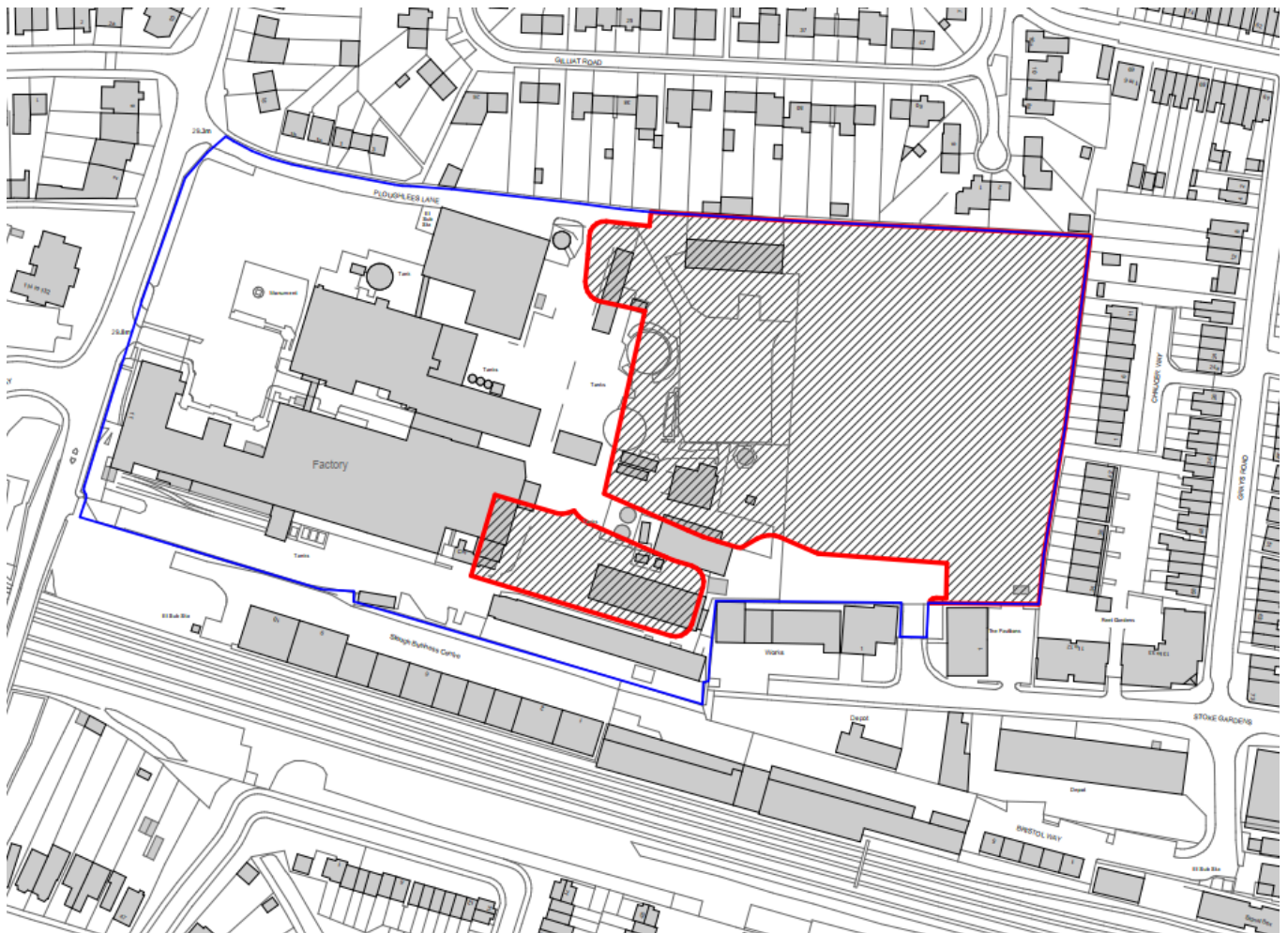


Registration Date:	31-Mar-2022	Application No:	P/00094/068
Officer:	Shivesh Seedhar	Ward:	Elliman
Applicant:	Berkeley Homes (Oxford & Chiltern) Ltd	Application Type:	Major
		13 Week Date:	30-Jun-2022
Agent:	Nathaniel Lichfields & Partners The Minster Building, 21 Mincing Lane, London, EC3R 7AG		
Location:	The Horlicks Factory, Stoke Poges Lane, Slough, Slough, SL1 3NW		
Proposal:	Submission of Reserved Matters Application (Access, Layout, Scale, Design and Landscaping) for Blocks C, F, H J and N of the Horlicks Factory site, comprising 701 residential units, commercial floorspace, associated landscaping and amenity spaces, parking, access routes and associated works		

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



## **P/00094/068 The Horlicks Factory**

### **1.0 SUMMARY OF RECOMENDATION**

1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.

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

A) For approval subject to:

1. Receipt of satisfactory revised floorplans (and elevations) detailing the additional necessary fire safety measures incorporated to address the comments of the Health and Safety Executive (Gateway One), which shall be addressed to the satisfaction of the Health and Safety Executive and the Local Planning Authority.
2. Finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

2.1 This application seeks reserved matters approval for Access, Layout, Scale, Design and Landscaping for Blocks C, F, H J and N of the Horlicks Factory site, comprising 701 residential units, commercial floorspace, associated landscaping and amenity spaces, parking, access routes and associated works.

2.2 The reserved matters site relates to Phase 2 of the site, forming a part of the wider Horlicks Factory site approximately 4.95 hectares in size, located within the eastern areas of the outline application site. In reference to the outline application, the reserved matters application relates to Blocks C (Horlicks Terrace), F (Barley Mews), H (William Horlick House), J (James Horlick House) and N (The Maltings) of the Horlicks Factory site as shown below:



2.3 The detailed proposal for Phase 2 (The Reserved Matters application) comprises of the following:

- The erection of 701 dwellings across Blocks N (The Maltings), J (James Horlicks House), Block H (William Horlick House), Block F (Barley Mews) and Block C (Horlicks Terrace).

