)
- Troutbeck Close (2 notices)
- Greendale Close (1 notice)
- St Johns Road (3 notices)

The application was advertised in the Slough Express on 11th December 2020.

Six third party letters have been received in objection to the application, which raise the following issues:

- 5.2
1. Appearance and impact on the character of the local area of the development
 2. Light pollution and obtrusive lighting issues
 3. Highway safety and parking traffic generation & air pollution
 4. Overshadowing, overlooking and loss of privacy
 5. Noise & disturbance
 6. Loss of major amenities for the local residents & in the local area
 7. Layout, density of buildings and users
 8. Contrary to relevant planning policies

9. Lack of relevant local residents consultation
10. Lack of planning communication

Key issues with construction

There are further issues with this project that we will have to endure whilst the project is being built over a period of at least 5 years and these are as follows:

1. Increased traffic and air pollution due to the constant construction vehicles entering into and out of the site on a daily basis for at least 5 years
2. Increased noise from the construction work and the construction vehicles on a daily basis for 5 years which was an unpleasant experience when they were demolishing the site for a few months so having to endure this for 5 years is impossible
3. Unable to use our personal relaxing spaces such as gardens whilst the construction is going on daily for 5 years due to noise and privacy issues
4. Reduction in privacy as we will be sharing our lives and back gardens with the workers on a daily basis for 5 years.
5. Certain construction vehicles actually cause our house to shake when they drive into and out of the site.
6. Traffic diversions causing traffic issues in the area.
7. No communication with the residents throughout the construction phase
8. Mental health issues due to prolonged construction phase
9. Out of hours working
10. Road safety issues with constant construction traffic and pedestrians mixing

Summary

There is a council commitment that is made to residents which is to provide residents with a safe and secure environment; unfortunately if this project goes ahead we will be living in an environment with increased noise, traffic, air pollution and a reduction in privacy and security which all impact our mental health during the construction of this project as well as once it is filled with residents.

This project will make our lives hell and we will be unable to live in our own homes peacefully which I'm sure you would agree is unacceptable.

We have already lost our privacy and security when the council originally demolished the site and when they removed our solid wall and replaced it with a fence where everyone who was in the park could see straight into our gardens and this project will make us any privacy we had left completely disappear.

As you can see the approval of this project would extremely damaging to the local residents who have been living here for over 40 years. I am sure you would agree that you would not want to be living in the same environment as we will all have to if this planning gets approved for this life damaging project.

5.3 An ePetition has also been submitted, which runs from 20/01/2021 to 09/02/2021. At the time of writing, 128 individuals have signed the ePetition. The final number of signatories will be advised in the amendment sheet.

5.4 The content of the ePetition is copied here in full:

We the undersigned petition the council to Refuse the planning application for "Stoke Wharf Development" which has been submitted because it will destroy the local park (Bowyers Recreation Ground), will have a significant impact on the character of the local area & on the daily lives of the local residents who have not been consulted by slough borough council or the applicant as stated in the planning application. This application is for the redevelopment of the land located at Stoke Wharf, Stoke Road, Kendal Close, Former Builders Merchant & Bowyer Recreation Ground & will be removing 50% of the bowyer recreation ground to create a new through road and build 11 new buildings between 3-8 storeys high for 312 new homes bringing 952 new residents & business & canal users & vehicles into the area. Please help save our local park (Bowyers Recreation Ground) & stop this development from being given planning permission as it will have a significant impact on the local area and the daily lives of the local residents

Why support this petition

The significant impacts of the development on the local area and local are:

1. CURRENT DEVELOPMENT DESIGN SHOWS THAT 11 NEW HIGH RISE BUILDINGS WITH 3-8 STOREYS HIGH WILL BE CREATED & WILL IMPACT THE LOCAL AREA AS FOLLOWS:

- * Turning the Local Area from a Residential Area on the outskirts of a town into a High Rise City Centre which will also destroy the Character & Appearance of the Local Area.
- * Maximum Height of Existing Buildings in the Local Area is 3 storeys high which is less than the proposed 3 to 8 storeys in this development which would make the new high rise buildings stick out like an eyesore in the Local Area.
- * More Overlooking of Existing Homes & a Loss of Privacy for Local Residents from the windows on all sides of these new high buildings.
- * Outdoor Lighting for the new development will create light pollution and obtrusive lighting for the Local Area and Residents as it will turn a dark area into a flood lit football pitch and will:
 - * Alter Light Levels in the Local Area
 - * Affect the Use and Enjoyment of the of Bowyer Recreation Ground the night sky or Private Gardens by Local Residents
 - * Be a Source of Annoyance to the Local Residents especially at night
 - * Be Harmful to the Wildlife

2. MORE VEHICLES, BUSINESS USERS, CANAL USERS & NEW RESIDENTS (952) WILL BE IN THE AREA OR USING THE NEW THROUGH ROAD WHICH WILL CUT ACROSS THE SITE AND BOWYERS RECREATION GROUND AND WILL:

- * Generates More Traffic & Increase Air Pollution in an already congested area which is unable to deal with the current levels of traffic especially during peak times, road works or school times.
- * Worsens Parking Issues in the area
- * More Noise and Disturbances for Local Residents from having More Vehicles, and people into the area.
- * Increased Overlooking & Loss of Privacy for Local Residents because there will be More Vehicles & People in the Local Area and using the New Through Road.
- * Major Safety issue is created for in the Local Park because when the

New Through Road is built it's going to run in the middle of the Local Park which will make it dangerous for the children.

3. LOSS OF MAJOR LOCAL AMENITIES FOR LOCAL RESIDENTS INCLUDING:

- * Removal of Bowyers Recreation Ground
- * Loss of the Local park would be detrimental to the Local Residents who use it to exercise and socialise especially during COVID.
- * No adequate replacement has been provided for Local Residents which means that the nearest park for these Residents would be Salt Hill Park which is 1.1km away and would now be a car ride away.
- * Parkland is being replaced by 2 new High Rise Buildings and a New Through Road will Harm Wildlife and Create Drainage issues
- * More People are expected to use a Smaller Park Space as this park would need to be used by the Existing Residents and the New Residents (952) & Business Users.

* Loss of Other Local Services or Amenities

- * Local Businesses which were being used by the Local Residents have closed down
- * Current Service Levels of all Utilities for existing Local Residents will be disrupted because the existing utility infrastructure will need to provide these services to the More People & Businesses.
- * Significant impact on Local Services for Local Residents such as schools as they will also need to accommodate the New Residents(952)
- * Local Residents are unable to use their existing quiet private spaces due to More Vehicles and People in the Local Area.

4. NO RELEVANT PUBLIC CONSULTATION WITH LOCAL RESIDENTS IN THE LOCAL AREA

- * Local Residents who will be impacted by this development on a daily basis have not been consulted with at any stage of the process.

5. NO NEED FOR HOUSING CLAIMS BY SLOUGH BOROUGH COUNCIL:

- * Not relevant as there are many other approved projects in more sustainable locations.

6.0 **Consultations**

6.1 **Natural England**

OBJECTION - FURTHER INFORMATION REQUIRED TO
DETERMINE IMPACTS ON DESIGNATED SITES -
DEVELOPMENT WITHIN 5.6 KILOMETRES OF
BURNHAM BEECHES SPECIAL AREA OF
CONSERVATION (SAC)

WITHIN 5.6 KILOMETRES

Between 500 metres to 5.6km from Burnham Beeches SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity. This should be in line with emerging Burnham Beeches Avoidance and Mitigation Strategy Supplementary Planning Document (SPD), 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.

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. Please re-consult Natural England once this information has been obtained.

6.2 **Thames Water**

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

6.3 **Lead Local Flood Authority**

Initial comments, dated 4th December 2020:

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

- *Drainage Strategy. Rev A (1st Issue) Prepared by: Evolve 12th October 2020*
- *Proposed Drainage General Arrangement, Drawing No. 3413-EV-ZZ-ZZ-DR-C-9000 Rev.A by Evolve September 2020*
- *Flood Risk Assessment Rev A (1st Issue)- Prepared by: Evolve October 2020*
- *Site Survey Drawing No.3413_PL(90)003_P0 Prepared by Stock Wool Oct 2020*
- *Public Sewer Diversion General Arrangement And Longsection Drawing No. 3413-EV-ZZ-ZZ-DR-C-9050 Rev A, by Evolve September 2020*
- *Controlled Waters Detailed Quantitative Risk Assessment, Report No.J19-028-R02 Prepared by Ground Condition Consultants September 2019*
- *Ground Condition Assessment Report No.J19-028-R01-July 2019*
- *Remediation Strategy Prepared by Ground Condition Consultants, Report No. J20-052-R01 Version 2.0 -October 2020*

The drainage proposals are high level at this stage. We would expect a full drainage scheme to have been developed including pipe runs, sizes, inverts and gradients. Drawings should include site proposals with plans of foul water drainage, plans of surface water drainage and details of any SuDS features within the scheme. The drawings provided are schematic and provide insufficient level of detail, which do not allow this application to be considered fully.

The roof areas proposed to discharge to the canal are not acceptable. We would envisage the flows are restricted to greenfield runoff rates. A large proportion of the site relies on infiltration. This needs to be proven via the BRE365 method Also the appropriate safety factor must be used for sizing of soakaways. In order for us to provide a substantive response, the following information is required:

Surface Water Drainage

- Background information on the proposed design. Including proposal; proposed site levels, plans of surface water drainage and any SuDS featured in the scheme. Please provide further information including catchment areas, cover levels, pipe invert levels & gradients.
- Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- Evidence of and information on the existing drainage network for previously developed (brownfield) sites]
- Evidence that the proposed drainage will follow the same pattern as the existing. This avoids directing flow to other locations.
- Evidence that the proposed diversion of Thames Water's 900 diameter sewer between manhole 1601 and 0601 is acceptable to enable the position of block F.
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753 using the Simple Index Approach as outlined in Box 26.2 (or an approved method from the Ciria SuDS Manual C753).
- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the site; within different geologies and to a similar depth to the proposed infiltration devices. The current proposed strategy consists of three soakaways, permeable paving and an infiltration basin. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930: 2015 o Please provide (in accordance with BRE 365) : a) max. groundwater level during wet season
- b) chemical contamination risks where infiltration is proposed.
- Suitability of strata for soakaway discharges, including permeability. Please remember a minimum 1m will be required between the maximum annual groundwater level and the proposed infiltration level.
- Current soakaway design models show a factor of safety of 2. Please see Ciria guidance C697 table 4.8 for appropriate safety factors.

If not using infiltration for drainage - Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH.

Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that the proposed run off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year event plus climate change.

If not using infiltration for drainage - Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonably practical, runoff volume

- should not exceed the greenfield runoff volume for the same event. This must be shown for a 1 in 100 year, 6 hour rainfall event.
- Please demonstrate with a drawing to scale that you have sufficient space to accommodate the attenuation volume required.

If not using infiltration for drainage - please provide confirmation from Thames Water that they will accept the proposed surface water runoff flows for the site.

- The suitability of discharging to the canal will need to be agreed with the Canal and River Trust. The flows rates and velocities will need to be approved. A unrestricted discharge is not acceptable. The rate of discharge must be equivalent to that of the greenfield rate. Please provide evidence that this has been achieved.
- Please provide a drawing showing proposed overall level strategy for the site and how this interacts with the proposed drainage strategy.
- Maintenance regimes Please provide evidence that those responsible/adopting bodies are in discussion with the developer.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event. Please provide output from a hydraulic model demonstrating what the attenuation volume required is sufficient when the outflow of the site is restricted to greenfield runoff.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence that Urban Creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

Foul Water Drainage

- The submitted correspondence from Thames water is from May 2019 and in relation to fewer proposed units. To support the current proposals please provide evidence that Thames Water will accept the additional flows.
- Please provide foul drainage design proposals and confirmation from the statutory water authority that there is sufficient capacity at the proposed connection location to cater for the proposed development foul flows.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Follow-up comments, dated 15th January 2021:

As discussed the western side of the site provides some detail demonstrating that the surface water is able to discharge via infiltration and includes suds features.

Areas of potential concern : Soakaway sizing: has the correct safety factor been applied. Also there are various contamination issues across parts of the site the soakaways are expected to be placed in areas not susceptible to disturbing contaminants or mitigation measure in place to demonstrate that any adverse effect has been negated. The soakage tests that have been carried out are fine to show that infiltration is likely but the tests must be carried out to BRE365 and can be part of the condition to be carried out at a later stage.

The eastern part of the site is shown to be discharging to the Canal unrestricted and with no use of Suds. This is unacceptable. The catchment area should utilise suds and attenuate to greenfield rate or 5l/s max. The Canal authority also must accept the developers proposal to discharge surface water. They may apply their own conditions as part of their response.

If it is acceptable to discharge to the canal we would like to see details of how this will be achieved with sufficient details showing levels, sizes, and flow rates etc.

6.4 Thames Valley Police Crime Prevention Design Advisor comments

Thank you for consulting me on the planning application above. I have liaised with Police colleagues, analysed crime data, reviewed the submitted documents and visited the site.

I do not wish to object to the proposals however I do have concerns relating to the security of communal entrances; residential access control; public realm and lighting/CCTV

If not addressed it is felt that the development does not meet the requirements of the following policies;

- The National Planning Policy Framework paragraph 91b, states that Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion
- The National Planning Policy Framework paragraph 127 f states that; 'Planning policies and decisions should ensure that developments... create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'

With the above in mind, I offer the following advice in the hope that it will assist the authority and applicants in creating a safer and more sustainable development, should approval be granted:

Comments.

Secure residential lobbies for all residential blocks:

I cannot identify the inclusion of a secure lobby within any of the residential blocks. In order to prevent unauthorised access and to protect the privacy of residents I ask that the core residential lobby include a secondary security doors set physically separating the outer postal service lobby from private

residential lift and stairwell. These in turn must be controlled by an electronic remote release system. This arrangement promotes ownership enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.

- I ask that the design be amended to create and include a secure airlock lobby system (see additional red line below) separating the postal lobby from the private residential core access. Amended plans should be submitted and approved prior to planning application being approved



Car Parking Blocks F.

I cannot identify appropriate security or access control for the undercroft car parks of Blocks F. Undercroft car parks that aren't secure, are extremely vulnerable to criminal activities. They can attract anti-social behaviour, criminality and ASB associated whilst providing a place for the homeless to sleep or shelter. The crime, anti-social behaviour and the fear of such crimes can result in the occupants abandoning the parking facilities. Poor access control, surveillance and management practices can facilitate criminal activity in specific sites. I strongly recommend that access to the undercroft car park be secured via electronic gates or shutters (LPS1175 SR2 or equivalent). These measures must incorporate an electronic access controlled system that allows the driver to operate the system without leaving the vehicle.

- I ask that the design be amended to create and include a secure undercroft parking system. Amended plans should be submitted and approved prior to planning application being approved

Lighting

lighting can have a dramatic effect in reducing crime, the fear of crime and anti-social behaviour. The submitted documents indicate a variety of lighting solutions, including bollard lighting for the park. Bollard lighting can be problematic, in that they can be easily damaged, and although illuminate the path, fail to provide facial recognition of individuals approaching a pedestrian, increasing the fear of crime.

I therefore ask that bollard lights are replaced with column lighting . From the lighting documentation provided I'm unable to identify external lighting for residential doors, the undercroft of Block B and the undercroft parking's areas of F1 to F4 –this is a concern which I believe could be addressed by the following Planning condition.

A condition to ensure that all areas of public realm, all car parking areas and residential entrances are lit to appropriate standard is requested.

CCTV

I could not identify plans relating to a public realm CCTV systems. It is strongly recommended that "formal surveillance (CCTV) be incorporated into the

proposed development specifically in relation to The Wharf and Canal Towpath, I advised “early engagement with Slough BC so that tie-in with the town centre system could be assured where necessary”. A condition is requested to provide for a CCTV operational requirements study to be submitted and approved.

Physical Security and access Control:

Given scale of this development, if robust access control is not ‘designed in’ to this development I would have significant concerns that the development would be excessively permeable providing a legitimate excuse for individuals to be in private areas where they should not be, creating opportunity for crime, ASB and raising the fear of crime. To ensure that the opportunity to create a safe and accessible places that deter crime and disorder and the fear of crime is not missed. I respectfully request that the following (or a similarly worded) condition be placed upon any approval for this application.

Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents. Creating ‘Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion’.

A condition to require Secured by Design certification is requested.

The comments above are made on behalf of Thames Valley Police and relate to crime prevention design only. You may receive additional comments from TVP on other Policing issues regarding infrastructure etc. I hope that you find the above of assistance in determining the application and if you or the applicants have any queries relating to crime prevention design in the meantime, please do not hesitate to contact me.

6.5 Canal and River Trust

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process. In the interests of transparency, you will be aware that the Canal & River Trust is a partner in the joint venture developer that has submitted this planning application. Nevertheless, there are matters that the Trust wishes to raise as a statutory consultee on the planning application.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) The impact on canal infrastructure
- b) The impact on canal biodiversity
- c) The impact on use of the canal
- d) The impact on the character and appearance of the canal corridor

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure)

(England) Order 2015 (as amended)) is to advise that suitably worded conditions and a legal agreement are necessary to address these matters. Our advice and comments follow:

Impact of development on canal infrastructure

The development runs along the south-western edge of a canal embankment adjacent to Bower Playing Fields. This embankment impounds water within the canal pound (the length between two locks), which in this location is approximately 40km long, encompassing the whole of the Slough Arm and a significant length of the Grand Union Canal. The Trust requires the ability to inspect the toe of the embankment post development to ensure that it remains structurally sound. This limits the landscaping that can be undertaken on the canal embankment in front of the F Blocks.

The Trust has discussed with the applicant's team how this need can be balanced with the desire to mitigate the loss of existing vegetation along the canal corridor to facilitate development. We consider that a hedge (including trees) should be planted at the back of the towpath, with an approx. 40cm grass verge also left between the towpath and the hedge for the hedge to develop. The toe of the embankment (i.e. the section nearest to the F blocks) will need to be clear and accessible for the Trust's engineers to inspect.

We suggest that this matter can be addressed by a detailed landscaping condition and have suggested wording of such a condition below. This would require a detailed landscaping plan and a planting specification.

We would suggest that the hedgerow mix should include Hawthorne, Blackthorn, Cherry, Apple, Hazel and Field Maple, as appropriate. The following trees would be acceptable: Oak, Birch, Rowan, Hazel, Lime. However, Alder, Poplar (any) and Willow should not be planted along the canal frontage due to the risk that they will undermine canal infrastructure.

Method statements for demolition and construction works will be required by the Trust's engineers to ensure that canal infrastructure, including but not limited to the canal embankment, will not be affected by the proposed development. Construction methods should take account of the need to maintain the integrity of the waterway and associated assets (the towpath, a borehole and 3rd party services in the towpath, for example) and access rights. Canal infrastructure can be sensitive to a range of construction processes including vibration from piling. The method(s) of tree and hedgerow removal along the embankment, if approved, should also be discussed with and agreed by the Trust to prevent damage to the structure of the embankment. I am aware that the Trust's Infrastructure Services team is in discussion with the developer about the engineering and maintenance implications of building Block B over the end of the canal. The Trust is content to secure the necessary information and undertakings through its involvement as a development partner and require compliance with the Trust's Code of Practice. However, if the Council considers that this matter should additionally be secured as a planning condition then we would be happy to provide further advice.

Impact on canal biodiversity

The submitted Ecological Report does not consider the impact of the development on the biodiversity value of the Slough Arm Canal in detail. We would suggest that the development may be likely to have the following impacts:

- Reedbeds beneath Block B will be lost as they will be unable to survive in the conditions that will result from the oversailing development.
- The development of hard canal banks within the 'wharf' area (as

proposed in section 4.1 of the Landscape Design Statement) would involve the loss of marginal vegetation and habitat.

- Artificial lighting within the development, especially in close proximity to the canal edge, may adversely impact on biodiversity of the waterway corridor.

We suggest that the loss of reedbeds beneath building block B should be compensated by the installation of floating habitats immediately adjacent to block B on the towpath side (south) and offside (north), in accordance with paragraph 170 of the NPPF. The Ecological Report does not identify the area of vegetation that will be lost beneath Block B and in the absence of a more detailed assessment the Trust would suggest that approximately 32 sq m of floating habitat would be appropriate mitigation (2no. 2m x 8m areas). We would estimate a cost of approximately £10,000 for the initial installation. The Trust would also expect maintenance costs to be met by the developer, either through a direct obligation or through a commuted sum. An agreement would be required with the Trust for use of the waterspace.

The Trust supports the aspiration to make it easier for boaters to moor within areas of 'the wharf' identified in the Landscape Design Statement. However, the development of hard canal banks around the wharf would appear to necessitate the removal of marginal vegetation and have an adverse impact on canal biodiversity. There are methods that could be employed to ensure that boats can moor alongside the towpath in this area without the need for a hard landscaped edge and these could be considered for all or part of 'the wharf'. The Trust will continue to discuss this matter with the developer. We suggest that the appropriate solution can be identified post-determination if a condition is imposed that requires, firstly, the preparation of a canal edge plan and, secondly, for development to be undertaken in accordance with it, once approved.

Artificial lighting can adversely impact species that benefit from waterway corridors, particularly bats that use canals as foraging routes. This is recognised in the Ecological Report. We would suggest that the developer has regard to the Bat Conservation Trust and Institution for Lighting Professionals' guidance on artificial lighting. We consider that the matter is capable of being addressed through a suitably worded planning condition.

Impact on use of the canal

As noted above, the Trust supports the aspiration to make it easier for boaters to moor within areas of 'the wharf'. This, and improved boater facilities provided within the development, should help to encourage boaters to use the Slough Arm to visit the town. We note that section 6 of the Landscape Design Statement shows the canal infrastructure that the developer intends to provide. The Trust remains in discussion with the development team about the appropriate boater facilities for the site and changes to the plan in section 6 may be required. We suggest that this matter can be resolved post-determination if a condition is imposed that requires, firstly, the preparation of a canal infrastructure plan and, secondly, for development to be undertaken in accordance with it, once approved. We suggest that this issue and the canal edge treatment issue, identified above, are combined into one condition.

Impact on the character and appearance of the canal corridor

F Blocks

The development to the north of Bower Playing Fields will change the character of the canal in this section, including through the removal of canalside vegetation. We note proposals to provide compensatory planting on the canalside and within the podium gardens and, as identified above, we will want to see details of this planting.

We will want to see the boundary treatment details for the canalside amenity spaces between the F blocks, including its height and appearance.

We will want to see more details of the treatment of the lower ground floor walls of block F, in particular the choice of materials, details of any car park ventilation solutions (we suggest that perforated brickwork should be considered alongside or instead of grills) and details of anti-graffiti treatments.

We suggest that these matters can be dealt with through planning conditions.

Block B

Ensuring that block B and the space around it provides a gateway to the Slough Arm Canal is considered critical to the success of the scheme. Care must be taken to avoid cluttering this space and views through. The slender columns supporting the building may require protection against accidental vehicle impact, and we will want to see details of any barriers/bollards, which would require thoughtful design. Vehicle parking in this space should not be permitted.

Landscaping

We suggest that there should be a greater distinction between the towpath and the wider public realm on the south side of the canal to ensure that it is apparent that the towpath is part of a linear route that extends beyond the site. In the plans set out in the Landscape Design Strategy, the proposed definition of the towpath to the immediate north of Block D is somewhat unclear, with a dominant north-south grain in the surface treatment/hard landscaping. Where the route wraps around the winding hole to connect with Stoke Road, the interpretation of the route in the surface treatment could perhaps be subtly different from that required for the towpath to the east of the winding hole, acknowledging the open character of the historic wharf. In addition, the eastern limit of the wharf, where this change occurs, could also be usefully delineated in the surface treatment. We are keen to continue to discuss the details of surface treatments with the development team and suggest that the appropriate solution could be identified through a landscaping condition.

Drainage

The Trust considers that, subject to our agreement, there may be scope for surface water from the development to be discharged to the canal. The technical details of this should be discussed with John Pryer (John.Pryer@canalrivertrust.org.uk) and the developer should discuss commercial arrangements should be discussed with Chris Lee (Chris.Lee@canalrivertrust.org.uk). If imposed, we ask to be consulted on any applications to discharge conditions relevant to surface water drainage.

Heating and Cooling

The developer may wish to consider the possibility of using the Slough Arm Canal as a potential energy source for heating and cooling systems within the development (utilising technology similar to ground source heat pumps). This matter can be discussed further with Maurice Bottomley at the Trust (Maurice.Bottomley@canalrivertrust.org.uk).

The Trust as Landowner

The Trust is one of the landowners of the development site and a development agreement is in place for land within our ownership.

However, additional agreements will be required to deliver elements of the scheme, not least from the Trust acting as the Waterways Infrastructure Trust, where their ownership including airspace is encroached upon by the scheme. This includes the overhanging of block B. I am aware that contact has been made with my colleague Bernadette McNicholas (Bernadette.McNicholas@canalrivertrust.org.uk) about this. In addition to terms being agreed with the Trust, DEFRA consent will then be required and potentially Charities Commission consent also.

The Trust will want to discuss whether there are opportunities for our maintenance vehicles to gain access to the side of the canal. The Trust will also want to ensure that maintenance responsibilities, including for new towpath surfaces and boater facilities, are clear.

Obligations, Conditions and Informatives

As set out above, the Trust considers that, should planning permission be granted, there should be a planning obligation imposed to cover the direct provision of compensatory floating habitat and maintenance and/or a financial payment to cover the same. Conditions and informatives are requested in the event that planning permission is granted.

6.6 **Environment Agency**

Not received at the time of writing. (Any comments received will be included in the amendment sheet.)

6.7 **Berkshire Archaeology**

There are potential archaeological implications associated with this proposed scheme.

The application was submitted alongside an archaeological desk-based assessment that found groundworks associated with development at this site may impact on below-ground archaeological remains. The assessment also found that there is a high potential for encountering remains of post-medieval/modern date within the site, and a low to negligible potential for all other periods.

Whilst this correctly summarises from the information available on the Berkshire Archaeology Historic Environment Record, it cannot, unfortunately, account for recent discoveries at the Stoke Poges Lane, Horlicks factory site, which are yet to be published. At Stoke Poges Lane significant medieval and prehistoric archaeological material has been uncovered, less than 500m from the proposed development. Due to the proximity of this significant site, and the similarities between both sites, Berkshire Archaeology believes that the

potential for significant archaeological material of earlier date is likely to be medium to high.

The assessment submitted alongside the application requires a scheme of archaeological works to mitigate the impact of development. Berkshire Archaeology believes that this is a suitable way forward, and that this can be secured by condition on the grant of any permission.

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

6.8 **SBC Planning Policy**

The site, excluding the park, was promoted for comprehensive redevelopment in order to create an attractive focal point around the canal basin as Proposal Site 26 in the Local Plan for Slough 1992.

It was included in the Site Allocations Plan as SSA17 in order to ensure that the site is developed in a comprehensive way which maximises the attractiveness of the canal and the basin and to establish the principle of allowing residential development within the public open space.

The Site Allocations document states:

It is proposed that only a limited amount of the Bowyer Playing field will be developed adjacent to the canal in a manner which still preserves views to and from the open space. It is considered that the loss of some open space is acceptable as an exception, on the basis that some new public areas will be created around the canal basin with hard and soft landscaping. There will be compensatory improvements to the quality of facilities provided in the Bowyer Planning field including the provision of a new / relocated multi use games area.

It also states:

Any development within Bowyer Playing Fields needs to minimise the footprint and be elevated in order to create a presence and to provide views over the canal. As a result it will not be possible to provide family housing in this location.

An Indicative Master Plan produced by Tate Hindle architects were included in the Site Allocations document showing how 4 blocks could be built in the park.

For the site in general the Site Allocations states:

There is a need to create an attractive location with high quality urban realm

and its own distinct architectural identity. It is also important to maintain an open view of the canal from Stoke Road. As a result residential development is likely to be at a comparatively high density and not particularly suited to providing very much family housing. In this respect the Site Allocation can therefore be treated as an exception to Core Policy 4. Provision will, however, have to be made for affordable housing in accordance with Core Policy 4.

The Site Allocation was agreed by the Inspector, who held the Inquiry, with out any modifications. As a result it provides the statutory planning policy context for the consideration of this application.

I think that the relevant statutory process has also taken place which has transferred the relevant land in Bowyer Playing Fields out of public open space.

The site was included as Option D1 – Canal Basin in the Local Plan Issues and Options Document (2017) This repeated the planning requirements from the Site Allocations Document. It had a notional capacity of 250 dwellings with the recognition that this could be increased if the pylon was removed.

The site is identified as an Area of Change and an opportunity area in the Centre of Slough Interim Planning Framework (2019).

Although it is not a formal planning document, the Centre of Slough Regeneration Framework (2020) identifies Stoke Wharf as one of 20 development sites and sets out the following development principles;

Development Principles:

- Residential blocks establishing a new residential quarter alongside the canal and set within a high quality public realm, including a hard paved space around the winding hole (the turning head for vessels towards the end of the canal);
- Potential for a canalside café in this location where it is also visible from Stoke Road;
- New homes to overlook and provide a frontage to the canal towpath and also to Bower playing fields and create a permeable interface between the two areas;
- Development to also provide frontage to Stoke Road and a more positive 'gateway' to the canal; and
- Residential blocks towards the western edge of the site to be of a modest scale relating to their context (two to four storey) with taller residential blocks (up to seven storeys) to the east of the site adjacent to the canal.
- Mix of housing types including a small number of town houses.

Based upon this and the scheme produced for the site, the Regen Framework suggest that the capacity could be 320 dwellings.

6.9

Ecology Specialist

Ecological Assessment

Undertaken with reference to current guidance, but appears to lack a detailed impact assessment stating whether or not the impacts are significant. A few minor corrections and suggestions were also made. We recommend Slough

BC take the following actions:

- Request that the Ecological Report be amended to include a clear impact assessment in accordance with CIEEM guidelines (CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine version 1.1. Chartered Institute of Ecology and Environmental Management, Winchester); and,
- The recommendations are conditioned when planning permission is granted.

Habitats Regulations Assessment

The HRA produced is slightly confused; however, it does arrive at a reasonable assessment outcome. We agree that given the number and type of dwellings, the development would not have a Likely Significant Effect alone but could in combination due to it contributing to an increase in population within 5.6 km of Burnham Beeches SAC. It is not known whether Natural England have seen the HRA and whether or not they agree with its conclusions. Given the content of their letter recommends mitigation is in line with the emerging Burnham Beeches Avoidance and Mitigation Strategy SPD, the Screening is already at odds with NE's recommendation by suggesting that this approach is not applicable to proposals in Slough. The HRA Screening as it stands does not suggest any potential alternatives to a mitigation strategy that includes a financial contribution towards management of the SAC. Further discussion is required between the applicant, Slough BC and NE, as suggested by the HRA, to agree a way forward and allow an AA to be completed.

We recommend Slough BC take the following actions:

- Slough BC as the Competent Authority should use the HRA to inform their own assessment;
- As recommended, further discussion is required with NE to agree a mitigation package appropriate to the Stoke Wharf site.

6.10 **SBC Highways and Transport**

6.10.1 **Highways and Transport Officer comments**

Vehicular Access

Two vehicular accesses for the site are proposed. A northern access which utilises the existing dropped crossover will serve 8 houses and has been designed to operate as a shared surface environment. The southern access will serve the rest of the proposed development.

Drawing No. 16116-04-Rev A displays visibility splays of 2.4m x 43m in each direction from the southern site access within land defined as public highway or which falls within the applicant's ownership.

SBC Highways and Transport require the right hand visibility splay to be reconsidered given it crosses the proposed bus stop immediately north of the site access. This would result in buses obstructing visibility of vehicles travelling southbound on Stoke Road whilst buses wait for passengers. The bus stop should be widened or access reoriented to prevent buses blocking visibility of vehicles egressing the site.

Drawing No. 16116-05-Rev A displays visibility splays at the northern access of 2.4m x 43m to the left which accords with the Manual for Streets Visibility Standard for a 30mph Road and 2.4m x 27m to the right to the junction of

Stoke Road / Shaggy Calf Lane / Elliman Avenue.

A Stage 1 Road Safety Audit (RSA) has been completed by an independent safety auditor (Gateway TSP) for the access arrangements. The RSA identified one potential safety issue with the potential for vehicles egressing the site turning right to travel northbound blocking vehicles travelling southbound along Stoke Road. The TA and Designers response prepared to address this issue which indicates 'Keep Clear' markings would be included at detailed design stage.

SBC require the cost of the Keep Clear markings to be secured within the S106 agreement for the site.

Emergency Access

An emergency access to the site is provided from the east via the existing maintenance access to Bowyer Playing Fields from St John's Road. The section of grass between this point and the road fronting the buildings in Block F will be constructed as grasscrete to allow emergency access as shown on Drawing No. 160116-TK04-Rev-A.

SBC require the applicant to provide details of how the emergency access will be controlled and how the emergency services would obtain access from St John's Road in the event of an emergency.

Access by Sustainable Travel Modes

The following measures are proposed to support access by sustainable travel modes:

- Infrastructure for a car club hub will be incorporated into the site layout, comprising 2 parking bays with provision for electric vehicle charging.
- A 12-dock cycle hire hub will be provided to serve existing and future residents (As shown on Drawing No. 16116-02-Rev-A dated 23.10.2020)
- A new 6-8 berth bus shelter will be provided to form a bus interchange (As shown on Drawing No. 16116-02-Rev-A dated 23.10.2020)

SBC welcome the provision of a car club, cycle hire hub and new bus shelter which will support sustainable journeys amongst residents of the site and those living nearby.

The trip generation calculation presented in Table 5.13 demonstrates that there is a notable increase in pedestrian movements of 1 additional movement on foot every 4 to 5 minutes.

SBC Highways and Transport require the applicant to consider locations within the site masterplan for the canal bridge scheme which SBC are promoting and have secured funding for.

Travel Plan

The Travel Plan confirms that a Travel Plan Coordinator (TPC) will be appointed and funded by the developer (and/or their successor in title) to oversee the management, development, implementation, monitoring and review of the Travel Plan. The Travel Plan states that the TPC will produce a Travel Information Pack for the site's residents supplying travel information.

It is recommended that a final Travel Plan will be secured via appropriate

planning condition or legal agreement.

SBC require the completion of SAM compliant travel surveys at 75% occupation, year 3 of occupation and year 5 of occupation. The TP only offers travel surveys at 75% and year 5, which would result in travel patterns becoming ingrained between years 1 and 5 of occupation without intervention.

SBC Highways and Transport require the Travel Plan to set more ambitious 5-year targets for Modal Shift, with a minimum target of 35% for Single Occupancy Vehicle travel and target of 65% travelling by active/sustainable travel modes. The targeted 2% change from 40% to 38% and 60% to 62% appears unambitious given location of the site, sustainable travel measures proposed and the recent trend towards home working.

Collision Record

The TA includes a review of collision data for the surrounding highway network for the most recently available 5-year period ending February 2020. The collision data was provided by Slough Borough Council.

The data provided by Slough identified a total of 18 incidents within the study area during the defined period. Twelve of these incidents were classified as slight and six were classified as serious.

Five accidents were recorded at the Elliman Avenue / Shaggy Calf Lane / Stoke Road junction, two of which were classified as serious in nature.

Five accidents were recorded at the Stoke Road / St Paul's Avenue approximately 150m south of the site, including two which involved drivers disobeying red lights. One of these 5 accidents was classified as serious.

The TA highlights that the Council's Transport Vision and LCWIP include a number of enhancements for Stoke Road and the junctions to improve the environment for pedestrians and it is considered that measures are already programmed which will contribute to addressing the existing safety conditions nearby.

Layout

The internal layout includes raised tables to create a low speed layout. The surface treatment in the central core is designed to prioritise the needs of pedestrians and cyclists. The TA states that the access road leading off the core route to Block F will narrow to 4.8m in width.

SBC require the submission of a site layout plan which displays the proposed carriageway widths.

Swept path analysis has been completed to assess whether a large car can ingress and egress the end parking spaces within the development site. The swept path analysis is shown on Drawing No. 160116-TK05-Rev A. The tracking appears to show that dry steering is required to ingress/egress these end spaces.

SBC require the amendment of the layout to ensure vehicles will not need to dry steer to ingress/egress parking spaces.

Car Parking

The proposed development provides car parking at a ratio of 0.5 spaces per

dwelling across the site, with only Blue Badge / Electric Vehicle charging for commercial units.

A total of 144 parking spaces are proposed to serve the development, comprising:

- 86 parking spaces in Blocks F1 – F4 (154 apartments);
- 12 parking spaces (including 1x accessible space) for Block C (8 houses);
- 38 spaces (including 7x accessible spaces) around Blocks A2 and E (101 dwellings)
- 5 spaces on the access road (including 2x car club spaces)
- 3 spaces in the loading bay close to Block D (24 apartments).

30 motorcycle spaces are provided, equating to 10% of the total number of apartments. 12 motorcycle spaces are provided for Block F, 12 motorcycle spaces for Blocks A2 and E and 6 spaces provided at Blocks B and C.

SBC require the applicant to confirm whether parking controls will be applied to the internal access/spine road to prevent on-street parking between Block D and Block F4. This internal road is approximately 180m in length and may attract on-street parking associated with dwellings within the development or existing dwellings on Stoke Road without the implementation of parking controls.

It is recommended that a Car Parking Management Plan is secured by a condition. The Car Parking Management Plan should include the following details:

- Number of allocated/unallocated parking spaces.
- Allocation and maintenance of EV Charging Points.
- Details of any enforcement measures for allocated spaces and site access road; and
- Car Club Management and details of Car Club operator.

Cycle Parking

It is proposed that cycle parking will be provided on the basis of 1 space per unit for the residential development and in accordance with SBC Highways and Transport Guidance.

For apartments, secure cycle stores will be provided within each block and these stores accommodate 'double racks', with circa 5% provision as Sheffield standards for non-standard cycles. In addition, provision is made for visitor cycle parking in the form of Sheffield Stands located close to each block entrance. At the proposed houses, cycle parking will be accommodated in stores located in rear gardens. For the commercial use, cycle stands are provided close to the building entrances and 4 cycle stands are also proposed around the public square.