The breakdown of the dwelling provision is as follows:

Private:

- |                       |     |     |
|-----------------------|-----|-----|
| • 1 bedroom apartment | 197 | 37% |
| • 2 bedroom apartment | 312 | 58% |
| • 3 bedroom apartment | 5   | 1%  |
| • 3 bedroom house     | 20  | 4%  |

Total	534	
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Shared Ownership

- |                       |    |     |
|-----------------------|----|-----|
| • 1 bedroom apartment | 46 | 42% |
| • 2 bedroom apartment | 64 | 58% |
| • 3 bedroom apartment | 0  | 0%  |
| • 3 bedroom house1    | 0  | 0%  |

Total	110	
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Social Rented

• 1 bedroom apartment	12	20%
• 2 bedroom apartment	22	40%
• 3 bedroom duplex	24	40%
Total	58	

Of this provision 167 affordable homes are to be provided. The buildings on site will range from 3-14 storeys in height) up to 77m AOD). Together with the affordable housing being delivered in phase 1 (to be managed by Sovereign), the whole development will comprise 25% of the 1277 homes permitted in both the reserved matters submission and phase 1 detailed component.

135sqm of non-residential floor space is also provided within the ground floor within the Maltings Block.

Parking comprising of 251 parking spaces and cycle parking provisions for all residents is also proposed.

Landscaped amenity and public realm space is also proposed through the Phase 2 areas of the site including through the Green Streets Character Area and Clocktower Place.

Green Streets character area will provide pedestrian friendly residential streets with neighbourhood gardens offering green space. Clocktower Place will provide a new public square and focus for community activity around the Clocktower and chimney.

2.4 The proposed development is within the tolerances of the approved parameters of the approved outline planning permission which formed a part of the Hybrid Planning application granted permission on 17<sup>th</sup> June 2019 (P/00094/039) and subsequently superseded by application P/00094/052 granted permission on 13<sup>th</sup> January 2021, and the S73 application granted permission on 13/06/2022 by way of application P/00094/070.

### 3.0 **Application Site**

3.1 The Reserved Matters application site is located on the eastern half of the Horlicks Factory site which forms a part of the wider site (totaling in 4.95 hectares in size), formerly used as part of the Horlicks Factory. The first phase of the site which formed a part of the detailed planning application of the Hybrid Planning application granted permission on 17<sup>th</sup> June 2019 (P/00094/039) and subsequently superseded by application P/00094/052 granted permission on 13<sup>th</sup> January 2021 and recently application P/00094/070 (13<sup>th</sup> June 2022), which comprises of the former Horlicks Factory which is currently being undergoing works, to be converted to residential use. First occupation on the land began on 23<sup>rd</sup> March 2022.

3.2 Adjoining the site to the west is Stoke Poges Lane which is comprised of a mix of commercial and residential uses.

3.3 To the east of the site is Grays Road, of which comprises of residential dwellings. The east of the site faces the rear of these dwellings. Further east of this is Stoke Road, which contains a mix of commercial and residential units.

- 3.4 Adjoining the site to the south east is Stoke Gardens, which primarily comprises of residential units. Further south is Bristol Way, which provides access to industrial buildings and overlooks the Great Western Railway Line to the south. Further towards the south east is Slough Station which provides access towards London Paddington to the east through GWR and TFL services and Reading and Windsor to the west through GWR and TFL services.
- 3.5 To the north of the site is Gilliat Way and Ploughlees Lane, which is comprised of residential dwellings.

#### 4.0 **Site History**

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

P/00094/039 A hybrid planning application for part outline/ part detailed planning permission for a residential-led mixed-use development of up to 1,300 new homes comprising:

1. Outline planning permission for the provision of up to 746 new homes (Use Class C3), commercial (Use Class A1-A3) and ancillary facilities within new buildings extending up to 77m AOD in height; car and cycle parking; public realm, landscaping and amenity space; and all associated works (with all matters reserved); and
2. Full planning permission for the part demolition of the existing Horlicks Factory, and demolition of factory outbuildings and structures, to facilitate the erection of five new buildings ranging from one storey to 10 storeys including change of use, two storey rooftop extension, ground floor extensions and alterations to the remaining parts of the Factory, to provide 554 new homes (Use Class C3), up to 239sqm commercial floorspace (Use Classes A1-A3) and a nursery (Use Class D1), and ancillary facilities; relocation of the war memorial; car and cycle parking; public realm, landscaping and amenity space; access from Ploughless Lane, Stoke Poges Lane and Stoke Gardens; and all associated works.

Approved with conditions

23-Mar-2020

A listed building consent application was also made as outlined below.

P/00094/040 Relocation of the Grade II listed Horlicks War Memorial, as part of comprehensive redevelopment of the former Horlicks Factory Site.

Approved with conditions

24-Mar-2020

P/00094/052 An application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary Condition 4 (Approved Drawing Numbers of planning permission P/00094/039 for the comprehensive redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 23<sup>rd</sup> March 2020), namely for various minor material amendments to the detailed component of the planning permission including the internal alterations to Block A and external and internal alterations to Block Q including the erection of an additional storey to create 22 additional new homes within

Development Area 1 (note: total provision across the whole site to remain as 1,300 homes).

Approved with conditions

04-Mar-2021

It is noted that the detailed elements of this permission has now been implemented and the site remains under construction. First occupation on the land commenced on 23<sup>rd</sup> March 2022.

P/00094/070 Application under Section 73 of the Town & Country Planning Act 1990 seeking variation of Condition 4 of planning permission P/00094/052 for the comprehensive phased redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 13th January 2021), seeking material amendments to the approved parameter plans (seeking an increase in height of the maximum vertical levels of deviation and amendment to the plot dimensions of the outline component).

Approved with conditions

10-Jun-2022

The P/00094/070 consent supersedes the P/00094/039 and P/00094/052 permissions and comprises the extant permission.

A number of discharge of conditions applications have also been submitted relating to the detailed element of the planning permission, as well as applications for advertising consent and the development of a marketing suite.

## 5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 27/04/2022. The application was advertised as a major application in the 27/04/2022 edition of The Slough Express.