SBC Highways and Transport require confirmation of how many of the cycle parking spaces are provided as overhead spaces within the proposed 'double rack' systems.

EV Parking

It is proposed that 10% of car parking spaces will have active charging provision, with additional passive provision. It is understood that the EV Charging Points has been agreed in consultation with Slough's Environmental Quality Team who manage the provision of EV Charging Points in Slough.

Trip Generation

Trip rates were calculated for the assessment by the applicant using TRICS and were agreed for use within the assessment and VISSIM modelling with the Local Highways Authority. On the basis of these trip rates it was calculated that the proposed development will generate 71 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and 81 two-way trips during the PM Peak Hour, with 717 daily vehicle trips.

Traffic Impact

It was agreed at pre-application stage that VISSIM modelling would be undertaken to assess the impact of the proposals on the Council's Transport Vision and to take into account recently implemented changes to the Stoke Road / Shaggy Calf Lane / Elliman Avenue Junction. Additionally, it was agreed that stand alone traffic modeling would be completed of the main site access and the signalized junction of Stoke Road / Elliman Avenue / Shaggy Calf Lane.

The VISSIM modeling results forecast that there will be minimal change in car trips between the DS and DM2 scenarios in the AM, Interpeak and PM Peak periods. For the model as a whole, all four time periods mentioned do not experience an increase of more than 0.25%. An increase of 42 two-way vehicle trips is forecast in the AM Peak Hour and an increase of 25 two-way vehicle trips is forecast in the PM Peak Hour. The change in demand for public transport is forecast to be 2% in all time periods.

A separate assessment was undertaken by the applicant based on predicted 2017 traffic flows from the Slough traffic model and the use of growth factors (obtained from TEMPro) to forecast traffic flows in 2026. It was agreed that traffic from Committed Developments would be included as per the Transport Assessment for the Horlicks development. Traffic was included from the Aspire 2 development site, 172-184 Bath Road site, 26-40 Stoke Road Site, Slough Central Library site and 426-430 Bath Road.

Distribution of the development traffic was undertaken using Journey to Work data collected in the 2011 Census for the Mid-layer Super Output Area (MSOA) Slough 007.

In the Morning Peak Hour the LINSIG assessment shows that the junction would be operating above capacity during the 2026 Do Minimum Scenario based on traffic flows from SBC which show Practical Reserve Capacity (PRC) of -4.2%. Based on the Horlicks TA, the junction would operate with a PRC of -.8.3% in the 2026 + Development assessment for that development.

The predicted effect of adding the proposed development trips to the SBC 2026 Baseline is an increased PRC of 3.1% and a reduced total delay of around 30.73 PCUs per hour.

During the Morning Peak Hour, the LINSIG assessments completed by SBC and Motion both forecast reduced saturation and delay at the junction of Stoke Road / Shaggy Calf Lane / Elliman Avenue after the addition of the Stoke Wharf development.

During the Evening Peak Hour, the LINSIG assessments forecast that the Stoke Road / Shaggy Calf Lane / Elliman Avenue junction operates within capacity using traffic flows provided by SBC and the Motion TA during the 2026

Do Minimum Scenario without development. In the 2026 + Stoke Wharf scenario, capacity is forecast to improve with PRC reducing by 0.2% and 0.1% in the SBC and Motion LINSIG assessments.

The applicant has completed a PICADY assessment which demonstrates that the site access will operate within capacity. However the measurements of minor arm and major arm geometry appear incorrect.

SBC require the recompletion of the PICADY assessment using correct geometries. The PICADY appears to rely on overestimated geometries and states a carriageway width of 8.80m, visibility to the left of 97m and visibility to the right of 208m and forward visibility for right turners of 162m, which all appear overestimated. SBC also require the submission of the measurements completed in AutoCAD for the PICADY assessment.

Servicing and Refuse Collection

It is proposed that refuse collection will take place from within the site using the core internal routes/turning areas with bin stores provided in appropriate locations, as well as turning/loading area provided in the vicinity of Block D for commercial use.

A loading bay has been provided next to Block D, where one of the commercial units is located which ensures a dedicated area is available for loading/unloading of deliveries associated with its use.

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 transport and highway perspective.

In summary, this response has identified the need for the following further information:

- SBC Highways and Transport require the applicant to consider locations within the site masterplan for the canal bridge scheme which SBC are promoting and have secured funding for.
- SBC Highways and Transport require the right hand visibility splay to be reconsidered given it crosses the proposed bus stop immediately north of the site access.
- SBC require the cost of the Keep Clear markings to be secured within the S106 agreement for the site.
- SBC require the applicant to provide details of how the emergency access will be controlled and how the emergency services would obtain access from St John's Road in the event of an emergency.
- SBC require the submission of a site layout plan which displays the proposed carriageway widths.
- SBC require the amendment of the layout to ensure vehicles will not need to dry steer to ingress/egress parking spaces.
- SBC require the amendment of the layout to ensure vehicles will not need to dry steer to ingress/egress parking spaces.
- SBC require the applicant to confirm whether parking controls will be applied to the internal access/spine road to prevent on-street parking between Block D and Block F4. This internal road is approximately 180m in length and may attract on-street parking associated with dwellings within the development or existing dwellings on Stoke Road without the implementation of parking controls.
- SBC Highways and Transport require confirmation of how many of the

cycle parking spaces are provided as overhead spaces within the proposed 'double rack' systems.

- SBC require the recompletion of the PICADY assessment using correct geometries. The PICADY appears to rely on overestimated geometries and states a carriageway width of 8.80m, visibility to the left of 97m and visibility to the right of 208m and forward visibility for right turners of 162m, which all appear overestimated. SBC also require the submission of the measurements completed in AutoCAD for the PICADY assessment.
- SBC require the completion of SAM compliant travel surveys at 75% occupation, year 3 of occupation and year 5 of occupation. The TP only offers travel surveys at 75% and year 5, which would result in travel patterns becoming ingrained between years 1 and 5 of occupation without intervention.
- SBC Highways and Transport require the Travel Plan to set more ambitious 5-year targets for Modal Shift, with a minimum target of 35% for Single Occupancy Vehicle travel and target of 65% travelling by active/sustainable travel modes. The targeted 2% change from 40% to 38% and 60% to 62% appears unambitious given location of the site, sustainable travel measures proposed and the recent trend towards home working.

6.10.2 **SBC Major Infrastructure Projects Team**

(Abridged; additional extracts from the Major Infrastructure Projects comments are also included at paragraphs 15.7 – 15.13 below)

Introduction

This note provides an overview of the proposed cycle route intended to connect the Slough rail station northern forecourt with residential neighbourhoods to the north.

Existing Situation

Currently, there is limited permeability for cyclists (and all modes) between the railway station and Slough's northern residential neighbourhoods due to the layout of the existing street network and the Grand Union Canal, which is a barrier to north/south travel. There are three existing options for cyclists travelling between the station and points north, each with their own limitations:

- Stoke Road: route closest to the station; high traffic flows which make it an unattractive and intimidating option for most cyclists and significant constraints which make improved provisions for cyclists challenging
- Wexham Road: advisory cycle lanes are provided, but facility is insufficient to encourage uplift in cycling; width of existing bridge constrains improvement options; moderate traffic flows
- Uxbridge Road: eastern-most canal crossing; dual carriageway and high vehicle flows and speeds (40mph speed limit) is an uncomfortable and intimidating environment for cycling

Similarly, there is poor permeability within the local street network between the canal and the railway station. There are no street connections linking Petersfield Avenue/Mill Street and St Pauls Avenue, requiring all modes to use either Stoke Road or Wexham Road. These streets are approximately 725m apart, which can result in a significant detour length for pedestrians and

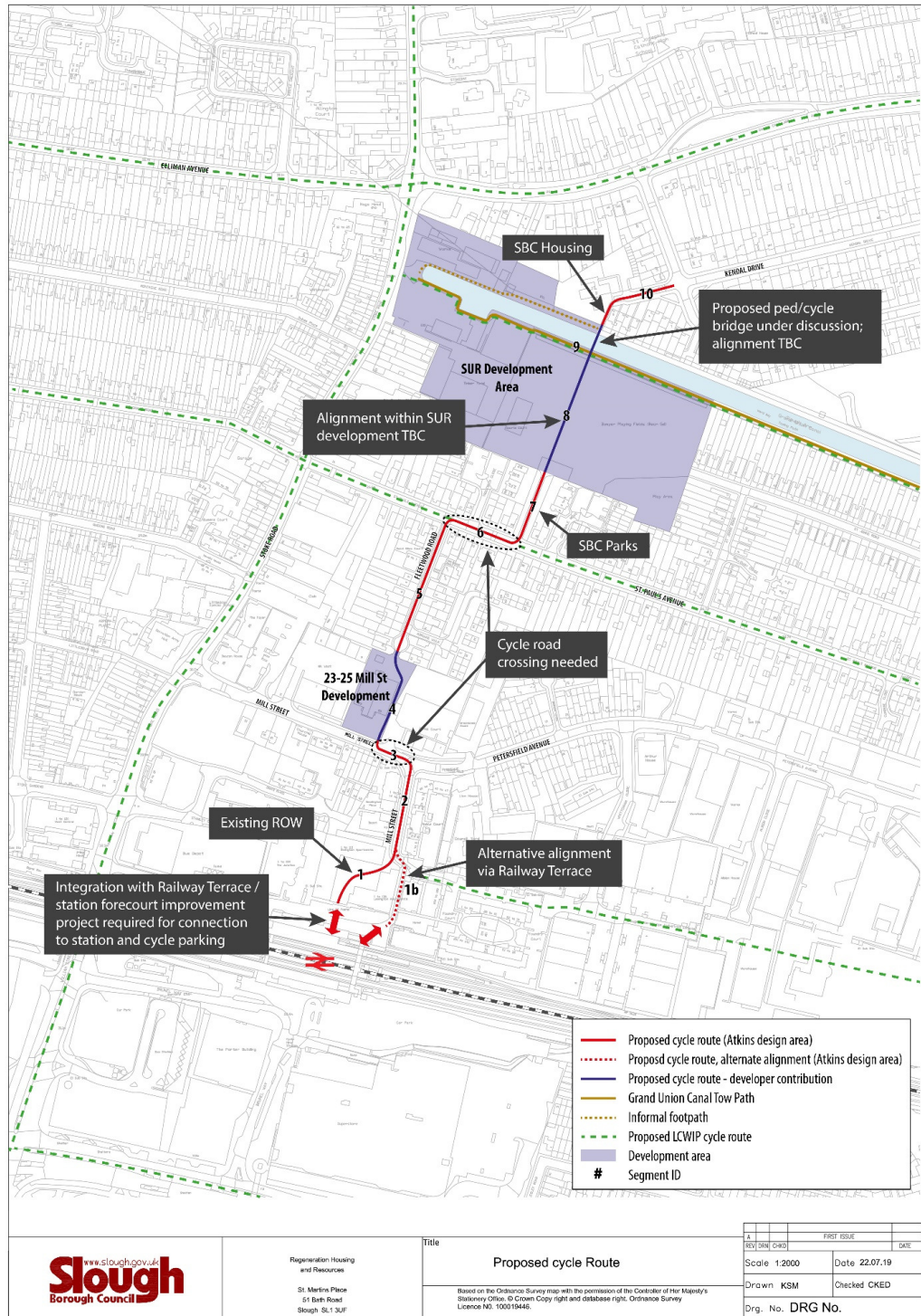


Figure XX: Proposed North/South Cycle Route - Grand Union Canal to Slough Rail Station

cyclists. There is also no on-street linkage further east between Wexham Road and Uxbridge Road; however, cyclists and pedestrians may use the Grand Union Canal tow path.

Proposed Scheme

Route Overview

The proposed route seeks to provide a more comfortable, more convenient, relatively direct alternative which makes cycling (and walking) access to the rail

station a more attractive option, supporting SBC's objectives to shift journeys to sustainable modes. The proposed route, shown in 4, would utilise a combination of relatively low traffic streets and developer contributions to improve the permeability of the area for cycling and walking, connecting the railway station to residential neighbourhoods both north and south of the Grand Union Canal, as well as new development.

Two sections of the route will be delivered through planned development – 23-25 Mill Street and the SUR Development (Stoke Wharf). Public cycle and pedestrian access provisions have been/are being incorporated into planning permission for both areas. Timescales for delivery of the development schemes are currently unknown.

A proposed new crossing of the Grand Union Canal is a critical link to improve route directness, wider network connectivity, and the efficacy of the scheme for populations north of the canal. As shown in **Error! Reference source not found.** xx, the proposed crossing would shorten the route by approximately 350m (assuming an alternative connection would be provided on the north side of the canal during site development), resulting in an approximately 4.4-minute shorter journey for pedestrians and 1.3-minute shorter journey for cyclists.¹ Without the direct connection to Kendal Drive, there is a risk that the overall route may have limited appeal to those living in (or destined to) areas north of the canal. Existing cyclists may continue to use Stoke Road or Wexham Road instead as more direct routes, and the scheme may have limited ability to attract less confident cyclists and encourage new cycle trips north of the canal. The potential benefit for pedestrians is pronounced due to the greater time savings, and therefore greater potential overcome the time/distance impediment to walking by creating a shorter link.

LCWIP Integration

Slough's Local Cycling and Walking Infrastructure Plan (LCWIP) outlines an aspirational cycle network for the Borough to guide future investment. As shown above, the proposed scheme would further enhance the connectivity of the cycle network identified in the LCWIP, intersecting six of the potential LCWIP routes. The scheme would also provide an attractive alternative to the Stoke Road, Wexham Road, and Shaggy Calf Lane LCWIP routes, which have several constraints that may make the introduction of high-quality cycle facilities challenging.

School Survey Feedback

In early 2020, SBC staff conducted a school travel plan survey for parents of pupils at the Iqra and Willow Primary Schools. Included in the survey were questions related to using the canal tow path for journeys to school if improvements were made. Of the 289 parents who responded to the canal questions, 158 were in favour of improvements and using the tow path to access the school. Though this is a limited sample, the number of responses who indicated they would consider using the tow path for journeys to school suggests that a significant portion of the schools' catchment area includes pupils south/southwest of the canal, who would benefit from the proposed route and new canal crossing.

¹ Assuming 3mph walking speed, 10mph cycling speed on a shared-use path environment; time savings would be higher if no suitable connection is provided on the north side of the canal via the SUR development.

Local Policy Context

By encouraging and enhancing active travel, the proposed scheme supports the objectives of Slough's Local Transport Plan 3 (LTP3), including:

- to make sustainable transport options accessible to all;
- to enhance social inclusion and regeneration of deprived areas;
- to protect and improve personal health;
- to minimise the noise generated by the transport network, and its impacts;
- to achieve better links between neighbourhoods and access to the natural environment;
- to improve the journey experience of transport users across Slough's transport networks;
- to reduce the number of traffic accidents involving death or injury;
- to minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety on the transport network;
- to reduce transport's CO2 emissions and make the transport network resilient to the effects of climate change;
- to mitigate the effects of travel and the transport system on the natural environment, heritage and landscape;
- ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the South East; and
- to facilitate the development of new housing in accordance with the LDF.

The scheme also supports A Transport Vision for the 'Centre of Slough', namely the vision principle to 'make walking and cycling to and from the centre of Slough an attractive option.'

COVID-19

In response to the COVID-19 pandemic, encouragement of active travel by providing high quality networks and infrastructure has been a key strategy both nationally (the Government and through DfT) and locally. This is to improve the resiliency and sustainability of the transport network, encourage trips formerly made by public transport to use active modes instead of private car, and support exercise and healthy lifestyles. The proposed quiet cycle route would support this objective by establishing an attractive, more direct north/south route. SBC has applied for Active Travel Funding (ATF) through DfT's COVID-19 response programme to support improvements to the canal towpath. Implementation of the proposed canal crossing and north/south route would complement and tie into future tow path improvements to enhance network connectivity.

6.11 **SBC Parks and Open Spaces Manager**

At present the council maintains the grass, hedges and play area. These costs have not been included in increased sums required. Where landscape management changes have been made, the maintenance costs also need to change as different regimes are more time consuming or have higher material costs. For example meadow maintenance requires a cut and clear at least once a year plus a certain amount of overseeding to sustain new species until established. Cutting and clearing meadows cost more per square metre than gang mow fly cut 16 times per annum as the cutting and collection takes more time and different equipment plus the cost of removing from site and disposing

of green waste.

There are currently no paths within the open space so any increase will bring an increase in cost for sweeping and potential repairs.

We have been having to intensively water new trees in the last 3 years due to dry conditions and extreme heat and this cost us last year £67 per tree (10 waters).

Extra works will be required and possibly new skills learned to maintain certain features as well extra litter picking in areas where litter can be caught such as longer grass and swales all with additional cost. My estimate for meadow maintenance is £2,000 p/a, reseeding meadow with wild flower species £750 p/a for first 3 years, Path maintenance and sweeping £750 p/a, new tree maintenance £70 per tree p/a until established, swale maintenance £3,000 p/a and extra litter picks £1,500 p/a, cricket net and non turf surface £400 p/a. I hope this helps a little in explaining why there are extra costs and roughly what we could expect.

Once we have finalised scale drawings we can get the figures a little more accurate.

6.12 **SBC Environmental Quality Officer - Air Quality**

The air quality assessment has not followed best practice guidance with respect to its approach to assessing air quality impacts of the proposed development. The former builders yard ceased operation in spring 2017 and has not since been contributing to local air quality levels. An increase in vehicle emissions will result from the net gain of 652 daily movements from the proposed development once the builders merchants trips are discounted. This is a significant increase. Therefore, whilst the development will include a new cycle hub and 2 car club spaces that will mitigate some of the impact, it is also requested that the developer be required to provide public rapid EV charging infrastructure.

There are some more minor methodology issues with the construction phase and operational phase (future exposure) assessments. However, the conclusions and approaches to mitigation for these are accepted.

A Construction Environmental Management Plan (CEMP) should be produced for the proposed development in line with table 10 of the LES Technical Report. We would seek to require this by condition for submission to the LPA for approval prior to commencement of works. The plan should include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report. In addition, again in line with the LES requirements, all construction vehicles shall be expected to meet a minimum Euro 6/VI Emission Standard.

Electric vehicle charging is proposed by the developer for future residential occupants. However at this stage details about the location and specification of this are absent. Therefore a condition should be attached to any planning permission granted requiring the applicant to submit details of EV charging provision to the Local Planning Authority for approval. EV charging should be distributed across the site such that there is 10% provision and 10% future cabling for parking for each block. Allocated spaces for houses should have active EV charging provision in addition to the 10% of spaces for flats and 10% cabling for future provision. The two car club spaces provided on the access road should also have dedicated EV charging infrastructure to enable

the car club to run using electric vehicles.

An air quality assessment has been prepared by Chapman BDSP (October 2020).

We expect best practice to be followed in the AQ assessment methodology, with particular reference to the following national and local guidance:

- Slough Low Emission Strategy 2018 – 2025 – available at <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>
- Local Air Quality Management Technical Guidance LAQM.TG(16)
- Environmental Protection UK and Institute of Air Quality Management (IAQM), January 2017, Land-Use Planning & Development Control: Planning for Air Quality
- IAQM, June 2016, Guidance on the assessment of dust from demolition and construction

The assessment has made reference to these documents with the exception of the Council's Low Emission Strategy despite this being specifically detailed in the pre-application advice. In addition, the approach of the IAQM Planning for Air Quality document with respect to extant permissions and real-world emissions has not been followed.

The AQA states that the Proposed Development will not generate any additional trips when compared to the extant use of the Site, and that on this basis the impact of road vehicles generated by the operation of the Proposed Development has therefore not been included in the assessment. However, the Travis Perkins use of the site ceased between April and August 2017, and the latest air quality monitoring data reflecting those vehicles being on the highway network in the vicinity of the proposed development would have been 2016. The AQA states that it has used best practice guidance of the IAQM Land-Use Planning & Development Control: Planning for Air Quality document. However this advises that unlike highways assessments, air quality assessments should disregard extant permissions and be based on real-world increases experienced by receptors – i.e. local residents are not currently experiencing emissions from vehicle trips to Travis Perkins and haven't since 2017. Emissions from that quota of trips are therefore in 'real world' terms new. Therefore the AQ assessment should have included assessment of the impacts of vehicle trips from the development on existing receptors.

The transport assessment does indeed outline that the redevelopment of the site will result in an overall reduction in weekday vehicle movements compared to the former uses of the site. However this assessment includes 397 daily arrivals and 395 daily departures assigned to the former Travis Perkins builders merchant – equating to 93% of 'extant traffic movements. The current traffic movements from the industrial units that remain operational at the site are only 32 two way movements per day. In contrast there predicted to be 350 daily arrivals and 366 daily departures (717 total daily traffic movements) from the future proposed development of the site. In real world emission terms this is a net increase of 652 daily traffic movements.

The construction phase assessment has applied the best practice IAQM dust risk assessment methodology, with dust risks summarised within Table 5.2 of the air quality assessment:

Table 5.2: Risk of Dust Impacts Prior to Mitigation

Source	Impact Magnitude	Human Health Risk	Dust Soiling Risk
Demolition	Small	Negligible	Medium
Earthworks	Large	Low	High
Construction	Medium	Low	Medium
Trackout	Medium	Low	Medium

The impact magnitude of construction is given as medium, being assessed as less than 100,000m³ of construction material. Given that the proposed development is for 312 dwellings plus commercial floor space in 11 blocks up to 8 storeys tall, it would seem that this is likely to be >100,000m³ of construction material and thus the impact magnitude should be classified as Large. This then results in a dust soiling risk for Construction as High.

For the operational assessment of future exposure by proposed site users, modelling was undertaken using ADMS Roads. Three receptor locations on the façade of the proposed development were assessed in the operational phase: P1 on the western flank of block A1; P2 on the south-western corner of Block B; and P3 on the north-western corner of Block B. The height of the proposed receptors is not detailed in the assessment. For Block B no residential units are proposed on the ground floor and in the operational phase therefore relevant receptors will only be present on the 1st and 2nd floors of the Block.

In assessing the baseline AQ, the assessment has drawn upon the past monitoring data from two automatic continuous monitoring stations – Salt Hill and Wellington Street. However the Salt Hill monitoring station was decommissioned in 2019 and the level of data capture, due to closure of the site in November 2019 and previous monitor faults, was less than 80% for both nitrogen dioxide (NO₂) and particulate (PM₁₀) levels. This is not referred to or reflected on in the assessment. While the Salt Hill monitoring site was decommissioned in November 2019, another monitoring station, Windmill Road, is present a couple of hundred metres away, which has 99% data capture for 2019 for NO₂ and PM₁₀ and has been monitoring since Autumn 2017. The Windmill Road site is a roadside location and therefore levels of annual mean NO₂ and PM₁₀ are correspondingly higher for 2019 than Salt Hill (a background location) at 39ug/m³ and 23ug/m³, respectively.

The predicted concentrations at 2021 for receptor locations P1 to P3 were 25.9 – 26.3ug/m³. The assessment has used 2019 background and emission factors as a precautionary proxy for 2021. The results of the detailed modelling assessment predict pollutant concentrations to which future residents would be exposed to be well below (<75% of) the relevant objectives at the Proposed Development. With reference to whole borough dispersion modelling carried out by the Council (for a 2017 baseline) where levels of annual mean NO₂ at Stoke Road were predicted to >40ug/m³ and the western half of the application site was predicted to lie within the 28-36ug/m³ contour, the levels predicted within the applicant's air quality assessment would appear to be possibly on the low side. This would indicate levels at the west of the site are below the air quality objective for annual mean nitrogen dioxide, but at about 10-20% below. The site is right on the boundary of two grid squares for Defra background

mapping – the western part of the site is in 497500 180500 and remainder of the site is in 498500 180500. The 498500 180500 grid square background NO₂ concentration for 2019 is higher at 26.2ug/m³ compared to 22.9ug/m³ for the grid square used. The applicant's assessment has used the lower value, while the Council's modelling will have used thematic background mapping, blending the rigid 1km grid squares to better represent the real world conditions.

Air Quality Mitigation

Construction phase: Construction Phase mitigation recommended by the consultant is reproduced in Appendix E of the AQ assessment. This is based on the IAQM best practice guidance document. The consultant has though excluded the highly recommended IAQM measure relating to NRMM which should be included as per our Low Emission Strategy. The consultant has also excluded any demolition measures. While the former Travis Perkins buildings have been demolished some buildings remain in the NW of the site and good practice should be followed during demolition of these. In addition, again in line with the LES requirements, all construction vehicles shall be expected to meet a minimum Euro 6/VI Emission Standard. This was all referred to in the pre-application advice given.

All appropriate dust mitigation measures should be written into a site specific Construction Environmental Management Plan together with appropriate measures around noise, vibration, light, prevention of contamination, and odour pollution. All highly recommended earthworks and construction dust mitigation measures for high risk developments and highly recommended demolition and trackout dust measures should be tailored to site specific circumstances and included as a minimum. This should be secured by condition.

Operational phase: The AQ assessment does not reference the Council's Low Emission Strategy. This sets out default mitigation measures that form a minimum requirement for each classification of development. All developments are expected to provide electric vehicle charging and minimum gas-fired and compression ignition engine standards. For developments that trigger the need for a Transport Assessment and Travel Plan additional mitigation measures such as having a monitored travel plan, measures to support public transport infrastructure and use, measures to support cycling and walking infrastructure; measures to support the Slough Electric Vehicle Plan and integrate electric car clubs; and measures to control construction phase emissions via a Construction Environmental Management Plan (CEMP) and non-road mobile machinery (NRMM) controls.

The AQ assessment also does not refer to embedded mitigation of highways and air quality impacts that is being proposed in the development, i.e.:

- New cycle hire scheme hub with 12 bike docking station;
- 2 bay EV car club with EV charging provision;
- Improvements to the bus stop facilities on the western site boundary;
and
- 10% EV charging provision in parking spaces and ducting for a further 10%.

It is therefore recognised that the applicant has included a number of measures that would provide mitigation towards operational phase impacts –

particularly the cycle hire scheme hub and car club bays. While the applicant is providing the physical bays for the car club operation, the developer should also be contributing towards the EV charging infrastructure and costs of establishing the car club location including offering discounted or free initial membership to dwellings without allocated parking.

The pre-application advice also requested provision of public rapid EV charging facilities within the development. This has not been included. Given the scale of increase of real-world vehicle emissions associated with the proposed development, it is judged that this should also be included within the mitigation package. This would also enable EV ownership for those with parking spaces without active EV charging. This should ideally also be provided at the spaces on the access road for maximum accessibility by the general public.

If the proposed buildings are not to be all electric and alternative heat and power sources are to be implemented, the scope of the AQ assessment should be extended to consider localised impacts where appropriate, in accordance with best practice guidance. If gas boilers were to be used, low NOx boilers should be used in accordance with the Council's Low Emission Strategy.

Electric Vehicle Charging: For charging electric vehicles, 10% of car parking spaces will have active provision, with a further 10% including ducting for future provision. It is not clear from the information currently available where the EV charging infrastructure would be provided, nor how spaces would be allocated. EV charging should be distributed across the site such that there is 10% provision and 10% future cabling for parking for each block.

Within the pre-application advice and the Low Emission Strategy there is a requirement for provision of dedicated EV charging infrastructure for houses. However, as the houses to be constructed under the proposed development are Mews style there appears to be no dedicated parking provision within the curtilage of these properties (e.g. drive or garage). There appear to be 12 parking spaces for Block C but it is not clear whether there is any allocated parking for the houses for Block A1. Allocated spaces for houses should have active EV charging provision in addition to the 10% of spaces for flats and 10% cabling for future provision.

The two car club spaces provided on the access road should also have dedicated EV charging infrastructure to enable the car club to run using electric vehicles.

As outlined above and within the pre-application advice, public rapid EV charging infrastructure should also be incorporated within the development. This would also ensure that there is provision for the future users of the commercial floorspace of the proposed development.

6.13 **Environmental Quality Officer - Environmental noise**

The noise assessment conclusions indicate that a CEMP is also appropriate to protect local amenity from noise pollution. This should include site specific mitigation through relevant 'best practicable means for noise and vibration in line with the general guidance of BS5228:2009+A1:2014 (Parts 1 and 2). We would also expect conditional submissions to reflect the suggested measures in 10.5 and 10.14 of the noise assessment.

The noise assessment for the operational phase of the development has concluded that noise levels incident on the western elevation of Block B could represent a medium to high risk on unacceptable noise intrusion. The applicant's consultant has recommended a number of detailed design sound insulation mitigation measures be incorporated into the proposed development to mitigate the impacts of noise (and consequent potential overheating impacts) on future occupants. It is therefore required that a planning condition is applied to any permission granted to require the developer to submit sound insulation details relating to Blocks A1, B and C and the commercial units and mechanical ventilation details relating to the western façade of Block B.

A noise and vibration assessment has been prepared in support of the application by Mayer Brown (October 2020).

The noise assessment does not reflect upon the potential for noise nuisance arising from a funeral directors operating on the northern boundary of the application site adjacent to Block C. The nature of the operation and any restrictions is not clear. Funeral directors can necessarily operate vehicle movements and unloading 24 hours a day, seven days a week from sites including garaging of ambulances and hearses or containing mortuaries.

The noise assessment is based on both attended and unattended noise surveys undertaken between 10-17 September 2020. The consultant has reflected upon the potential impacts of COVID-19 restrictions on traffic flows – using national data from the Department for Transport the consultant has assumed traffic flows during the survey period to be 92-97% of pre-COVID flows on weekdays, while corresponding approximately to pre-COVID flow levels on weekends. The under-estimation of the noise survey results due to COVID-19 restriction was considered by the consultant to be of the order of 0.4dB. It is noted in the assessment that calibration drift was mentioned for the attended surveys but not for the unattended survey. Confirmation of calibration for the unattended survey is required to give the LPA confidence in the monitoring results.

The assessment uses the ProPG Stage assessment approach. The stage 1 assessment concluded that the unmitigated noise risk over the majority of the site would be categorised as having a “negligible” to “low” noise risk, with noise levels increasing to a “medium” risk towards the western boundary of the site adjacent to Stoke Road. Therefore a Stage 2 assessment was considered appropriate.

Within the Stage 2 ProPG assessment the development was considered to follow good design process with the alignment of the proposed blocks and a 10m buffer to Stoke Road – vehicles on which are considered to be the main noise source for the proposed development.

The consultants calculations indicate that noise intrusion into the majority of properties on the site should be readily controlled in line with the guidance of BS 8233: 2014 with the use of “standard” thermal double glazing (e.g. windows glazed with 4mm glass / 16mm cavity / 4mm glass, which would typically offer a performance of around R_w 29dB) and standard trickle vents (e.g. vents offering a notional performance of $D_{n,e,w}$ 32 dB). A higher performance of glazing and/or trickle ventilators is, however, recommended for properties closest to Stoke Road. It was concluded that noise levels incident on the western elevation of Block B could represent a medium to high risk on unacceptable noise intrusion, if there is a material risk of dwellings overheating

which would require windows to be open for extensive periods of time.

Block B need for means of rapid ventilation without the need for windows to be opened. Options suggested by the noise consultant include:

- The use of acoustic passive ventilators – assuming that an appropriate equivalent free area of ventilator can be provided;
- The use of a summer “by pass” / boosted operation of MVHR units;
- The use of additional mechanical systems to provide dedicated “rapid” ventilation of rooms (options previously encountered include proprietary direct input fans which can draw a rapid rate of ventilation through an external louvre; an enhanced extract system to provide more rapid air extraction; etc.)
- The use of comfort cooling.

The applicant’s consultant therefore recommended that internal noise levels can be adequately controlled through the use of appropriate specified glazing and alternative means of ventilation/thermal control provisions.

The conclusions and recommendations of the applicant’s noise assessment are accepted and appropriate mitigation will need to be secured via an appropriate planning condition requiring acoustic glazing and passive ventilation on Blocks A1, B and C, plus need for mechanical ventilation with summer by-pass on western façade of Block B.

With respect to external amenity noise levels, the assessment concludes that noise levels throughout the majority will comfortably deliver noise levels in line with an aspirational value of 55dB LAeq,16hour. Noise levels on the western side of the site overlooking Stoke Road are, however, likely to exceed this value, in particularly the private balconies provided on the western side of Block B which directly overlooks Stoke Road. Notwithstanding this, the design proposals seek to minimise noise levels through the use of “inset” rather than projecting balconies. Noise levels could be further reduced through the use of solid balustrades and acoustically treated soffits (to minimise noise reflections). This should be sought within a detailed application or by condition. It is though noted that future residents will have proximate access to alternative communal and public open space including the Bowyer Playing Fields and new canal side amenity space.

Sound separation between commercial uses and residential properties above should be achievable by implementing effective sound insulation. The noise consultant recommends that the separating floor structure should be designed to achieve a minimum sound insulation performance of DnTw 60dB. They reflect that this specification is substantially better than the minimum statutory requirement for sound insulation required by Approved Document E of the Building Regulations 2010 (as amended) but should be readily deliverable with a solid concrete floor slab underdrawn with a suspended mass acoustic ceiling.

It is therefore recommended that a planning condition is applied to any permission granted requiring the submission and approval of a sound insulation scheme to protect dwellings; and further that a planning condition restricts hours of operation on the commercial units, e.g. to 23.00 hours.

Additional comments, received 28th January 2021

It is understood that a number of objections have been raised by neighbours in respect of the proposed development including at least one about potential noise impacts from the development's access road on the property of no.144 Stoke Road. I have revisited the noise assessment and application documents to consider this issue. In short the noise assessment did not consider the access road as a noise source. The road traffic noise from vehicle movements on Stoke Wharf is the dominant noise source in the locality. The proposed access road is in the approximate location of the existing site access to the former Builders Merchant and the Transport Assessment predicts fewer daily vehicle movements with the proposed development compared to the previous use, albeit the Builders Merchant would not have been accessed outside of operational hours. There would also be a public pedestrian thoroughfare along the boundary. A new 2.1m solid timber fence is proposed to be installed in the development landscaping on the boundary of the access road with no. 144 Stoke Road, and this would in it self provide better noise reduction than the existing palisade fencing. However, as the noise assessment has not specifically considered the noise levels that will be experienced by this existing residential receptor as a result of the development, nor how effective the proposed boundary fencing would be in this location, it is appropriate on a precautionary basis to require either an addendum noise assessment or to require acoustic fencing on this boundary location. I presume that there would be a landscaping/ boundary treatment condition on any permission granted and it may be feasible to work this requirement under that condition? It would though be difficult to be prescriptive about the type (acoustic rating) and height of fencing at this point on the basis of the information provided by the applicant currently.

It will also be important that appropriate mitigation is installed, through the Construction Environmental Management Plan already recommended to be secured via condition, in place for the construction phase.

6.14

SBC Environmental Quality Officer - Contamination

I reviewed the Information submitted with the application for the site above. Please see my comments below:

- A.** Controlled Waters Detailed Quantitative Risk Assessment (Ref. no. J19-028-R02), dated 27th September 2019) and prepared by Ground Condition Consultants Ltd.
- The initial site investigation and Preliminary Risk Assessment have identified a number of potential sources of contamination on site, such as Asbestos containing material fragments and debris in Made Ground across the former Travis Perkins area of the site; TPHs and PAHs in soil and groundwater in the east of the former Travis Perkins area, and PAHs in tarmacadam layer.
 - The initial ground gas monitoring also identified some elevated levels of CO₂, which must be assessed further. The initial gas assessment identifies the site as a Characteristic Situation 1 and considers it to be appropriate for the site with no need for additional monitoring or gas protection measures. However, I recommend that further monitoring is carried out, especially in the areas previously obstructed by buildings, which are proposed for demolition, in order to get a cleared picture of the gas regime for the entire site.
 - Based on these initial findings it is recommended that additional investigation and monitoring is undertaken, together with a proposal of remedial works to be prepared for the full application stage of the development.

- Additional focus must be given to the controlled waters and the potential risk associated with the proposed development.
- B.** Ground Condition Assessment (Re. no. J19-028-R01), dated 31st July 2019, and prepared by Ground Condition Consultants Ltd.
- Following the completion of the Generic Quantitative Risk Assessment, an investigation scope was designed to delineate the extent of the hydrocarbon plume in the groundwater and refine the understanding of the groundwater flow directions in order to support a Controlled Water Detailed Quantitative Risk Assessment.
 - During the additional site investigation, visual and olfactory signs of contaminations were encountered in the groundwater in 5 of the Boreholes during drilling and later sampling sessions.
 - Sampling and monitoring identified the initial extent of the hydrocarbon contamination plume in the groundwater.
 - Based on these findings a controlled water risk assessment was undertaken, and the remedial target levels, for the proposed remedial works, will be calculated using the EAs publications.
 - Additional modeling was used to aid the assessment and proposed the most suitable remedial solutions.
 - A detail Site Specific Remedial Strategy is anticipated to be submitted with the full application, addressing but not limited to the issues identified and raised above.
- C.** Remediation Strategy (Ref. no. J20-052-R01), dated October 2020, and prepared by Ground Condition Consultants Ltd.
- Additional intrusive site investigations, aimed at delineating the extent of the soil and groundwater contamination, has identified asbestos and PAHs in soil, and diesel in soil and groundwater. These contaminants of concern will need to be dealt with in order to mitigate the risks to the human health end users. Thus, various remedial options are appraised as part of this report, in Section 3.
 - Section 4 details the proposed Remediation Strategy and the individual tasks required to make the site suitable for the proposed use. The proposed remedial works are considered suitable and their completion should be recorded, and all the necessary evidence should be kept and included in the Final Validation Report.
 - Once works are completed, the Final Validation Report must include full details of all the tasks carried out according to the Verification Plan in Section 5, and up to the standards mentioned.

Based on the above, I have approved submitted reports and recommend a condition.