5.2 No neighbour representations have been received at the time of writing this report.

## 6.0 **Consultations**

### 6.1 **BEAMS:**

Response received on 13/05/2022:

No objections raised. BEAMS supports the proposals put forward within the Reserved Matters application for Phase 2 of the Horlicks Factory site.

### 6.2 **Arboriculture and Landscaping:**

Trees:

The Arboricultural report indicates the removal of four boundary trees subject to side crown reduction creating an unstable structure to the tree. (Not By the developer). Removal approved.

Landscaping:

There is a difference between Phase one and Phase two in that Phase two's drawing key lacks any reference to the provision of play facilities in the form of soil undulations,

small items of equipment or seating. The landscaping scheme indicates the planting of a mixer of trees totalling 126. The trees are a good mixture of species and planted with a number of landscaping concepts, Avenues, Podium, Walk ways and Car parking dividers with projected growth also shown on the plans. The scheme makes good use of hedge planting to act as boundaries, property protection and screening to storage areas. There is a rain garden as part of the SuDs concept for the development this is a reflection from the Phase one SuDs management plans. The development also benefits from extensive shrub planting a mixture of soft and hard plant species.

Because the shrub planting and rain garden makes use of relatively short lived plants Slough Borough Council should require a 25 year management plan. Therefore the below condition is requested: 25 year Landscape and Ecological Management Plan to ensure the proposed landscape scheme is maintained and continues to provide the habitats that are part of the Biodiversity net gains.

With reference to the provision of play facilities, the applicant has provided a play strategy study for Phase 2 on 14/06/2022.

The following comments were provided by the Arboriculture and Landscaping Team: While the play equipment is of a natural nature stepping logs etc. adults and children make good use of this style of play equipment (Kennedy park as a log stepping play area).

Berkeley's have also indicated area's they expect to be developed into a small parks which will encourage people to be out of doors. Yes they're small but good information on the draw meets with my approval.

They have also identified the refuse bin storage areas which are accessible by the refuse freighter.

The officer was satisfied with the information provided and happy with the proposal from the applicant to submit further details under a landscaping condition (Condition 8).

### 6.3 Environmental Quality:

The air quality impact assessment and mitigation package was completed and agreed at outline stage therefore I will have no further comments to make regarding AQ impact. We will need to replicate Condition 31 (Construction Management Scheme) & 32 (Construction Plan) of P/00094/039 for this scheme, as these have already been discharged for phase 1.

Environmental noise has also already been assessed as part of the outline application. The mitigation scheme is included as Appendix 5 of the original Ramboll noise assessment. We will need a condition to request submission of glazing and ventilation data sheets which demonstrates compliance with these glazing/ventilation requirements (excluding the buildings which required mechanical ventilation). Condition 49 (Ventilation Performance of Windows) of P/00094/039 will need to be replicated for this app but amended to refer to the relevant buildings associated with phase 2. The information is a little unclear in the noise assessment as to which units were affected but I believe it is the southern facades of The Maltings, James Horlick House, William Horlick House and Barley Mews.

In the event that plant is to be installed as part of the scheme, a condition will be required to ensure the plant rating level shall not exceed the representative background noise level of 35 dB LA90 as specified in the original noise assessment.

#### 6.4 HSE Planning Gateway One:

Initial comments received on 19/05/2022, requesting further information and amendments, with further consultation comments provided on 30/06/2022 and 13/07/2022. HSE considers that (as of the 14<sup>th</sup> July 2022) the applicant has not been able to resolve the above concerns. Therefore, an impasse has been reached. HSE advice is that the application in its current form should be refused because the design proposed does not protect the health, safety and wellbeing of the future intended occupants.

##### **HSE's outstanding concerns**

- Means of escape, including single staircases being made vulnerable due to the connection with covered car parks and ancillary accommodation.
- Fire service access provision in the covered car parks – excessive travel distances fire fighters would have to travel through the building.

*Officer Comment: Revised plans have been tabled by the applicant which have addressed some of the HSE's concerns in connection with ensuring the travel distances are reduced. Further design work is necessary to ensure lift cores and stair cores can be accessed by fire fighters without having to leave the building to gain access between both cores.*

#### 6.5 Crime and Prevention Design Advisor (Thames Valley Police) (CPDA):

Initial comments were received by the CPDA officer on 12/05/2022 raising significant concerns that the resultant development would not reach the requirements as set within the NPPF, and as such objected to the application on the following basis:

- lack of compartmentation within the communal dwellings due to the design and layout
- lack of physical security provided to the development due to the design and layout
- Concern also raised in connection with access to excessively sized bike stores, fire escape doors, access to podiums via upper floor communal corridors, fob access provisions, location of post boxes in lobbies, security of bin and cycle stores for commercial use sharing residential lobbies and the access door control system to gain entry into the buildings.

*Officer Comment: Following receipt of these comments, the Applicant provided further information to address these comments. Following the receipt of this, the CPDA officer has reviewed the amended proposal and provided the following comments on 30/06/2022 and 14/06/2022. The Applicant has broadly addressed the majority of issues. However, outstanding detailed points are raised in connection with:*

- Access control system required for lift lobbies/stairs (to blocks H, J and N)
- Concern about access to podium not being via lift core (blocks H and J)

*These comments are addressed within the planning assessment below.*

#### 6.6 Transport and Highways:



Initial comments provided on P/00094/068. Follow up advice has been received confirming no objections subject to conditions. The following comments have been made on the proposals:

### **Vehicle Access Junctions**

The vehicular access junctions were designed and agreed with SBC Highways and Transport as part of the previous hybrid planning application (Planning Ref: P/00094/039). Therefore, vehicular access to the site does not require approval/consideration as part of this Reserved Matters application.

### **Trip Generation and Transport Mitigation**

The Trip Generation of the Horlicks redevelopment was assessed within the hybrid planning application which granted outline planning permission for Phase 2 on 14<sup>th</sup> June 2019 (Planning Ref: P/00094/039).

SBC assessed the redevelopment's impact on capacity and vehicle queues on the surrounding highway network. The Section 106 agreement secured two contributions towards Sustainable Transport and Highways improvements (£460,000 and £640,000), EV Car Club Contributions (£250,000), a Rapid EV Charger Contribution (£50,000) and a Travel Plan Monitoring Contribution (£3,000). In addition, a pedestrian/cycle route between Stoke Poges Lane and Stoke Gardens was provided through the previous highway works.

Therefore, SBC Highways and Transport seek no further contributions towards the improvement of sustainable transport or towards the mitigation of the development's impact on the transport network.

### **Site Layout**

It has been demonstrated that a large car (5.079m long) can circulate the proposed site layout and can access the end parking spaces, using swept path analysis using the AUTOTrack programme. This tests the manoeuvres of a scaled vehicle on a scaled site layout. The swept path analysis is provided on Glanville Drawing No. 4210530-SK003-Rev-I2, received 31.03.2022.

SBC requested confirmation that passing places were provided on the access road for the parking behind Horlicks Terrace. Whilst this internal access route only measures 3.6m in width, the applicant has confirmed that passing points are provided, as demonstrated on Berkeley Drawing No. 433.P2.PL.100, titled '*Landscape General Arrangement*', dated 07/03/2022. Turning heads are provided at the western and eastern ends of this access road which allow vehicles to turn within the site before egressing onto Ploughlees Lane.

SBC requested the removal of one parking space to allow ingress/egress without so many turning manoeuvres. The swept path analysis indicated that a large car will need to make multiple back and forth manoeuvres to access the space and can't access the space without hitting the walls adjacent to/behind the proposed car parking space. Glanville Drawing No. 4210530-SK-004-Rev-I2, titled '*Swept Path Assessment – Large Car (2 of 2)*', received 31.03.2022.

## **Car Parking**

SBC Highway and Transport are satisfied with the proposed number of parking spaces and have no objection due to the number of parking spaces.

The applicant has provided amended plans which demonstrate a total of 243 parking spaces are proposed, which provides a ratio of 0.34 parking spaces for the 701 dwellings. A ratio of 0.34 parking spaces per dwelling was agreed within the Outline Planning Application permitted by SBC.

The 243 spaces comprise 52 parking spaces under Block J, 61 parking spaces under Block H and 130 parking spaces distributed along the internal roads outside Blocks C, F and N.

## **Disabled Car Parking Spaces**

The submitted plans display accessible 13 parking spaces marked for exclusive use of disabled users, which have an additional 1200mm access strip around each space. Therefore 5% of all spaces on site are marked for disabled use in accordance with industry best practice.

The disabled spaces are spread across the site, with 4 disabled spaces are proposed outside Block C, 3 outside Block F, 3 underneath Block H and 3 underneath Block J.

## **Allocation of spaces for Visitors and Car Club Use**

SBC Highways and Transport require the submission of a new Car Parking Management Plan under the Section 106 agreement. The Car Parking Management Plan should detail the allocation of parking spaces to visitors, the car club and which parking spaces will be fitted with Electric Vehicle Charging Points. No car club spaces are demarcated on Berkeley Drawing No. 433.P2.PL.100, titled: 'Landscape General Arrangement', dated 07/03/2022.

It was agreed with Berkeley that the Car Parking Management Plan would be updated and resubmitted for the later phases of the development, as per schedule 5, paragraph 7 of the Section 106 dated 23rd March 2020.

## **Deliveries, Servicing and Refuse Collection**

SBC are satisfied with the proposed arrangements for deliveries and refuse collection. Swept paths have demonstrated that a refuse vehicle can stop within 10m – 15m of each bin store and can circulate the internal access road and that there is sufficient room to pass a large car along the majority of the road and that there is suitable inter-visibility with cars on the bends where the refuse vehicle would need to cross onto the opposite side of the road.

Swept paths and carry distances to the bin stores are displayed on Glanville Drawing No. 4210530-SK007-Rev-I2, titled '*Swept Path Assessment – 11.4m Refuse Vehicle*', received 31.03.2022.

A Delivery and Servicing Plan (DSP) was secured via planning condition for the Hybrid Planning Application for the first phase of the Horlicks redevelopment. It is recommended that the update of the DSP is secured for Phase 2 by planning condition.

## **Travel Plan**

SBC are satisfied with the Travel Plan submitted in support of the reserved matters application. The Travel Plan aims to implement measures to support low levels of car use (target 34%) from the occupation of the development which is consistent with the low levels of car parking proposed on site.

The Section 106 agreement for the previously approved hybrid application secured a contribution of £3,000 towards Travel Plan Monitoring.

## **Summary and Conclusions**

I can confirm that SBC Highways and Transport would have no objection to the Reserved Matters Planning application on Highways or Transport issues. I would recommend inclusion of planning conditions

### 6.7 Sustainability and Energy

The Phase 2 Energy Statement can be treated as in compliance with OPP condition 26. It appears Berkeley are building all of Phase 2 to 2013 Building Regulations rather than the latest – the latest regulations require better energy performance than the now out of date planning requirements and better ventilation. (No objections raised).

## **PART B: PLANNING APPRAISAL**

### 7.0 The following policies are considered most relevant to the assessment of this application:

#### Slough Local Development Plan and the NPPF

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

The revised version of the National Planning Policy Framework was published on 20 July 2021.

The relevant Local Development Plan Policies in relation to determining this application are largely considered to be in compliance with the National Planning Policy Framework 2021. Any non-compliance parts are addressed in the planning assessment.