6.15

SBC Housing Officer:

- i) The most pressing need is for 2 bed or larger housing for Rent. We have compromised and not requested Slough Affordable Rent (target rent) and will accept all the rented at SLR levels. However as a minimum Housing want 60% of the provision to be for Rent, and 40% or less to be shared ownership. Shared ownership applicant or not relieving the pressure from the statutory Housing Waiting list.
- ii) Within the rented tenure, there is very little demand for 1 bed units so while Housing will accept a small proportion (below 30%) the greatest need is for 2 bed or bigger. The 2 bed units must be 4 person, the 3 bed can be 5 person, but preference is 6 person.

- iii) Values of the units will impact on affordability, so Housing do not want to have the higher valued properties as shared ownership as it will drive up market values and will not be affordable for applicants from Slough. We want to avoid this situation and result in the S/O units being sold to people without a connection to Slough in the first instance.
- iv) Similarly if the premium valued units are for rent, and RP will not be able to offer an acceptable price to SUR, as the rents chargeable are not market levels but below (SLR).
- v) The properties which are situated below the electricity pylons, whilst not attractive, can be affordable as long as they comply with all the necessary H&S, Build Reg regulations. If these are houses with garden space, the preference is that they should be housing for rent.
- vi) As in most other developments, it is not desirable from a management perspective to mix the affordable rent tenure, with either share ownership or the private tenure. S/O can be situated in a open market/private tenure as effective both are purchasers.

6.16 **SBC Tree Officer:**

The submitted arboricultural method statement and supporting tree plan is in accordance with guidance within BS5837:2012 Trees in relation to design demolition and construction-recommendations. A total of 50 trees, 9 groups and 5 hedges were identified on the site.

The proposal is to retain 13 trees. It is assumed that the agreed loss of public open space and tree loss is broadly acceptable as has been approved by the council. 150 new trees will be planted within the development and the park.

The detailed planting scheme needs further consideration in terms of tree species for example alder has been proposed. Alder trees are very messy and should be excluded from built areas. Consideration to classic water edge trees like weeping willow (maintained as pollards) or aspen could be considered.

Where ever possible flowering trees and shrubs that provide food for pollenating insects should be used, see the Royal Horticultural Society's bee friendly list of plants.

Ecology

Boundary treatments should incorporate where appropriate hedgehog holes 13cm x 13cm to allow mammals to move freely between the gardens.

The large diameter stems of the trees removed should be retained around the site as informal seating/play and vital deadwood habitat.

No objection subject to conditions.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **National Planning Policy Framework**

Core Policies - Achieving sustainable development
 Chapter 4: Promoting sustainable transport
 Chapter 1: Building a strong, competitive economy
 Chapter 7: Requiring good design

Chapter 11: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

- Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
- Core Policy 2 - Green Belt and Open Spaces
- Core Policy 4 - Type of Housing
- Core Policy 5 - Employment
- Core Policy 7 - Transport
- Core Policy 8 - Sustainability and the Environment

Local Plan for Slough March 2004 policies:

- EN1 - Standard of Design
- EN3 - Landscaping
- EN24 - Protection of Watercourses
- EMP2 - Criteria for Business Developments
- OSC1 - Protection of Public Open Space
- CG4 - Slough Arm of the Grand Union Canal
- T2 - Parking
- T8 - Cycle storage

The Site Allocations Development Plan Document

The policy for the site (reference SSA17) sets out the following

- *Reason for allocation:*

To ensure that this site is developed in a comprehensive way which maximises the attractiveness of the canal and the basin. To establish the principle of allowing residential development within the public open space.

- *Site Planning Requirements:*

Redevelopment proposals should:

- Provide facilities that will attract visitors and form a focal point for users of the towpath and canal
- Open up views from Stoke Road to the Canal Basin
- Retain and enhance the winding hole and pedestrian and cycle access to the basin
- Retain and take opportunities to enhance the nature conservation value of the canal
- Consider the provision of visitor moorings and the north side of the canal
- Provide residential development
- Enhance recreational facilities within the Bowyer Playing Fields

The policy also refers to Core Strategy Policies 2 (Green Belt and Open Spaces) and 4 (Type of Housing), which are noted above.

The site allocation recognises that the above development must be delivered within the following constraints:

- The need to retain a significant area of the existing open space, making compensatory provision for the loss of some of this space and providing public realm / open space around the canal basin.

- The presence of the canal itself and the unique opportunities it provides for development at this site.
- Site access is expected to be from Stoke Road. A secondary access from Kendal Close could be provided, but there should be no access from St John's Road.
- The existing electricity pylon and power lines on the northern side of the basin.

8.0 **Planning considerations**

8.1 The planning considerations for this proposal are:

- Principle of development
- The scale of development
- Relationships to neighbouring properties and amenity impacts on these neighbours
- Impacts on recreational users
- Character and appearance
- Housing, including affordable housing
- Highways, transport and parking
- Environment Matters
- Infrastructure provision to be provided by way of Planning Obligations
- Conclusion and planning balance

9.0 **Principle of development**

9.1 The site is a mix of previously developed land and open space. As noted in the previous sections of this report, the site is an allocated site, ref. SSA17 as identified in the Site Allocations Development Plan Document. The DPD sets out the reasons for this allocation:

- To ensure that this site is developed in a comprehensive way which maximises the attractiveness of the canal and the canal basin.
- To establish the principle of allowing residential development within the public open space.

The DPD states that “...*only a limited amount of the Bowyer Playing field will be developed adjacent to the canal in a manner which still preserves views to and from the open space. It is considered that the loss of some open space is acceptable, as an exception, on the basis that some new public areas will be created around the canal basin with hard and soft landscaping. There will also be compensatory improvements to the quality and facilities provided within the Bowyer Playing field including the provision of a multi use games area*”. While the DPD does not explicitly state what the quantum of development within this existing open space should be provided, the general form of this part of the proposal - Blocks F1-F4 - largely coincides with an illustrative plan within the Document, which is included here as Figure **.



Figure 3: Sketch illustrative plan for site ref. SSA17 in the Site Allocations DPD.

- 9.2 In addition to the open space included within the allocated site, there is a significant area of former employment land, consisting of the former Travis Perkins site and other land that is owned by the Canal and River Trust. An MOT Testing Centre continues to operate in the north-western corner of the site. None of this land is within any of the protected employment sites identified in the 2004 Local Plan, and it is noted that most of this land has been disused for a significant period. The application form states that there will be 18 full-time jobs within the development. No details of the type of jobs intended are provided, but it is recognised that the commercial spaces will provide some employment opportunities during the operational phase of the development, and a range of shorter-term employment will be provided during the construction phase. It is important that these be provided within occupations that are compatible with the intentions of the Site Allocations DPD. Given the non-protected status of the site in regards to employment and the possibility of relevant employment in the operational phase of the development, there is no objection therefore on grounds of loss of employment.
- 9.3 The acceptability of the range of uses for the commercial space should however be generally in line with the Site Allocations DPD, which sets out that proposals are to “...include a combination of a hotel, retail, bar or commercial uses within the scheme in order to provide facilities that will attract visitors and form a focal point for users of the towpath and canal”. It is noted that the commercial floorspace applied for is use class E which would provide a high degree of flexibility for the type of uses that could be accommodated. While it is recognised that flexibility in the range of possible uses can be helpful for the purpose of enabling the use of many commercial premises that might otherwise be difficult to find occupiers for, in this case the allocation was made on the basis that the non-residential uses would provide facilities for those visiting the site, including both Slough residents and people from outside the Borough. As such, this is a key component of the attractiveness of the site, and the former A class uses noted in the Site Allocation are an integral to the development of the area. The full range of Class E uses is therefore not acceptable in principle for the larger unit within the site which is located adjacent to the canal winding hole and the new Public Square.

10.0 **The scale of the development**

10.1 The National Planning Policy Framework 2019 at paragraphs 124 - 131 encourages new buildings to be of a high quality design that are compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy and saved Local Plan Policies EN1 and EN2. In determining an appropriate scale for the development, it is noted that the Site Allocations policy for Site SSA17 explains that

There is a need to create an attractive location with high quality urban realm and its own distinct architectural identity. It is also important to maintain an open view of the canal from Stoke Road. As a result the residential development is likely to be at a comparatively high density...

However the Site Allocations document is not prescriptive and stops short of commenting on the appropriate building scale for the site, albeit that the sketch masterplan at Figure 3 suggests smaller scale buildings than now proposed.

10.2 Significant changes have occurred in the Council's "direction for travel" in the decade since the Site Allocations SPD was adopted, which impacts on the Stoke Road Corridor and on the application site as the outermost site within what is proposed as a revised and expanded Town Centre boundary. The application notes other approvals on nearby sites, including 94-102 Stoke Road and 2 St. Pauls Avenue, which is located to the south of St. Pauls Avenue (planning application P/01295/012 and others). This is understood to comprise the now completed development at that site, which includes part-4 and part-5 storey buildings. The form of buildings proposed at Stoke Wharf is significantly higher in the central part of the site and along the canal, (although they are lower than the 10-storey maximum approved for the Horlicks factory site in Stoke Poges Lane; planning ref. P/00094/039 and subsequent applications).

10.3 The application includes a Townscape and Visual Impact Assessment (TVIA), which includes 8 viewpoints as existing and with the buildings shown in outline on proposed views from points outside the development. The TVIA is available on the Council's web pages as document 016 in the list of publicly available documents at the following link:

<https://www.sbcplanning.co.uk/search.php>

10.4 The viewpoints are all outside the application site, at distances ranging from approximately 100m to 800m. A selection of these views will be included in the presentation (PowerPoint) for the Committee meeting. While the viewpoints chosen can only illustrate a sample of a very large number of possible viewpoints from various locations and distances, these demonstrate that the taller buildings will be highly visible from outside the site in some views, but that they will form only a minor component of background views from the majority of viewpoints. Viewpoint 8, from the northern side of Shaggy Calf Lane at its intersection with Stoke Road is approximately 100m from the northern boundary of the site and is the most visible viewpoint from those chosen. While the outlook from within nearby properties must also be considered with respect to any detriment to residential amenity (refer Section

11 below), Viewpoint 8 provides a useful representation of the maximum streetscape impact that would result from the development. The development would result in a marked change in the existing view, but is not considered to be incompatible with the aspirations to regenerate the site as noted in the 2010 Site Allocations document.

10.5 The scale of the proposed buildings is as follows:

Block reference	Height (storeys)	Units per block	Typology
A1	3	9	Townhouses
A2	4	34	Apartments
B	3 / 4	16	Apartments with ground floor commercial space
C	2	8	Mews houses
D	5	24	Apartments with ground floor commercial space
E1 / E2:		67	Apartments
E1	8		Apartments
E2	5		Apartments
F1	6	35	Apartments
F2	7	42	Apartments
F3	7	42	Apartments
F4	6	35	Apartments

10.6 Overall, the maximum scale of built forms is considered to be acceptable in principle. Some questions remain over whether the right mix of built forms and building heights has been achieved, and in particular how these relate to impacts on a limited number of neighbouring residential occupiers and also on users of the existing and new recreational spaces that also form part of the development. These aspects of the scheme are addressed in Sections 12 and 13 of this report.

11.0 **Relationships to neighbouring properties and amenity impacts on these neighbours**

11.1 The following neighbouring properties have been considered with respect to impacts on privacy and amenity:

- 132-144 Stoke Road (evens): sense of enclosure, loss of outlook, over dominance, overlooking and potential overlooking from Buildings A1 and A2.
- Opposite side of Stoke Road.
- 2 - 12 Shaggy Calf Lane: overlooking from Block C.
- Properties to the north at Kendal Close and Grasmere Avenue.
- St John's Road: Potential for overlooking from Block F4.
- Properties to the south of the Bowyer Recreation Ground.

132-144 Stoke Road

11.2 The properties at 132-144 Stoke Road (evens) form a terrace between the main site entrance and St Pauls Church, and would be enclosed by Block A1 (three-storey town houses) to the north and Block A2 to the west (four-storey flatted block with a pitched roof). Separation between Block A1 and the northern side boundary at 144 Stoke Road is approximately 17m. At second

floor level, each house would have a south facing terrace, and design changes have been requested that would increase the parapet height on the south side of these terraces to 1.5m, to reduce the potential for overlooking from this level. In addition, the proposals also provide tree planting along the internal access road to the north of 144. In combination with the above measure, it is considered that this is sufficient to ensure no loss of amenity as a result of overlooking. However, amended plans have not been received at the time of writing. Any amendments received will require further review by officers, and will be reported in the amendment sheet.

- 11.3 It is noted that for the majority of future occupiers, the main access road will be located close to the northern boundary of 144 Stoke Road. While occupiers of Blocks B and C will have access to car parking on the north side of the canal, car owners in the rest of the development will rely largely or solely on this main access road. It is noted that the new road junction onto Stoke Road is in almost exactly the same location as the existing access that served the former builder's yard. However, the residential use will be qualitatively different from the former yard use, and any noise impacts that would result from this should be mitigated by a suitable acoustic fence on the adjoining boundary. In line with Environmental Quality (Noise) officer comments in Section 6, a noise assessment should be undertaken that will be required to demonstrate that the impact of traffic noise would not result in a loss of residential amenity. A suitably worded condition is recommended for any planning permission that is granted, to safeguard the amenities of the occupiers of 144 Stoke Road.
- 11.4 The four-storey flats proposed at Block A2 would be located to the rear of 132-144 Stoke Road and are not considered acceptable in their submitted form. These properties all have long rear gardens, which results in window to window separation distances at first floor level of approximately 37m between the northern part of Block A2 and number 144, increasing to over 40m where the block steps further from the common boundaries to the rear of numbers 132 - 140. However, for 144 Stoke Road, the windows in the closest element of Block A2 would be 3 - 4 m from their rear boundary. While 144 does have an ancillary building at the rear of their garden, which increases the horizontal separation from overlooking windows to the garden, to 10 - 12m at the front of the ancillary building, the degree of overlooking and loss of amenity for the use of the rear garden by occupiers would be unacceptable. While this overlooking issue could be overcome by a minor change in the positions of the proposed windows, from the proposed buildings western to southern elevation, the proximity of the four storey flank wall would be oppressive and overbearing.
- 11.5 The rest of Block A2 would be set further from the rear boundaries at numbers 132 - 140. However the distances to rear boundaries in the worst case scenario (at the southern end of the terrace) are a minimum of 9.5m from rear windows and 7.5m to 8m from the edges of balconies. A total of nine flats at first to third floor levels, all with balconies, would have their direct outlook into the adjacent rear gardens, again with an unacceptable loss of amenity for these neighbouring occupiers in the use of their rear gardens. While three of these houses have ancillary buildings across the width of their gardens and these would serve to screen views from lower level windows at Block A2, the others either have small buildings or none at all. All six gardens would be

overlooked by the higher level windows and balconies. It is not considered that adding solid screens to the balconies, use of Juliet balconies, or their complete removal would succeed in mitigating these impacts.

- 11.6 As a result, the application will only be acceptable if satisfactory amendments are provided to this building. The applicants have been advised that the building needs to be substantially reduced in height, and that all west-facing balconies would need to be removed. It is considered that the building will need to be limited to three storeys high and that with the possible exception of the northern element of the building it should have a flat rather than gabled roof, in order to limit its dominance on the properties to the west. However it may be possible to retain a higher element in the north-eastern part of the building, where the current design provides a key area of closure to the southern side of the new open space to the north. Any amendments received will require further review by officers, and will be reported in the amendment sheet.

Opposite side of Stoke Road

- 11.7 Block B will be a three storey building, with inset balconies for the street frontage flats and projecting properties facing the canal. Minimum separation distances between windows (and any balcony to window views) at properties on the opposite side of Stoke Road will be from the southern end of Block B, at 25m window to window and 27m from the closest inset balcony. It is considered that this degree of separation is acceptable in this location, where changes to urban form and scale resulting from the 2010 site allocation have been long anticipated. However, it is considered that the more open views potentially available from balconies should be mitigated by introducing appropriate screening materials. This can be provided by a suitably worded condition if planning permission that is granted.
- 11.8 In Block A1 as submitted, the wall facing Stoke Road is devoid of windows or any other openings. As noted above in relation to impacts on 144 Stoke Road and adjacent properties, amended drawings have been requested for this building, and in addition to changes intended to prevent overlooking these will also include elevational changes on the Stoke Road elevation. These are expected to include new window openings on and may also more closely align this end of the building with the front building line at 132-144 Stoke Road to the south and to Block B to the north. Any amendments received will be reported in the amendment sheet, and while impacts from any new windows on properties opposite will be required, it is noted that separation distances of at least 22m are anticipated here, which is considered to be an acceptable minimum separation distance across a busy street in an urban situation.
- 11.9 As noted in paragraph 11.3 above, the entrance to the main access road within the development will be in the existing location to the former builders' yard, between Block A1 and 144 Stoke Road. This is likely to result in some additional traffic movements for residents opposite the site. However any additional impacts are considered to be at a similar scale to that anticipated by the allocation of the site for more intensive residential use in the 2010 DPD.

2 - 12 Shaggy Calf Lane: overlooking from Block C

- 11.10 Distance from the rear of Block C to the rear boundary at the adjacent properties on Shaggy Calf Lane is approximately 5m. The eight two-storey houses here would all have a single rear facing bedroom window in this elevation. This would result in an unacceptable degree of overlooking into neighbour's gardens from first floor level. It is considered that this could be addressed by suitable design changes such as the introduction of angled bay windows that direct outlook to more oblique views than would otherwise be the case, and amended drawings have been requested to address this issue. It will be important to ensure that any amendments do not give rise to different issues of perceived overlooking. Any revised drawings received will be reported in the amendment sheet to be circulated prior to the Planning Committee meeting. It is noted also that the building itself is two-storeys in height with a flat roof. There are no concerns with this scale in relation to neighbours to the north.

Properties to the north at Kendal Close and Grasmere Avenue.

- 11.11 With respect to the taller buildings adjacent to the southern side of the canal, Blocks D and F1 - F4, the closest properties to the north are flats and maisonettes at Kendal Close and a terrace of single-storey bungalows on Grasmere Avenue. 9-17 Kendal Close is a three storey block of flats which is oriented towards Kendal Close, and would have angled views towards these taller proposed buildings within the development site. This angled relationship and a minimum separation of 45 metres will ensure that there is no loss of amenity to these neighbouring flats. Directly to the east of the flats, 5 - 8 Kendal Close are a terrace of mid 20th century dwellings with private rear gardens, which are separated from the canal by an intermittent band of vegetation. Minimum window to window separation is in the order of 39m reducing to 37m from the closest proposed balconies (at Block F2), while the estimated separation distance from the existing rear garden boundaries is in the order of 24m. Subject to balcony screen treatment being submitted and approved by condition, it is considered that this provides sufficient separation to ensure the future privacy of occupiers at these properties.
- 11.12 The single-storey terrace of bungalows at 143 and 145 Grasmere Avenue and 1 - 4 Kendal Close are sited on a staggered arrangement, the closest of which would be approximately 42m from windows at Block F4. This is also considered sufficient to preserve the amenities of occupiers at these properties, subject however to the balcony screen treatment being required by condition as noted above for the Kendal Close properties.

St John's Road: Potential for overlooking from Block F4.