### 7.1 The National Planning Policy Framework (NPPF) 2021

The National Planning Policy Framework (NPPF) was published in March 2012 and most recently in July 2021. The relevant chapters within the NPPF are:

Chapter 2. Achieving sustainable development  
Chapter 4. Decision-making  
Chapter 5. Delivering a sufficient supply of homes  
Chapter 6: Building a strong, competitive economy  
Chapter 8. Promoting healthy and safe communities  
Chapter 9. Promoting sustainable transport  
Chapter 11. Making effective use of land  
Chapter 12. Achieving well-designed places  
Chapter 14: Meeting the challenge of climate change, flooding and coastal change  
Chapter 15: Conserving and enhancing the natural environment  
Chapter 16: Conserving and enhancing the historic environment

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

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
  - i.) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 7); or
  - ii.) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 134 confirms that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

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

Core Policy 1 – Spatial Strategy  
Core Policy 2 – Green Belt and Open Spaces  
Core Policy 3 – Housing Distribution  
Core Policy 4 – Type of Housing  
Core Policy 5 – Employment  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 – Infrastructure  
Core Policy 11 – Social Cohesiveness  
Core Policy 12 – Community Safety

## The Local Plan for Slough, Adopted March 2004

EN1 – Standard of Design  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN17 - Protection of Sites with Nature Conservation Interest  
EN24 - Protection of Watercourses  
EN34 - Utility Infrastructure  
EMP12 - Remaining Existing Business Areas  
OSC5 – Public Open Space  
OSC15 – New Facilities  
T2 – Parking Restraint  
T8 – Cycle Network and Facilities  
T9 - Bus Network and Facilities

### Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Emerging Local Plan for Slough 2016-2036:
  - Review of the Local Plan for Slough Issues and Options Consultation Document 16 January-27 February 2017(Dated 16/01/2017)
  - Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 01/11/2017)
  - Update on Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 21/02/2018)
  - Local Plan Spatial Strategy Overall Approach (Dated 29th July 2020)
- The National Design Guide (January 2021)
- DEFRA Technical Guidance TG (16). (Air quality).
- DLUHC Guidance - Fire safety and high-rise residential buildings (from 1 August 2021)

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- Principle of Development;
- Design, Appearance and Landscaping;
- Housing Provision and Mix;
- Residential Amenity;
- Environmental Quality;
- Fire Safety;
- Crime Prevention and Design Assessment;
- Transport, Access, Parking and Servicing;
- Sustainability and Energy; and
- Heritage and Townscape/Visual Impact

## 8.0 **Principle of Development**

- 8.1 This Reserved Matters Application is submitted pursuant to the latest outline planning permission Ref: P/00094/070 dated 13<sup>th</sup> June 2022 which comprises the second variation subsequent to the original planning permission (ref: P/00094/039), dated 17/06/2019. The scenario for Phase 2 of the scheme made provision for up to 746 new homes (Use Class C3), commercial (Use Class A1-A3) and ancillary facilities within new buildings extending up to 77m AOD in height; car and cycle parking; public realm, landscaping and amenity space; and all associated works (with all matters reserved) was approved under the outline application permission.
- 8.2 This reserved matters application site is located to the eastern section of the site, within character areas Clocktower Plane and Green Streets, containing Blocks N (The Maltings), H (William Horlick House), J (James Horlick House), C (Horlicks Terrace) and F (Barley Mews) to provide 701 new build homes (including 167 affordable homes) consisting of one bedroom to three bedroom units as apartments and mews housing. Approximately 135sqm of commercial unit space is also proposed at ground flood level of The Maltings. Parking comprising of 251 parking spaces and cycle parking provisions for all residents is also proposed. Landscaping is also proposed in the Clocktower Place and Green Streets character areas.
- 8.3 The principle of residential-led development of the application site has already been established through the extant hybrid planning permission for the Horlicks Factory development (P/00094/039). As a part of this application, an illustrative masterplan and parameter plans were submitted, accompanied by a design code. Furthermore, a Section 73 application was granted on 23<sup>rd</sup> March 2020 (P/00094/052) to vary drawing numbers from the granted planning permission, some of which are pertinent to Phase 2, and minor amendments to elements of Phase 1. Additionally, a Section 73 application was granted on 13<sup>th</sup> June 2022 (P/00094/070), which provided material amendments to the approved parameter plans, seeking an increase in height of the maximum vertical levels of deviation and amendment to the plot dimensions of the outline component. These alterations also provided amendments to enable the maximum AOD heights from 60m to 65m, to reflect the increase in heights for Blocks H1 and J4, and the alterations to the depth-to-width ratios of Block N.
- 8.4 The proposed development aligns with the land uses and design typology set out in the design code and illustrative masterplan, providing a residential-led development on Phase 2 of the site with one commercial unit at The Maltings and accompanying landscaping and car parking across the Phase 2 area of the site.
- 8.5 Based on the above, the proposal would fall within the uses and parameters set out within the outline planning permission (ref: P/00094/039) which is extant and the Section 73 permission (P/00094/070). The proposal is therefore acceptable in principle.

## 9.0 **Design, Appearance and Landscaping**

- 9.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves the character and appearance of the surrounding area. Policy EN3 of the Local Plan states that comprehensive landscaping schemes are required for all new schemes, and landscaping should be carried out within the first planting season following the completion of the proposed development and a scheme for the subsequent maintenance and retention of existing and proposed

planting should be established. In addition, landscaping schemes must have regard to all of the following:

- A) impact upon the street scene;
- B) screening effect of the proposed landscaping;
- C) use of both hard and soft landscaping to soften the built form;
- D) variety of plant and tree species and their appropriateness for the location;
- E) the extent to which landscaping can act as a means of enclosure;
- F) improvements to visual amenity; and
- G) opportunities for creating new wildlife habitats.

In some cases, it will be more appropriate for landscaping schemes to be initiated prior to construction.

Policy OSC5 of the Local Plan states that within new housing developments of two hectares and over, public open space with equipped play area(s) will be required at a level appropriate to the type of development. For housing developments of under two hectares, public open space will be sought at a level appropriate to the type of development and the availability of public open space in the vicinity of the development. Equipped play space may be required as well, depending on the type of development and the availability of play space in the vicinity of the proposed development. The design, layout, and equipment specification of playspaces are to be in accordance with the requirements of the Borough Council.

Core Policy 1 of the Core Strategy 2008 states that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.

Paragraph 126 of the National Planning Policy Framework states "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve".