- 11.13 The closest property in St John's Road shares a boundary with the north-eastern corner of Bowyer Playing Fields. Separation from this side boundary will be approximately 27m from windows at Block F4 and a little over 25m from the balconies. Windows serving 18 flats, a stairwell, and 12 balconies will face eastwards, potentially with views across rear gardens at St John's Road. There will be no direct window-to-window views; nevertheless residents at these properties may perceive the building as overlooking them, particularly with regard to future occupiers using the balconies. It is considered that this

would require mitigation by introducing suitable balcony screens to limit views. In addition, there is considerable scope for additional tree planting in the adjacent retained open ground at the north-eastern corner of the Playing Fields. Some additional planting is shown on the submitted landscape plan, and it is strongly recommended that additional planting using advanced grade specimens are added to the final scheme, to further filter any views between Block F4 and the adjacent rear gardens. This can be provided by way of a suitably worded condition.

Properties to the south of the Bowyer Recreation Ground.

- 11.14 Properties to the south of the Bowyer Recreation Ground will retain long separation distances from Blocks F1 - F4, which will be at least 65m to side boundaries and flank walls at the eastern-most terrace at Troutbeck Close and for all of Greendale Mews, and over 80m to the rear garden boundaries at 55 / 55A St Pauls Avenue and properties to the east. Properties to the eastern side of Troutbeck Close will, at its northern end, experience some inter-visibility with Block E. The closest (east-facing) balconies are set on four levels of this five storey building, and as proposed would be 40m from the front elevation of the closest property in this part of Troutbeck Close. Reinforcement of existing structural landscaping within the south-western corner of Bowyer Playing Field would assist in filtering any views; however the houses on this site of the Close would themselves screen the private rear gardens at these properties from any overlooking.
- 11.15 On the western side of Troutbeck Close, views from the south facing windows in Block E2 will be largely towards the rear garden of the northern most properties, which are within a three-storey apartment block. Minimum separation from the closest balconies to this rear garden area is in the order of 17m. Balcony screen barriers will therefore be required on the closest balconies to ensure that there is no unacceptable loss of privacy for these neighbouring occupiers, and denser landscape structural planting than currently proposed in the Landscape Strategy is also recommended to ensure that any perception of overlooking is minimised.

Light impacts

- 11.16 A Daylight and Sunlight Assessment was provided with the application, which assesses the schemes impacts on natural light to the following surrounding properties:
- 4 - 10 Shaggy Calf Lane
 - 1 - 17 Kendal Close
 - 143 - 145 Grasmere Avenue.
 - 11-17 Troutbeck Close
 - 132-144 Stoke Road (evens)
 - 141-165 Stoke Road (odds, opposite the site)
- 11.17 The findings of the Daylight and Sunlight Assessment demonstrate that there would be no impact on internal living conditions for these closest neighbouring residential properties. The study does not analyse light impact on their external amenity spaces, but it is noted that they are sufficiently distant for there to be little or no impact in terms of meeting the BRE minimum criteria for

acceptable impacts. The minimum standard is that amenity space should receive at least two hours of direct sunlight at ground level on 21st March (of any given year - the spring equinox, when the length of day and night is equal; hence this is a proxy for average daylight conditions.)

- 11.18 An External Architectural Lighting report was submitted with the application. Concerns have been raised in the ePetition about light pollution and light spill from the development. This was being assessed at the time of writing, and further assessment on this issue will be provided in the amendment sheet.

Conclusion regarding impacts on neighbours

- 11.19 Support for the scheme is dependent on changes noted above, including the number floors of accommodation to be provided at Block A2 and, where impacts of overlooking particularly from balconies can be mitigated by additional structural landscaping, by additional tree planting to screen views into rear gardens at St Johns Road and Troutbeck Close. If these changes cannot be achieved, the existing site layout would result in unacceptable impacts on the amenity of neighbouring occupiers at 132-144 Stoke Road and to a lesser extent, at St Johns Road and Troutbeck Close.

12.0 Impacts on recreational users

- 12.1 The loss of public open space has been objected to in letters from neighbours and in the ePetition that opposes the application. The 2010 Site Allocations sets out that only a limited amount of the Bowyer Playing field will be developed adjacent to the canal, and recognises that the loss of this space would only be acceptable if sufficient compensatory provision of recreational facilities is made, including additional public open space around the canal basin. In this proposal, the area to be developed for non-recreational uses within the Bowyers Recreation Ground amounts to approximately 5000 sq.m. This is will be taken up by Blocks F1-F4 and the eastern part of the access road that will serve these blocks. In addition, drainage features on the south side of the access road in the form of swales and to the eastern elevation of Block F4, with a possible infiltration pond, will occupy approximately 800 sq.m. While the swales can be provided as landscape areas that are integrated into an enhance park landscape, the creation of new public space is therefore an integral part of the proposals. This will be provided within the western part of the site.
- 12.2 A Landscape Design Statement submitted with the application sets out the design approach to providing new and enhanced recreational and public realm areas. It sets out a series of landscape typologies, and is copied below as Figure 4. The new public areas will be provided principally within "The Wharf" character area. While it is noted that there is at present an informal car parking area at the western end of the Canal, in the general area to be occupied by Block B, almost all of this area is currently inaccessible. At present, the winding hole and the western end of the canal tow path are heavily constrained by the presence of palisade fencing around the former employment sites to the south of the canal, and similarly, the now disused buildings on the northern side of the canal are largely surrounded by a chain link fence (in addition the MoT centre provides a non-recreational facility to residents). The regeneration

of these areas includes several smaller new open spaces all of which are within 'The Wharf' character area. These are identified on the detailed site layout plans as follows:

- Public Square;
- South Wharf; and - North Wharf.



Figure 4: Landscape character areas

- 12.3 There are also two smaller new areas of public realm on the north and south sides of Block D. Taken together, and excluding the access roads on both sides of the canal and car parking on its northern side, where they fall within 'The Wharf' character area, these four areas provide an additional 2850 sq.m of public realm.
- 12.4 On the north side of the canal, there is also an area of approximately 950 sq.m. of currently undesignated open space within the site boundary, to eastern side of the high voltage pylon and Block C. This is identified within the site plans as "Landscape TBC", and is outside the character areas shown at Figure 4 above.
- 12.5 As noted at paragraph 9.1 above, amongst a range of criteria for any acceptable redevelopment proposal the development should:
- Provide facilities that will attract visitors and form a focal point for users of the towpath and canal;
 - Retain and enhance the winding hole and pedestrian and cycle access to the basin;
 - Retain and take opportunities to enhance the nature conservation value of the canal; and
 - Enhance recreational facilities within the Bowyer Playing Fields.

These criteria are considered in turn:

Attracting visitors to a focal point for users of the towpath and canal

- 12.6 The application supports this aim by providing the Public Square as a key focal point within the development. This is an area of about 800 sq.m. to the south of the winding hole, which is partially enclosed by Blocks A1 to the west, A2 on its southern side, and Block D to the east. Block D itself will include a ground floor commercial space intended as flexible floorspace (Use Class E). As set out in Section 9 in this report, the acceptability of the proposals is subject to the use of this space as a restaurant or café. While some of the Public Square is expected to be available for external seating and dining use in conjunction with this business(or businesses - the unit could be subdivided if this proves economically feasible) , the majority of it will be available for unimpeded public use. Additional public realm areas to the north and south of Block D provide key links to focus users moving through the site to or from the Public Square; on the north side, effectively widening the tow path into a wider canal-side space and on the south side, providing a key physical and visual link between Bowyer Playing Fields and the Public Square.
- 12.7 The South Wharf area along with pedestrian and cyclist use of the access road will also lead people towards the Public Square. The South Wharf itself will provide a different activity area around the end of the canal, partially overhung by Block B, and enclosed on its south side by Block A. A canoe launching pontoon is proposed at the very western end of the canal, in the 'undercroft' area overhung by Block B, and this is intended to create new recreational opportunities for recreational users of the canal.
- 12.8 Within Block B itself, a smaller commercial unit will be provided at ground floor level on the north side of the building. This could be available for more general commercial use within Block B, although ideally would be utilised for a purpose aligning to the overall aspirations of the Site Allocation policy. To support that, it is suggested that its use is restricted to former A class uses or a D class community use, unless or until a sustained period of marketing demonstrates that there is insufficient demand for one of these uses.
- 12.9 Also on the north side of the canal, the North Wharf area would provide a further area of public realm, which is intended as a focus for visiting canal boats. Pump-out facilities will be provided for canal boat users.
- 12.10 The provision of a canoe launching pontoon at the end of the canal will assist in increasing the active recreational use of the canal. Active recreation provision would be improved if storage for a canoe club or similar activities, changing facility and public toilets are also provided. A condition could be provided to ensure the availability of public accessible toilets are provided within Block D, and location of canoe storage on the northern side of the canal should also be provided within the area where detailed landscape proposals have yet to be provided. It is considered that these will need to be provided by a combination of section 106 obligations and conditions,

Retained and enhanced winding hole and pedestrian / cycle access

- 12.11 The winding hole is a historic feature of the canal that dates from its earliest

years, which was necessary to make the western end of the canal accessible for commercial vessels. As identified above, the retention and enhancement of the winding hole is integral to the design of the Public Square, and together with the adjacent corner of Block A1 it forms a slight 'pinch point' that provides a distinct space in the South Wharf area. The two spaces provide enhanced pedestrian access along the south side of the canal, while cycle access will be enhanced by proposals funded by the Local Economic Partnership (LEP), which are set out in more detail in the Major Infrastructure Projects submission for the application at Section 6 above, and in the Highways and Transport section of this report. The LEP funded proposals include a footbridge across the canal. This is entirely separate from this application, and it is noted that the enhancements to Bowyer Playing Fields will include a shared pedestrian /slow cycle route that will improve cycle connections between the railway station and town centre on the one hand, and the application site and other points further north on the other, irrespective of whether the footbridge proposal is implemented or not.

- 12.12 Proposals for the North Wharf area will also enhance pedestrian connectivity on the northern side of the canal and improve cycle access to this part of the site.

Enhancing the nature conservation value of the canal

- 12.13 An Ecology Report was submitted with the application, which states that there are no habitats of international, national, county or local importance that would be directly affected by the proposals. Nevertheless the Canal and River Trust has commented on the loss of reed beds at the western end of the canal that would result from shading from the overhanging Block B. The Council's consultant ecologist has commented in her consultation response (Section 6.9 in this report) that the Report lacks a detailed impact assessment of whether or not the impacts of the development are significant. Further information has been requested, and any update on this will be provided in the amendment sheet.
- 12.14 The Ecology Report suggests landscaping using primarily native species and / or other species and plant varieties with known wildlife benefits. Surface water drainage proposals provide for a swale and possible infiltration pond on the south side of the eastern part of the access road that will serve Blocks F1-F4, and while further information is required about the efficacy of this method of surface water disposal and the ability of the swales to support wetland vegetation, it is suggested that reed beds and / or other water-tolerant plantings could be provided in the swales which would improve the habitat value of the site. While somewhat removed from the canal itself, this would support the Site Allocations aspiration to improve the conservation values of the site.
- 12.15 No proposals have come forward in the application for the area identified on the proposed site layout plans as "Landscape TBC". It is considered that opportunities for further landscaping of this area should be explored. This would provide three benefits:
- It would maximise this opportunities in this part of the site to enhance

the nature conservation value of the canal and assist in meeting this criteria for the site;

- The provision of an additional 950 sq.m. of open space would further balance the loss of open space in Bowyer Play Fields; and
- It would provide further valuable open space which will be beneficial as the Town Centre becomes further developed.

This area could potentially be secured as permanent open space within the section 106 agreement that will be required to secure infrastructure made necessary by the development.

Enhancing recreational facilities within the Bowyer Playing Fields

- 12.16 The proposals will provide additional paths and landscaping to provide a pleasant circular walking route within the retained open space, and a shared pedestrian / slow cycle path mainly to the western side of the park which would link St Pauls Avenue with the access road and public square. This is shown in more details at Figure 5, in Section 15 of this report. As noted above, a swale and possible infiltration pond would be provided to separate the eastern part of the access road from the parkland, and this also provides opportunities for a new landscape feature. Improved links between the park and the canal tow path would be provided at both ends of the existing park, with existing gaps in the existing hedgerow in the north-eastern and north-western corners of the park widened and with significant appreciable areas of parkland retained and enhanced in these locations.
- 12.17 The proposals also include replacement of the existing MUGA, cricket net and children play area with new equipment. The MUGA and cricket net would be located further east in the site, well separated from both new and existing neighbouring residential properties. In the submitted proposals, the play area is relocated to the north-west corner of the park. This provides close proximity to the restaurant / café in Block D; however further detail is required as to how adequate separation would be provided from the shared pedestrian / cycle path, which would run around this end of the site. This could be provided in a detailed landscaping condition.
- 12.18 The proposal would result in the loss of existing trees and hedgerow along the canal and a number of specimen trees in the northern and western sides of the Playing Fields. These would be replaced by planting of new trees, with 42 currently proposed within the park. As noted in relation to neighbour impacts in Section 12 of this report, additional planting is however recommended to improve the relationship between the development and properties to the east of Block F4 on St Johns Road and to the south of Block E2, at Troutbeck Close. This would also result in an improvement in the overall visual qualities of the Playing Fields.

Concluding comments on impacts on recreational use

- 12.19 The areas of new public realm as stated in the application are considered to be overstated as they appear to include areas that would be utilised for other purposes, such as the access road where this would be part of a shared space. While an interesting range of species has been selected for soft landscaping, these are likely to require adjustment through the submission of more detailed

plans which can be provided by way of appropriate condition. Hard landscaping materials as indicated in the Landscape Design Strategy are however not of a quality commensurate with this key location, and these would require careful review and selection through the conditions approval process, if planning permission is approved.

- 12.20 Subject to the conditions and section 106 provisions recommended in this section of the report, the proposals would be well provided for in terms of additional high quality public open space, which is a key aspect of the acceptability of the allocation of part of Bowyer Playing Fields in the 2010 Site Allocations document to residential use. With the addition of the currently undesignated area of open space land on the north side of the canal, it is considered that there would be no permanent detriment to the provision of good quality recreational space for existing and future Slough residents, and that the proposals would succeed in providing enhanced recreational space for a range of residents.

13.0 **Character and appearance**

The design challenge

- 13.1 The application site presents an almost unique opportunity in Slough to secure a high quality water-side development, and given its location at the end of the Slough Arm of the Grand Union Canal and a significant public open space, the proposals represents a one-time opportunity to maximise the potential presented by the site for the future development of Slough. In terms of character, it is crucial therefore that the design, as well as scale, of buildings is right for the site.

Design evolution

- 13.2 As set out in the Design and Access Statement (DAS), the applicants engaged with the Council in pre-application discussions on the proposals in 2019 under a Planning Performance Agreement (PPA), and a Design South East review panel was also held in July 2019. Formal comments were provided by the Council and the applicants undertook a public consultation exercise in September of that year.
- 13.3 Discussions under the Planning Performance Agreement centred on bulk, location and design of buildings and the way in which loss of public open space at Bowyer Playing Fields would be compensated for in the development. Significant changes through the course of discussions were a reduction in the area of the park on which development was proposed, changes in the form of the A blocks and adjustments to Block D resulted in more public realm area around the winding hole to create the Public Square. The four F blocks have remained relatively constant throughout the scheme, and changes to the area within Bowyer Playing Fields to facilitate improved links to the canal tow path at the norther-eastern and north-western corners of the park as existing. Block E went through a number of design iterations that centred around variations in height, ad the amount of housing to be provided on the north side of the canal was reduced due to issues with proximity to the high voltage lines. Viability of affordable housing provision also formed a key concern with discussions

although no concrete proposals were tabled and in addition no detailed internal layouts were considered.

- 13.4 Subsequent to the main PPA process, further revisions were considered in late August / September 2020. Due to viability concerns as noted above, the proposed units numbers increased from 270 to 312, and other changes included a one storey increase in height for Block D and the southern part of Block E, simplification of some aspects of design such as changes in roof forms at Block E2 from the gabled form presented in 2019 to a flat roof, and elimination of most of the inset balconies in favour of projecting balconies.
- 13.5 While officers have been very supportive of some of these changes, not all of the changes are necessarily considered to represent design improvements, and these changes must be considered in the planning balance in their ability to deliver an acceptable scheme.

The overall design approach

- 13.6 The architectural design approach takes a similar character area approach to that noted at Section 12 above (the landscape character approach was developed from the architects design approach). The proposal uses a modern and sometimes minimalist style of architecture, with appropriate detailing including areas of pulled brick, patterned balcony screening where appropriate and, around building entrances, hit and miss brick to provide design interest to the building. The approach taken includes a unified palette of materials to tie the different character areas together, and to assist in creating a high quality overall composition. Details such as rainwater downpipes and balcony screens are important details to be considered in the success of the design approach, and it would be essential to ensure the use of good quality exterior materials. As also noted in relation to hard landscaping, the success of the development in delivering a new character area for Slough will be dependent also on the selection of high quality materials for the public realm areas of the development.

Detailed aspects of site design

- 13.7 The approach to the development and design of buildings facing Stoke Road is a particularly important aspect of achieving the design challenge noted at paragraph 13.1. As submitted, the design of Block A1 does not make an appropriate and significant contribution to the streetscene as a gateway to the development, nor does it provide a sufficiently coherent design language as compared to the other two buildings which will enclose the Public Square. While the elevated nature of most of Block B will allow views of the canal from Stoke Road, Block A does the opposite, and would block views without offering a strong architectural feature that would successfully provide an additional marker to the views that are just ahead (for those travelling north on Stoke Road). Discussions are continuing with the applicant's team on the detailed design of this block. Taking into account initial amendments that have informed that discussion but at the time of writing were not yet fully developed, it is considered that an appropriate design solution to this part of the site can be provided. Any amended plans received prior to the Committee meeting will be reported in an update, and it is noted that the recommendation for approval at Section 1 of this report is dependent on the design of this part of the site being satisfactorily resolved prior to planning permission being granted.

- 13.8 It is noted also that, following discussions with Highways Officers, a new bus shelter has been proposed in front of Block A1 to serve an extension and relocation southwards of the existing bus stop which is located adjacent to the north-west corner of the site. The bus stop is an integral part of the Council's programme of sustainable transport improvements to Stoke Road, and if appropriately designed and laid out this will assist in focusing attention to the site. However the presence of this structure amplifies the design challenge for the approach from Stoke Road, and careful integration of the bus shelter into the design of this gateway area is required. It is considered that a bespoke design for a bus stop in this area would assist in this.
- 13.9 Changes in the height of Block A2 could also necessitate other changes in building design, primarily to height, if the development is to be maintained at the 312 residential units applied for. It is considered that there is scope for adding height to one or more of the buildings in the development to achieve this, and if this was to be done then this would require additional notification and consultation to be carried out. This point will be updated in the amendment sheet.