Paragraph 134 of the National Planning Policy Framework states that Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes. Conversely, significant weight should be given to:

- (a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes; and/or
- (b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

## 9.2 The Maltings (Block N)

### *Summary:*

The Maltings building is located to the south of the site, facing Engineering Mews to the south and the Horlicks Factory to the west, and Aquifer House and James and William Horlicks House to the North. The building will comprise of a rectangular shape and measure approximately 11.23 metres in height, 37.57 metres in width and 8.70 metres in depth. The building is approximately seven storeys in height. The building

width has been reduced, decreasing the depth-width ratios of the building as established by the amended parameter plans submitted as part of the consented Section 73 application (LPA ref: P/00094/070). This has widened the distance between Engineering Mews and The Maltings. Internally, the building will provide 103 apartments over 6 levels, with a commercial space at ground floor level. The residential lobby is located centrally.

The first five storeys are constructed from brickwork designed to replicate the materiality of the original factory building. The upper two storeys are recessed and set back from the main building line. The design of the two-storey pavilion is designed to replicate the Horlicks Factory roof extension granted under the hybrid application. The pavilion is proposed to be constructed from a lighter red oxide metal.

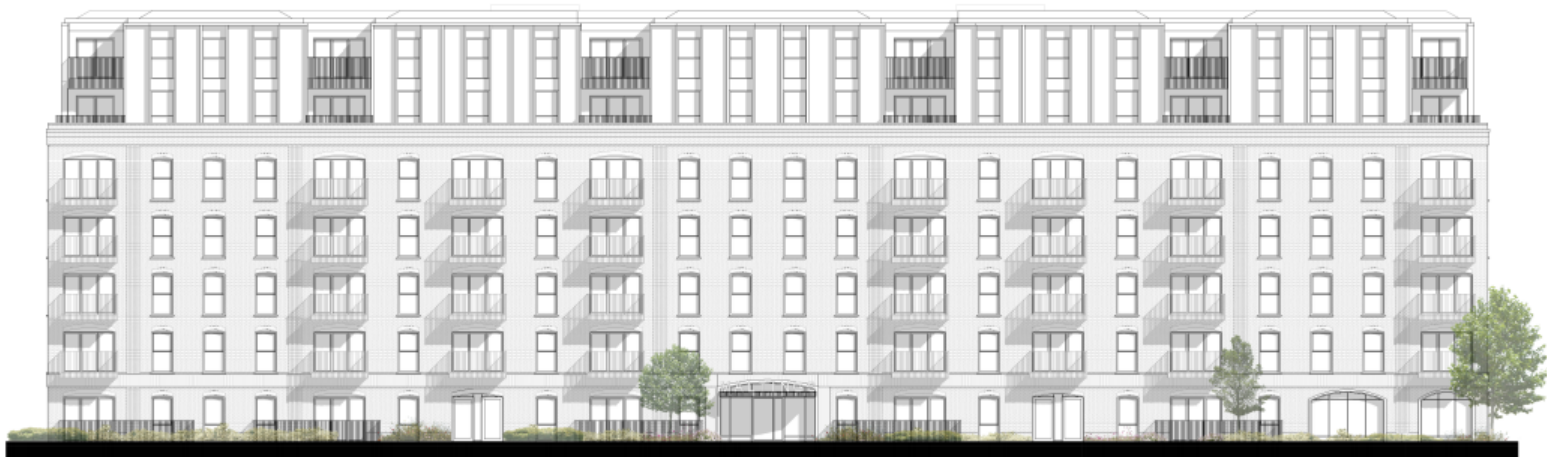
With respect to the façade design, within the ground floor and middle four storeys, the window bays are regular in their size and proportion across the elevations both vertically and horizontally, matching the proportions to the Factory adjacent to the Maltings to the west. The windows have an arched window heads throughout the façade and punched windows with white frames within the middle storeys, with a defined top cornice at the top of the middle section of the building, providing a separation from the pavilion.

The pavilion façade design consists of a symmetrical red metal vertical flat panels broken up by window panels and inset balconies and “T” elements to match the bay rhythm along the main façade along the middle four-storey section, to provide a contemporary design. The flank elevations of the building have been amended to provide more window panel openings within the façade of the two-storey pavilion to provide a more active frontage.

With respect to landscaping, various typologies have been used in order to ensure that the transition point between architectural and landscape characters are adaptive. The strategy outlines the following mechanisms:

1. East West cycle route crossing point aligns with the entrances to James Horlick House and The Maltings. A continuation of the cycle route material clearly notes a transition across the road providing a wide crossing point for cyclists and pedestrians;
2. Private patios for ground floor apartments;
3. Prominent, distinctive tree planting along Engineer Mews;
4. Defensible planting that grounds the building;
5. Interface with Clocktower Place;
6. On Street parking integrated with planting;
7. Main entrance well connected to key pedestrian routes;
8. Secondary communal entrance activates southern facade; and
9. Pocket of open space between varying architectural styles allows each building to breathe.





4 North Elevation  
1:200

*Detailed assessment:*

With respect to the design codes approved under outline hybrid application, it was set out that the Maltings would consist of a single block with stepped facades and recessed balconies in sensitive locations towards the factory along the west and south elevations. The materials used would complement the restored factory, with the principle material being brock and where the façade steps inwards, predominantly glazed. The above is referred to within BS4.0-BS4.5 in the Design Code document approved under the P/00094/070 application.

Officers consider that the appropriate level of articulation and detailing to the brick facades (the first five storeys) has been applied to the north and south elevations. Balconies and windows have been designed to be recessed or Juliet in locations that are sensitive (adjacent to the factory, west and south), and projected on the remaining frontages. This has created a street scene which successfully integrates with the materiality and composition of the adjacent Horlicks Factory.

The design of the two-storey rooftop pavilion has been designed to be subservient to the main five-storey block, with a setback provided from the edge of each elevation. In addition to this, the inseting of the balconies has improved the appearance of the pavilion, remaining subordinate in size and scale to the five-storey element of the building, and avoiding the potential for an over-dominant upper level structure. This approach is reflective of the design approach taken for the Horlicks Factory under the approved hybrid application. Therefore, the proposed set back achieves subservience with the main building and would be in keeping with the character established within the area.