Impacts on microclimate

- 13.13 Impacts of building height on the microclimates of the key public spaces are key to the overall design approach. A Wind Study Report has been provided with the application, which investigates comfort levels for future users as expressed in the Lawson scale of comfort. This models ground level wind speeds and relates them to different uses at which different (and increasing) wind speeds can be tolerated. The Wind Study Report notes that the area under Block B, and between Blocks D and E, are likely to be the most impacted public areas in terms of increased wind speed created by deflection of prevailing winds. Mitigation is suggested, mainly in the form of additional tree planting with a preference for evergreen species. Porous screening under Block B is also suggested, although it is noted that this is not compatible with this building's role in framing views from Stoke Road to the canal.
- 13.14 The wind study recommends that public seating should be located at least 1m from the face of buildings, to avoid downdrafts. However it is not explicit in whether this, together with additional landscaping, would be need to ensure that comfortable sitting environments are created in the most important public and private spaces. It is considered that the in key public areas within the development, the target in terms of the Lawson comfort levels should be for comfortable 'pedestrian sitting' environments in any outdoor dining areas and other public seating (maximum wind speed 4m/s). 'Pedestrian standing' and 'pedestrian walking' allow for slightly higher wind speeds in appropriate locations. It is considered however that the wind study gives insufficient details in terms of these key comfort criteria, and further analysis of the key public spaces needs to be quantified in an updated Wind Study Report, with reference to impacts of any improvements that may be provided by additional tree planting in locations compatible with the landscape strategy, and any changes to the design of individual buildings. Additional information has been requested to address this, and any provided prior to the Committee meeting will be reported in the amendment sheet.

14.0 **Housing**

14.1 The 2010 Site Allocations DPD recognises that, due to the need to create an attractive location with high quality urban realm and a distinct architectural identity, the residential component of the site development was envisaged at being at a comparatively high density and not particularly suited to providing a higher proportion of family housing. The proposed development would have a residential density of 86 dwellings per hectare (based on the provision of 312 dwellings across a site area of 3.62ha). The homes comply with the Council's internal space standards, which were adopted in 2018, and set out minimum floor areas suitable for occupation by households of various sizes. Based on those floor areas, the mix of accommodation types is as follows:

Unit Type	Number	Percentage
Studio	31	10%
1-Bed 2 person flat	126	41%
2-Bed 3 person flats	24	8%
2-Bed 4 person flats	114	37%
2-Bed mews houses (4 people)	8	2%
3-Bed townhouses (5 people)	9	3%
Total	312	100%

14.2 The proportion of houses is low, which is consistent with the Site Allocations DPDs advice that this site could be treated as an exception to the Local Plan's usual pattern of providing family housing in sites outside the Town Centre.

14.3 The majority of flats would have a private balcony or, for ground floor flats and houses, a private terrace. The Block F flats would have shared amenity spaces between the blocks, either at podium level or, between Blocks F3 and F4, at the same level as the park. A feature of the scheme is the ready access to the improved Bowyer Recreational Grounds and new public space around the Canal, along with the opportunity to explore the Canal further afield. As such, the development would offer excellent levels of amenity for future residents.

14.4 However, the proposed provision of affordable housing is very low. As submitted, 15.8% is considered by the applicant to be the maximum quantum of affordable housing that is viable at the site, with tenure strongly tilted towards intermediate tenures. That offer does not include provision for any financial contributions towards infrastructure made necessary by the development, including maintenance of the new landscaping at Bowyer Playing Fields which is an integral part of the proposals. This would clearly lead to an even less policy compliant position in regards to the overall social, environmental and physical infrastructure to be provided and would not be representative of sustainable development. The mix and tenure of affordable housing offered is also not in line with the Borough's affordable housing needs. The Housing Managers consultation response, provided above at Section 6*** in this report, sets out that the need is predominantly for larger unit numbers.

The largest provided in the development are 3-bedroom houses in Block A1, which are identified as market housing. The next tier of units provided, in terms of size, are the 2-bed 'mews houses' in Block C and 2-bedroom four-person flats which are distributed across most of the remaining blocks. The Council's Developers Guide Part 2 (2017) provides for the following split of affordable housing tenures on brownfield sites where, as in this case, viability is an apparent issue (the percentage are however higher for greenfield land):

- Slough Affordable rent 5%
- Slough Living rent 17%
- Intermediate (including intermediate rent and shared ownership) 13%

As offered in the application, the mix of unit sizes and the tenure split is as follows:

	<u>Studio</u> <u>units</u>	<u>1B</u> <u>3P</u>	<u>2B</u> <u>3P</u>	<u>2B</u> <u>4P</u>	<u>2B</u> <u>house</u>	<u>3B</u> <u>house</u>	<u>Subtotals</u> <u>& Total</u>	<u>% of</u> <u>total</u>
Market housing	31	108	18	98	-	9	264	84.6
Affordable home ownership	-	8	4	12	8	-	32	10.3
Slough living rent	-	10	2	4	-	-	16	5.1
%, all tenures:	10%	40%	8%	37%	3%	3%		
Subtotals / Total:	31	126	24	114	8	9	312	100

14.5 With 10.3% as affordable shared ownership and 5.1% as Slough Living Rent, this is a very significant shortfall in both unit numbers and in the tenure to be provided. No Slough affordable rental units are being offered.

14.6 The applicants have submitted a Financial Viability Assessment (FVA), which makes a case that the scheme would not be viable if a policy compliant quantum of affordable housing is required. This has been reviewed by the Council's independent viability advisor, who considers that a more policy compliant position can be achieved.

14.7 The affordable housing offer also has other implications for the acceptability of the development. As outlined in the submitted Design and Access Statement, the proposals were subject to detailed discussions with officers in 2019. It was advised then that the acceptability of the quantum of development as proposed would depend in part on the ability of the scheme to provide a policy compliant affordable housing contribution or something close to it. While proposed unit numbers have been increased since those discussions, this has not improved the number of affordable housing units that were proposed at that stage of the design development. In light of the Housing Managers consultation comments at Section 6, which highlights that units in the affordable offer would be viable for acquisition by a Registered Provider, officers have therefore questioned whether the distribution of units of different size throughout the scheme has an impact also on its ability to provide a more policy-compliant mix of unit sizes and tenures. It is noted that the affordable units included in the FVA are the full compliment of residential units in Blocks B, C and D. While Block C comprises the mews houses on the north side of the canal and is identified for shared ownership, Blocks B and D both occupy prime position adjacent to the canal and the new wharf-side public open space. The residential units at Block B are identified for Slough living rent, while Block D would provide additional shared ownership units. The Housing

preference is for 2B4P units, as in the absence of sufficient affordable rental houses in the Borough to provide for those on the Council's housing list this is the fall-back position for housing families.

- 14.8 Further advice is being sought by officers on the above matters, including whether a review of internal layout could be capable of delivering a more policy compliant mix of affordable housing tenures while also going towards meeting the most pressing areas of housing need.
- 14.9 Currently, there is disagreement over the FVA and at the time of writing it appears that there is not an adequate justification for going below the 35% affordable threshold and not providing a policy compliant planning obligation to secure necessary infrastructure related contributions the application cannot be considered to represent a sustainable form of development nor can it regarded as being in accordance with Core Strategy policies 4 and 10. If a non-compliant affordable housing percentage and tenure split is accepted, future review(s) of the scheme's viability would be required to ensure that if there is any significant increase in values above costs, a greater contribution to affordable housing (and other necessary infrastructure contributions) could be made. The applicant has stated that they are willing to undertake early and late stage reviews. The outcome of further discussions will be reported on the meeting amendment sheet.

15.0 Highways, transport and parking

- 15.1 Paragraph 106 of the NPPF 2019 states that in town centres local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists. While the site is not currently within the Town Centre, this policy is considered applicable in this edge-of-centre location.
- 15.2 Paragraph 108 states that in assessing specific applications for development, it should be ensured that:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 15.3 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 15.4 Paragraph 110 of the NPPF states development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 15.5 The Transport and Highways officer has provided detailed comments at Section 6.10 in this report, which include an account of how issues have been considered

and resolved during the course of the application. As noted there, the significant aspects of the proposal have now been addressed and officers are content with the scheme from a Highways and Transport perspective. A number of additional submissions will be required by conditions, if planning permission is granted.

- 15.6 The Highways Officer has requested clarification on a number of detailed points, and subject to these being resolved has no objection to the proposals. Financial contributions towards sustainable transport infrastructure and Highways works are sought from the developer, as noted in Section 17 below.

Canal footbridge

- 15.7 Emerging plans being developed by the Council's Major Infrastructure Team in conjunction with the Local Economic Partnership provide for the Stoke Road to be incorporated into the wider transport improvements in the Centre of Slough, including provision for a future pedestrian bridge and enhanced public transport and improvements to the bus stop on Stoke Road.

- 15.8 The site layout provides for a possible future bridge across the canal, although this proposal is entirely separate from the current application. This is provided for by a landscaped area between Blocks D and F1, which as set out in the application plans provides a direct link between the canal tow path and the park. As noted in the consultation comments at Section 6.10.2, the bridge proposal is part of a proposed cycle and pedestrian route between the railway station and residential areas on both the north and south sides of the canal, which has been proposed by the Council's Major Infrastructure Projects Team in order to provide a more comfortable and convenient alternative to using Stoke Road. While it is not included in the works originally envisaged in the Site Allocation DPD, it is considered to be compatible with these long-standing proposals and the aspirations to improve the 'destination' qualities of the site.

- 15.9 The Council's Infrastructure Manager has confirmed that LEP funding has already been secured for the bridge, although no detailed design works have been undertaken. If the proposal does progress, it would be the subject of a separate application. It should be noted that the support of the Canals and Rivers Trust as landowner would be required in order it to further progress the bridge proposal.

- 15.10 The Council's Infrastructure Manager's comments above (abridged) also state that:

Integration and coordination of the proposed cycle route and proposed Stoke Wharf development is critical to ensure that not only the development is better linked to the rail station and town centre by active modes, but also that a new canal crossing can be implemented to extend the route to the north and improve the connectivity and permeability of the area for active travel....

The planning documents indicate how the proposed cycle route and canal crossing could complement and further enhance the development.

Based on the initial site plans provided in the planning documents, an overlay of the proposed north/south cycle route and an indicative location for the canal crossing (Figure 5 below). This is intended to illustrate how a canal crossing could be integrated into the area to both support the objectives of the north/south cycle route and to complement the proposed development.

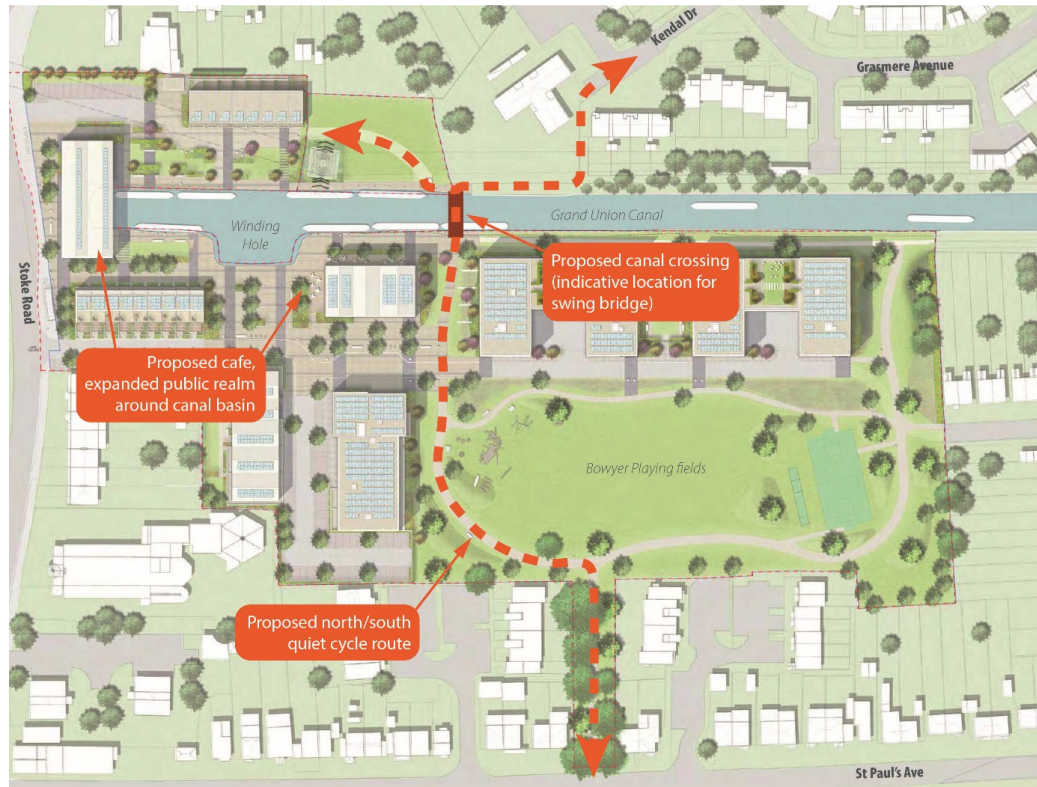


Figure 5: Indicative sketch illustrating the proposed north/south cycle route.

15.11 The applicant has engaged with the Councils Major Infrastructure Team in the course of the application, and it noted that the possible footbridge location noted is relatively well integrated into the application proposals. In practice, a location a few metres the west, marginally closer to Block D and further from Block F1, would be more feasible in that

- it increases separation from the adjacent ground floor apartment in Block F1;
- the ground floor layout and café use proposed for Block D incorporates a plant room and cycle store on the corner of the building that would be closest to the bridge landing so there would be no privacy impacts on residential occupiers in this building; and
- the northern landing could be located within the application site boundary.

Other potential locations have been considered by the Major Infrastructure Team; however the above location is the most compatible with the current development proposals.

15.11 It is noted that the Canal and River Trust (CRT) have reservations about providing a bridge across the Canal, and that further permissions would be required including from the Council, from CRT as landowner of the tow path and from DEFRA. While the footbridge project is at an early stage of planning and a construction timeframe is not currently known, it is however considered that in this location the project is both compatible with and complimentary to the current application proposals. The project can be accommodated by ensuring that the external layout, including the key elements of structural landscaping such as key tree planting, can accommodate the footbridge project at a future date. This can be provided for by a combination of condition requirements and by safeguarding the bridge landings on both sides of the canal, where these are in Council ownership, in the section 106 agreement.

Conclusion on highways / transport and footbridge

- 15.12 While the canal footbridge is outside of this application, the above discussion is intended to inform elected members and all other interested parties of how the proposals are able to compliment each other.
- 15.13 Subject to detailed matters raised in the Highways Officer's submission being clarified and resolved where necessary prior to planning permission being granted and to the Section 106 financial contributions noted below in Section 18.0 of this report, it is considered that the application raises no substantive issues related to roads and sustainable transport that cannot be dealt with by conditions.

16.0 **Environment Matters**

- 16.1 Issues related to air quality, environmental noise both during construction and operation of the development, and previous uses of the site that have led to ground contamination, are considered in detail at Sections 6.12 - 6.14 in this report. With respect to contamination, the application provides an opportunity for this to be properly remediated. Subject to the recommended conditions, it is considered that the proposal will not result in any unacceptable impacts related to these environmental quality issues.

Burnham Beeches Special Area of Conservation

- 16.2 Natural England's comments and objection in relation to effects on Burnham Beeches Special Area of Conservation referred to a South Buckinghamshire SPD which is not adopted in or applicable to Slough. However, the principle of providing mitigation for any identified significant effects is accepted. While the application includes a Habitats Regulations Assessment Screening document, Natural England has asked for additional information that could satisfy requirements of an Appropriate Assessment. The application agrees that a suitable strategy will need to be agreed between the applicant, Slough Borough Council and Natural England, and secured through a planning obligation in order to determine that there will not be any in-combination effect as a result of recreation pressure on the Burnham Beeches SAC. At that stage, when the mitigation measures are defined, the Appropriate Assessment should be completed.
- 16.3 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 on financial contributions to be provided for mitigation works within Slough, with Upton Court Park identified as a key site for such works. Further comment is being sought from Natural England, and it is noted that for another recent application within the buffer zone (Montem Lane, ref. P/07383/010) that this statutory body is seeking formal adoption of the proposal as a town wide approach for future major development within the 5.6km zone referred to. Further 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. An update will be provided on the meeting amendment sheet with the expectation of withdrawal of the objection.

17.0 **Issues in objection letters and ePetition**

17.1 The majority of issues raised are addressed in the above discussion. However two issues remain for further discussion:

- Lack of relevant local residents consultation
- Lack of planning communication

17.2 Due to the Pandemic, in May 2020 the government introduced changes to the publicity for planning applications and has recently confirmed these will be in place until 31 December 2021. Since 1st June 2020, Slough Borough Council has publicised planning applications by:

- Display a site notice at each property for which an application for planning permission is made, giving details of the planning application and the website where details about the application can be found.
- Place a public notice in a local newspaper, if that is a requirement for the type of planning application.
- Publish a weekly list of registered planning applications on our website, www.slough.gov.uk/planning-and-building-control
- Use social media such as Facebook and Twitter to provide a link to a weekly list of registered planning applications.
- Inform local parish councils, neighbourhood and community groups by email.
- Cease sending letters to the neighbours of properties for which an application for planning permission is made.

These changes have been publicised on the Council's website since June last year.

17.3 The Statement of Community Involvement provided in the application describes the consultation that was undertaken by the applicant in 2019. Some objectors appear to have confused this Statement with a Council by the same name, the SBC Statement of Community Involvement (SCI), which was published in 2006. An extract of the Council's SCI is included in the applicant's document, which sets out the Council's consultation methods for Local Plan and related policy documents, as they existed at that time. This may have led to some confusion as to what publicity methods the Council would use for a planning application, as opposed to planning policy documents and, as noted above, the changes in consultation brought about by the current pandemic have changed arrangements as well.

18.0 **Planning Obligation**

18.1 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	£747,582
- Additional open space maintenance	£155,250
- Air quality mitigation	£50,000
- Sustainable transport infrastructure	£100,000
- Travel Plan monitoring	£6,000
- HRA Mitigation	£109,980

(subject to the outcome of further discussion with Natural England)

All index linked BCIS

Non financial items:

- Affordable Housing: up to 35%, with tenure to be agreed.
- Viability review mechanism (subject to valuer's advice).
- Safeguarding bridge landings on both sides of the canal for a future canal footbridge.
- Travel Plan.
- Information Pack for residents and prospective purchasers re travel plan, parking space allocation.

18.2 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.

19.0 **Conclusion and planning balance**

19.1 The housing scheme, in general, makes good use of an area of previously developed land. The loss of some open space is mitigated by new provision combined with enhancement of the existing open space, as proposed in the Site Allocations DPD (2010). The layout has many good features in particular those related to regeneration of former employment land and the provision of a very significant area of new public realm. . While the layout and scale of development has in places resulted in some undesirable features, these can on balance be accepted if the overall package in particular the affordable housing and planning obligation items are satisfactory. At present the affordable housing and contributions available are not acceptable. 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. The proposed mitigation for the possible adverse effects on Burnham Beeches (re Habitats Regulations Assessment) and Natural England's concerns require further discussions with this key statutory consultee at the time of writing, 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.

19.2 Regarding the planning balance there are significant benefits from the provision of 312 new homes in a sustainable location and making use, in part, of previously developed land. The proposal currently includes 15.8% affordable housing with no contributions towards infrastructure factored in. 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 more significant benefit would be provided and this 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, and the degree of benefit will be dependent upon the outcome of further negotiations. Enhancements to the existing parkland at Bowyer Playing Fields and new canal-side areas for recreation and biodiversity will benefit the local community. A public rapid EV charger and on-site car club is also a benefit in terms of air quality. The possible adverse effect of extra trips on Burnham Beeches is a disbenefit, but mitigation

works should resolve this and would also be of wider benefit in Slough if the mitigation works are carried out within the Borough, as currently proposed.