The proposed façade design and colour of the pavilion is similar to the approach taken with the Horlicks Factory roof extension granted under the hybrid scheme, with the façade structure and materiality in keeping with the character of the area, established by the Horlicks Factory. The flank elevations of the rooftop pavilion have been amended and adapted through the application process, to provide more window openings to the façade to break up the red oxide metal panelling. It is considered that this has provided a more active façade and improves the appearance of the pavilion when viewed from the west (Horlicks Factory) and east (Barley Mews) of the site.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2 Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

It is noted that a DAS addendum has been provided by the applicant on 14/07/2022 to confirm the above alterations to the building designs and to clarify that the designs and CGI's within the DAS are indicative only. As such any drawings approved under this planning application will supersede the DAS and be those that the development is built in accordance with.

The design, appearance and surrounding landscaping of The Maltings building on is acceptable and demonstrates a high standard of design quality, with the building considered to positively contribute to the character and appearance of the area, complimenting the Horlicks Factory approved through the hybrid application and respecting the traditional proportions of the factory façade. The design, appearance and surrounding landscaping of The Maltings building is therefore considered to be in line with the design codes and parameter plans and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

### 9.3 James and William Horlick House (Blocks J and H)

#### *Summary:*

James and William Horlick House (Blocks J and H) are located to the centre of the Phase 2 site within the centre of the Green Streets character area, adjacent to Barley Mews to the east, Aquifer Gardens to the west, Horlicks Terrace to the north and The Maltings to the south. Blocks J and H each comprise of four rectangular and asymmetrical rectangular blocks, reaching up to 14 storeys in height. Blocks J and H provide 280 and 240 units respectively. All apartments have access to a private balcony and access to the communal courtyard gardens. Each block has been designed to provide four distinct forms to provide individual characters to each block. The building heights have been amended to have a maximum height of up to 77m AOD in no more than one location, 71m AOD in no more than two locations and remaining parts of the block not exceeding 65m AOD. Through the parameter plans as established through the amended parameter plans submitted as part of the consented Section 73 application (LPA ref: P/00094/070). This has enabled Blocks J4 and H1 to increase by 3.25m and 0.35m respectively.

With respect to the façade design and appearance, the use of varied brick tones and façade detailing has been provided in order to make each building individually distinguishable. The brick tones to the blocks within James Horlick House (Block J) are paler, in order to align with the materials used for Aquifer House, which sits adjacent west. The brick tones to the blocks within William Horlick House (Block H) comprise of darker, browner tones, in order to align with the appearance of the Horlicks Factory (sited south west to Block H). Each block also has a unique brick pattern, making each block within the clusters individually identifiable. In addition to this, further façade treatments have been provided, where the taller blocks have thin, aligned windows and balconies providing a more formal approach, and the lower blocks has alternating windows and balconies providing a more informal approach.

A summary of each specific block is provided below:

Block J1:

- Sandy textured façade to match appearance of Aquifer House with contemporary brick detailing,
- Contrasting dark grey balconies and windows which shift alternatively up the façade to break up vertical rhythm,
- Ground floor base is defined through a corbelled brick texture, with the residential entrances recessed in white brick,
- Elongated recessed panels used at the top storey.

Block J2:

- Made from pink brick tones to reflect industrial tones across the site,
- contains a two-storey vertical structure on top, defined with a lighter brick tone and form with inset balconies open to the air, and a white banding at the base of the two-storey top,
- vertical, formal approach to balcony and window alignment,
- Ground floor and lower half of the first floor is defined through a corbelled brick texture, with glazed corners and metal work used to allow views to residential lobby entrances.

Block J3:

- Has a symmetrical three-storey vertical façade expressed through varied brick tones and detailed brock banding to express the tiers
- Sandy textured façade to match appearance of Aquifer House and Block J1 with contemporary brick detailing, sand corbelled brick detailing to the lower floors (similar to J1)
- contains a two-storey vertical structure on top, defined with a lighter brick tone and form with inset balconies open to the air, and a white banding at the base of the two-storey top,
- vertical, formal approach to balcony and window alignment,
- glazed corners and metal work used to allow views through the residential lobby entrances.

Block J4:

- This block makes up a key corner of the composition, defining the junction between the main public route across the site, and the green route between the blocks.
- vertical, formal approach to balcony and window alignment, however the key corner has an alternating arrangement similar to Block J1
- A thick datum line of pale brick is provided for the one storey top tier which has inset balconies and elongated recessed panels above the windows,
- the residential entrance is framed as a two-storey piece with thin white banding and intricate brick detailing, with open corners and set back openings.



1 West Elevation - J1 and J3  
1:200

#### Block H1:

- Warm brick tones and red metal balconies used to reference to the colour of the Horlicks Factory original sign,
- Similarly to block J1, balcony and window locations shift alternately up the façade,
- Elongated recessed panels are used within the top storey,
- The base is formed in a pale contrasting brick with a thin dark banding expressing a secondary datum line to the top of the glazing,
- Glazed corners and metal work used to allow views through the residential lobby entrances.

#### Block H2:

- The principal brick tone mediates between the industrial red brick and the paler sandy bricks present across the site. The ground floor base is formed in a pale contrasting brick with an inverted quoining pattern surrounding the openings and a thick soldier course band to the top.
- The windows and balconies have a vertical and formal alignment,
- The block steps down in height facing Barley Mews,
- Elongated recessed panels are used within the top storey, with an extension to the quoining detail.

#### Block H3:

- The ground floor base is also expressed in a contrasting brick, expanding to a double storey expression on the residential entrance corner and defined with an abstracted brick pattern. Alongside the J4 entrance opposite, these open corners act as way finders, using glazed red bricks in the set-back openings to signpost the route to the central green space between the blocks.

- Similarly to J3 the H3 block has a three-storey vertical façade,
- The principal brick tone mediates between the industrial red brick and the paler sandy bricks present across the site.
- The two-storey top is expressed as a lighter form, inverting the brick patterns expressing the paler brick as the primary colour. Inset balconies open to the air are provided.