19.3 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.

19.4 Subject to resolution of the outstanding points noted in the recommendation at Section 1.0 of this report, and 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.

20.0 **PART C: RECOMMENDATION**

20.1 Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to

- 1) The satisfactory resolution of the outstanding Natural England objection.
- 2) Securing acceptable design amendments as set out in Sections 11- 13 of the report, including
 - Block A1 and relationship with approach to the development from Stoke Road;
 - Block A2 , with particular reference to impacts on neighbours;
 - Microclimate.
- 3) Review of internal layouts to ascertain whether a more efficient affordable housing layout can be provided.
- 4) Provision of a storage area / building for use by a canoe club or similar recreational activities and public toilets.
- 5) Satisfactory resolution of outstanding matters related to surface water drainage and on-site ecology.
- 6) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space maintenance costs and to secure on site car-club spaces, membership and EV charging, a travel plan and monitoring, future residents' information pack, highways agreement, affordable housing, and viability review.
- 7) Finalising conditions; and any other minor changes.
- 8) 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 31st May 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

PART D: LIST CONDITIONS AND INFORMATIVES (TBC)

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. Drawing numbers

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

TBC

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. Archaeology

No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The Development shall take place in accordance with the approved Written Scheme of Investigation and the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work, in accordance with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of the National Planning Policy Framework.

1. Construction and Environmental Management Plan (CEMP)

No development shall commence until a Construction and Environmental Management Plan (CEMP) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) location and operation of cranes / other non-road mobile machinery,
- (ii) non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- (iii) all construction vehicles to meet a minimum Euro 6/VI Emission Standard.
- (iv) A noise management strategy including community liaison and communication, and complaints procedures,
- (v) control of dust, smell and other effluvia,
- (vi) control of surface water run off, and
- (vii) site security arrangements including hoardings.

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

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

2. Construction Traffic Management Plan

Prior to the commencement of any works of demolition or construction, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The CTMP shall include: Construction traffic routes; provisions for loading and off-loading, parking, turning provision, visitors and construction vehicles (to a minimum Euro 6/VI Standard) and NRMM controls (stage IIIB); measures to be made on site; measures to prevent mud or other waste materials from being deposited on the highway; and a programme for demolition and construction. The CTMP shall be fully implemented in accordance with the approved details and retained throughout the construction phase of the development.

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

3. Canal Edge and Canal Infrastructure Plan

Prior to the commencement of any works to the canal, the canal towpath and or its surroundings, a Canal Edge and Canal Infrastructure Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- Details of any proposed modifications to canal banks.
- Details of the location and appearance of canal infrastructure.
- Details of mitigation measures required to protect the structural integrity, ecology and amenity of the canal corridor.

The development shall be carried out in accordance with the approved details.

REASON: In the interests of users of the Slough Arm Canal, its environment and the amenity of existing and future residents.

4. Works adjacent to pylon

No works shall be carried out within the vicinity of the High Voltage cables and pylons within the application and no erection of cranes or other non-mobile machinery for the construction phase of the development shall take place until a Crane Management Plan and Method of Working have been submitted to and approved in writing by the Local Planning Authority in consultation with SSE. The approved Crane Management Plan and Method of Working shall then be implemented in accordance with the approved details.

REASON: To ensure the safety of construction workers, future occupiers and members of the public visiting the development, and that the safe operation of the electricity infrastructure is not compromised in the construction and / or operational phase(s) of the development.

5. Pre-commencement Tree Protection

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

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

- 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 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

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

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.

6. Canalside works of Blocks F1-F4

Prior to any construction works to any of the Blocks F1 - F4 above basement level, details of boundary treatments and the canalside elevations of the F Blocks shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- The height, materials and appearance of the boundary treatment to be employed to separate the amenity spaces between the F Blocks and the canal.
- Details of the treatment of car ventilation openings in the canalside elevation walls.
- The materials and appearance of the external wall of the lower ground floor of the F Block on the canal elevation.

REASON: In the interests of the character and appearance of the canal corridor.

7. CCTV

Prior to commencement above slab level, the applicant shall submit a CCTV operational requirements study for this development including detailed plans of the location of each camera and the standard that they must achieve for both public and private realm,. Where applicable to internal areas of buildings, the applicant submitted details shall include CCTV plans to show how the recommendations of the CCTV operational requirements study have been implemented and how external cameras will be monitored by local authority.

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

8. Secure by design

Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

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

of the National Planning Policy Framework (2019).

9. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Remediation Strategy (Ref. no. J20-052-R01), dated October 2020, and prepared by Ground Condition Consultants Ltd., shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented, together with evidence of the independent qualified person that verified it.

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.

10. Noise assessment

Prior to the first occupation of the development, a detailed Noise Assessment And Mitigation Design Report(s) shall be prepared relating to the operational phase of the development, in accordance BS4142:2014+A1:2019 and with reference to BS8233:2014. The assessment must demonstrate:

- (i) how the overall sound rating level any plant will not exceed 0dB(A) above the background noise levels 1m from the nearest window at existing and proposed noise sensitive receptors;
- (ii) how noise levels from site operations will not exceed 50 dB LAeq(1 hr) during the hours of 07:00 to 23:00 or 45 dB LAeq(1 hr) during the hours of 23:00-07:00 or 60 dB LAeq(15 mins) during the hours of 23:00-07:00 as determined by measurement or calculation at free field locations representing facades of dwellings at existing noise sensitive receptors; and
- (iii) how internal noise levels for future occupants of the site do not breach criteria set out within BS8233:2014.

Confirmation of the findings of the assessment shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details prior to first occupation, and then retained and maintained for the lifetime of the development.

REASON: To ensure occupants of both existing residents and future residential occupiers within the development are not exposed to unacceptable noise levels. In accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

11. Building sustainability and energy efficiency - residential

Details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the residential part of the the developments shall be submitted to and approved in writing by the Local Planning Authority. No residential unit shall be used or first occupied (other than for construction purposes) until the approved details have been implemented, and the approved

details shall be retained for the lifetime of the development.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

12. Building sustainability and energy efficiency - non-residential

Details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the non-residential part of the development shall be submitted to and approved in writing, and the approved measures shall be implemented in full prior to the first occupation of the non-residential components of the development. The development shall then be retained and maintained in accordance with the approved details for the lifetime of the development.

REASON: In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

13. Piling - Environment Agency

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

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

14. Interference with Telecommunication Signals

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

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

15. Prior to occupation: Landscape (Soft and Hard)

Prior to completion or first occupation of the development hereby approved, (whichever is the sooner), details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority, and hard landscaping and sub-surface requirements (e.g. tree pits and routing of other infrastructure) shall be completed prior to first occupation of the

development. Soft landscaping shall be carried out strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- (i) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- (ii) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) Sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
 - f) details of canalside planting, including its location and a planting specification; and
 - g) details of the all surfacing materials including towpath re-surfacing
- (iii) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- (iv) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- (v) types and dimensions of all boundary treatments

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

REASON: Required to safeguard and enhance the character and amenity of the area, in the interests of visual amenity of the canal corridor, its biodiversity and structural integrity to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with and Core Strategy Policy 8.

16. Landscape & Ecological Management Plan

Prior to completion or first occupation of the development hereby approved, whichever is the sooner; a landscape and ecological management plan shall be submitted to, and approved in writing by, the Local Planning Authority. The management plan should be prepared by a qualified and experienced ecologist and landscape architect consultant and should include the following elements:

- a) A statement of the overall design vision for the development and for individual trees retained as part of the development – including amenity classification, nature conservation value and accessibility.
- b) Type and frequency of management operations to achieve and sustain canopy, understorey and ground cover, and to provide reinstatement including planting where tree loss or vandalism occurs.

- c) Frequency of safety inspections, which should be at least three yearly in areas of high risk, less often in lower risk areas
- d) Confirmation that the tree pruning work is carried out by suitably qualified and insured tree contractors to British Standard 3998 (2010).
- e) Special measures relating to Protected Species or habitats, e.g. intensive operations to avoid March - June nesting season or flowering period.
- f) Inspection for pests, vermin and diseases and proposed remedial measures.
- g) Recommendations relating to how trees within the immediate vicinity of properties or within private areas are to be protected, such that these are retained without the loss of their canopy or value as habitat.
- h) Confirmation of cyclical management plan assessments and revisions to evaluate the plan's success and identification of any proposed actions.
- j) Details of ecological improvements and treatments in accordance with guidance set out within BS42040:2013 Biodiversity code of practice.

REASON: Required to ensure that all areas of the development are satisfactorily safeguarded, managed and maintained in the long term /in perpetuity in the interest of nature conservation and the visual amenity of the area and to accord with policies Core Strategy 2006 - 2026 (adopted December 2008) of the Slough Borough Council.

17. Removal of trees and vegetation

Removal of trees and other vegetation shall be undertaken outside of the bird-nesting season (March to September inclusive for most British bird species), unless details of any clearance works under the supervision of a suitably qualified ecologist have first been submitted to and approved in writing by the Local Planning Authority. Vegetation clearance shall then be carried out only in accordance with the approved details.

REASON: In the interest of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Slough Borough Council Core Strategy 2008, the National Planning Policy Framework and the Wildlife and Countryside Act 1981 (as amended).

18. External lighting

No external lighting related to development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination (as demonstrated on a lux plan). The external lighting shall be maintained and retained in accordance with the approved details.

REASON: In the interests of the security and appearance of the development and the biodiversity of the canal corridor.

19. Non-residential uses

Use of commercial premises to be restricted to former A class uses, and for the commercial unit in Block B, for class D community uses, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development provides visitor and community facilities consistent with Site Allocation Policy SSA17 in the SBC Site Allocations DPD (2010).

20. Thames Water

No development shall be occupied until confirmation has been provided that

either:

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

Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

21. Details of Car Parking including EV

Prior to the first occupation of each block or phase, the residential and, where applicable, non-residential car parking provision for the block or phase shall be provided, include 10% Electrical Charging Points and 10% passive provision for future Electrical Charging for the flatted and mixed use commercial / residential blocks, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework

22. Details and Samples of materials

Prior to any above ground works commencing within any building, details of the external materials including paint colours, cladding, any stonework, brickwork (including patterns/ detailing) down pipes, gutters, edging details to flat roofs, balustrades, balconies, glazed facades, and framing, including the details of bond, colour, mortar mix and mortar colour on all external facades and roofs of the buildings, balcony screens, details of any green walls and green roofs, all set out clearly to coordinate the materials and details to and between each part of the building(s) relating to that buildings, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works as part of the submissions to be approved, and no part of the development applied for shall be used or occupied prior to the implementation of the approved details. The development shall be carried out strictly in accordance with the approved details.

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

23. Street Furniture

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

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

24. Landscaping retention and replacement

Any tree which forms part of the approved landscaping scheme which fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced no later than the next planting season by a tree of the same species, and of a size and maturity to be approved by the Local Planning Authority, unless further specific permission has been given by the Local Planning Authority for other suitable replacement planting.

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

25. Wheelchair User Dwellings

A minimum of 5% of the total residential units within the development shall be provided as Wheelchair Adaptable Homes and shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings. The detailed plans of these dwellings shall be submitted to and approved in writing by the Local Planning Authority as prior to first occupation of the residential development. The Wheelchair Adaptable Homes shall be shown on the submitted plans and shall be implemented in accordance with the approved plans.

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

26. Delivery and Servicing Plan

Prior to first occupation of any commercial unit, a site servicing strategy or Delivery and Servicing Plan (DSP) for the relevant Plot, including vehicle tracking, for the relevant Development Plot shall be submitted to and approved in writing by

the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant phase or block. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in each Plot.

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

27. Approved non residential land uses within Plot A

Notwithstanding the information in the approved plans and subject to the provisions within the relevant conditions set out in this planning permission, the following specified land uses are permitted within the specified floorspace:

- Retail (former Class A1),
- Financial and professional services (former Class A2),
- Food and Drink (former Class A3)
- Public houses, wine bars or other drinking establishments (former Class A4)

REASON: To ensure no major retail and other uses are provided on the site that would affect the viability of the town or neighbourhood centres, and to ensure the protection of the amenities of future residents, in accordance with Core Policies 1, 5, 6 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2019).

28. Opening hours for non-residential land uses

The non-residential premises within Plot A shall not be opened for business on Christmas Day and New Years Day and shall not be opened for business outside the hours of 8 a.m. and 10 p.m. on Sundays and Good Friday and 7 a.m. and 11 p.m. on all other days. Notwithstanding arrangements to be approved in the DSP, no deliveries may be made earlier than half an hour before the earliest morning opening times for each day as provided for in this condition, and no later than 7.30 p.m. in the evening, Monday to Saturdays only and excluding Sundays, Good Friday, Christmas Day and New Years Day.

REASON: To protect the amenities of future residents, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 and the National Planning Policy Framework (2019).

29. Quantum of Cycle Parking

The private residential cycle parking provision for the development shall be at a ratio of no less than 1 cycle parking space per dwelling excluding any public or visitor cycle parking. The cycle parking spaces shall be fully completed prior to first occupation of the relevant residential blocks, and permanently retained thereafter.

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

30. Telecommunications Equipment

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

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

31. Travel Plans

The development shall not be occupied until the residential and non-residential Travel Plans, including provision for periodic updating, have been submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, with periodic updates as provided for in each of the Travel Plans, for the lifetime of the development.

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

32. Car Park Management Plan

The development shall not be occupied until until a Car Park Management Plan (CPMP) for the car parking provision has been submitted to and approved in writing by the Local Planning Authority. The CPMP shall include details of the management and enforcement regime of the proposed car parking spaces including how car parking spaces will be allocated, managed and parking enforced by the management company or agent, or other appropriate body/organisation. The Car Park Management Plan will also set out the details of the management and maintenance regimes for the EV Car Club scheme and on-site provision of rapid EV charger(s). The development shall be carried out strictly in accordance with the approved Car Park Management Plan and the measures therein shall continue to operate in for the lifetime of the development.

REASON: To provide an appropriate managed car parking scheme for residents and visitors to the development, to ensure the low car parking levels are maintained and to provide car parking restraint generally in accordance with

Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

33. Play equipment spec including play equipment for children with disabilities

The landscaping details shall include details of play equipment, including play equipment for children with disabilities. The development shall be carried out strictly in accordance with the approved details and the approved details shall be retained and maintained for the lifetime of the development, unless details of replacement equipment have first been submitted to and approved in writing by the local planning authority in which case the replacement equipment shall similarly be retained and maintained for the lifetime of the development.

REASON: To provide a satisfactory play area in accordance with Policy OSC5 of the Adopted Local Plan (2004), Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

34. Permitted development rights commercial units

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no changes from the following approved uses shall be permitted, without the written approval of the Local Planning Authority:

- Retail (former Class A1),
- Financial and professional services (former Class A2),
- Food and Drink (former Class A3), and
- Public houses, wine bars or other drinking establishments (former Class A4).

REASON: To ensure that the uses will be in accordance with the ancillary uses identified for the site in Site Allocation SSA23 in the Slough Local Development Framework Site Allocations DPD (adopted November 2010) and in accordance with the National Planning Policy Framework (2019) paragraphs 91 and 92.

35. Odour Abatement System

Prior to commencement of works on Blocks B and D, details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system shall be submitted to and approved in writing by the Local Planning Authority, including provision of internal extract ducts within the structure of the building(s), and the height of any exterior extract ducts and vertical discharge outlets, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the relevant development plot or part thereof and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

REASON: To ensure the amenities of residential occupiers of the development, in accordance with Policy 8 of the Slough Borough Council Core Strategy 2008.

36. Fire Strategy

Prior to commencement of works above foundation level a Fire Strategy for the avoidance of fire and protection of occupants in any fire event, including details of sprinkler systems or of alternative means of controlling fire within the buildings,

and demonstrating how emergency access by Fire Service vehicles and crew members and other features considered necessary by the Royal Berkshire Fire and Rescue Service will be provided to the respective Plots, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved Fire Strategy, and the approved details shall be retained in operational condition for the lifetime of the development.

REASON: To provide sufficient level of safety for occupiers and property, in accordance with Policy 8 of the Slough Borough Council Core Strategy 2008 and the National Planning Policy Framework (2019).

INFORMATIVES:

- 1) In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments or additional information. Subject to the outstanding matters being resolved, it is the view of the Local Planning Authority that the proposed development is capable of improving the economic, social and environmental conditions of the area for the reasons given in this notice and it is therefore in accordance with the National Planning Policy Framework.
- 2) The applicant is advised that the decision notice should be read alongside a s106 Legal Agreement which contains Planning Obligations entered into in connection with the planning permission.
- 3) The developer can request information to support the discharge of water supply condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval. Thames Water advises that a Gravity connection to the 900mm (manhole 1601 or 0601) sewer would be preferable, but connection to manhole 9702 (225mm) would also be acceptable, based on a gravity connection to the network.
- 4) The following advice is provided in relation to meeting Secured by Design standards:
 - External Communal entrances: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of LPS1175 Issue 8 B3
 - Developments with more than two floors are required to have a visitor door entry system and access control system.
 - All external and internal Communal entrance doors access will be controlled via an electronic remote release locking systems with audio/visual intercom links to each apartment. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat.
 - The Access control system will be required to record and store images for a minimum of 30 days.
 - Tradesperson's release mechanisms are not permitted as they have been proven to be a cause of ASB and unlawful access to residential

areas

- Post boxes location to be compliant with the standard
- Compartmentalisation: The Access control system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
- Secure communal lobbies: Any internal door sets should meet the same specification as above be access controlled (ground floor and residential floor lobbies)
- Secure undercroft parking areas: LPS1175SR2 gates incorporating an electronic access controlled system that allows the driver to operate the system without leaving the vehicle
- Bin and cycle store doors: Must be robust and secure (meet the minimum physical security standards of LPS 1175 issue 8 B3, with electronic access control. Double leaf door can be problematic sustainable operation and security, as the active leaf is required to secure against the passive. Additional details as to the type, style and minimum physical security standards of the doors will be required - alternatively a large single leaf door may well be more appropriate and cost effective.

5) Tree works:

The following British Standards should be referred to in regards to works to trees:

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

6) Landscaping standards

The following British Standards should be referred to in regards to landscaping:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work – Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

“An overarching recommendation is to follow *BS 8545: Trees: From Nursery to*

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

7) Canal & River Trust

The applicant/developer is advised to review the Canal & River Trust’s “Code of Practice for Works affecting the Canal & River Trust and contact the Trust’s Works Engineer (John.Pryer@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyandour-code-of-practice>)”.

The applicant/developer is advised that surface water discharge to the Grand Union Canal will require prior consent from the Canal & River Trust and should contact Chris Lee in the Canal & River Trust’s Utilities team regarding such an agreement (chris.lee@canalrivertrust.org.uk).

The applicant/developer is advised that the proposed works require written consent from the Canal & River Trust, and they should contact the Canal & River Trust’s Estates team (Bernadette.mcnicholas@canalrivertrust.org.uk) regarding the required agreement.