#### Block H4:

- This block is the shortest within this cluster, sitting adjacent to Barley Mews,
- The windows and balconies have a vertical and formal alignment,
- The warm red brick tones and the red metal balconies reference the colour of the Horlicks Factory,
- A pale band is provided between each storey with elongated recessed panels used,
- The ground floor base uses pale contrasting brick with thin dark banding to the top of the glazing, and the use of a glazed corner and metalwork to allow view through the residential lobby.



1 West Elevation - H1 and H3  
1:200

With respect to the landscaping, the following elements are proposed:

1. Pocket of open space where two key shared cycle routes intersect. Space created to allow clear views of the feature architecture and communal entrances, whilst allowing large canopy trees to flourish and provide soft landscaping that can complement with the scale of the architecture,
2. North south shared cycle route providing safe, sustainable routes for the northern part of Phase 2
3. Central spine of tree planting maximising the opportunity for large canopies and taller species to thrive, creating an pocket of urban woodland between James and William Horlicks House
4. Doorstep play features integrated with the swathes of shrub planting provides an informal, imaginative play experience.

5. Private amenity space for ground floor apartments, bounded by formal hedge and defensible shrub planting.
6. Semiprivate Podium gardens, frames by private patios for fifth floor apartments. This landscape will use raised planters to allow trees and shrubs to thrive, whilst providing amenity space for block residents
7. Integrated rain gardens provide sustainable forms of drainage, with an opportunity to not only capture surface water runoff, but also connect to rainwater pipes from the buildings
8. Wide 2m verge included to not only separate the shared cycle route from the roadway to improve the user journey, but it allows for formal tree planting to frame vistas as you enter the scheme; both with and without a vehicle.
9. Strategic shared cycle route provided to the south of the blocks with generous area of landscape either side
10. Potential to integrate public art within the space or along the strategic cycle route

During the application process, amendments have been provided with respect to the top two storeys of Blocks H3, J2 and J3. The top two storeys have had the horizontal and vertical bands decreased in thickness, with bandings provided at the base of the two-storey block. The terraces and balconies have been recessed, creating openings above the balconies, and the brick banding details and brick panels above the windows have been replaced by spandrel and aluminium panels.

*Detailed Assessment:*

With respect to the Design Codes approved under the outline hybrid application, it was set out that James and William Horlick House would comply with the following (found in Sections BS5.0-BS5.8 of the Design Code Document provided under the approved P/00094/070 application):

- Where Feature Buildings are used these shall comprise of a plinth, a middle and a cornice.
- The plinth and cornice shall have either a different principle material or detailing than the middle section.
- The principle material will be brick with brick detailing. However, a variety of brick types and colour will be used across these buildings to ensure a richness of elevations.
- Principle entrances will either be stepped back from the face of the building or covered by an appropriate canopy.
- All ground floor dwellings will have a minimum of 1.5m of defensible space to the front of their properties.
- The principle elevation will have a coherent facade composition with large window proportions, where 75% of all windows will be a height of at least two thirds of the storey height of the floor that they occupy.
- Where balconies are used these will project from the face of the building by a maximum of 2m and provide appropriate head clearance where these project over footpaths.

Officers consider that each block within Blocks J and H have each been constructed from different brick tones, with the colour of the material being subordinate to its context and relation with neighbouring building blocks. Principle entrances have been recessed or opened-up along the corners to provide some form of a setback and visibility through the entrances towards the surrounding landscaping. The use of materials to the building and façade helps the blocks to integrate well with the

surrounding area, complimenting the materials used for Aquifer House and the Horlicks Factory. The taller buildings within the cluster of blocks have a plinth, middle and cornice section which have been differently detailed with respect to its brick colour and detailing to provide distinctions of hierarchy within the elevations. The amendments to the two-storey tops of these blocks have ensured that the top of these blocks remained subordinate to the rest of the blocks and do not over dominate the host building or surrounding area. This has been achieved through the use of recessed windows and panels, and the balconies located to the corners of the blocks and centrally. The reduction of the thickness of the columns of these corners and the top banding has also helped in producing a subordinate design.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2. Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

The design and appearance of James and William Horlick House and surrounding landscaping on balance is considered to be acceptable, with the building considered to positively contribute to the character and appearance of the area, complimenting the Horlicks Factory and Aquifer House approved through the hybrid application and respecting the traditional proportions of the factory façade. The design and appearance of James and William Horlick House and surrounding landscaping is therefore considered to be in line with the design codes and parameter plans, and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework

#### 9.4 Barley Mews (Block N):

##### *Summary*

Barley Mews is formed of a row of 20 three-storey terraced houses located to the east boundary of the site. Each terraced house contains a private front garden and amenity space to the rear. The houses are designed as individual family homes. Individual bin and cycle stores have been provided for residents use to the front of each house and integrated into the landscaping design.

With respect to the landscaping strategy, the following approaches have been taken:

1. Dedicated off street parking for each house
2. Large areas of soft landscaping allowing for large street tree species to grow.
3. Small parking courtyard to the south
4. Private rear gardens for each home
5. Verges provided on the opposite side of the road allows for further street tree planting creating a boulevard feel to the road, enclosed by trees with glimpsed views of the façades when the canopies break
6. Parking courtyard to the north
7. Space provided to create integrated refuse and cycle stores for each house, at the front of the property

With respect to the façade design, dormer windows are provided to the front of the property, with each dwelling having an asymmetrical pitched, mansard-style black slated roof. The black quoining detail has been applied to the windows providing a

three-storey vertical bay. Breaks have been provided between each terraced house through a wide shadow gap and dark metal rainwater pipes. Various brick tones have been used along the terrace to provide each dwelling with its own identity.

With respect to the design of the houses, the design has been adapted during the application process following discussions with officers. The pitched roof has an asymmetrical design, with the roof pitch being reduced as far as possible without compromising the internal space. The proposed dormers to the front roof slopes have been reduced by 400mm in height, below the ridgeline. Additionally, windows have been added to the flank elevations.



*Assessment:*

With respect to the Design Codes approved under the outline hybrid application (as outlined within BS3.0-BS3.7 of the Design Code Document approved under permission P/00094/070), it was set out that Barley Mews would comply with the following criteria:

- Barley Mews will consist of a series of three storey traditional terraced houses.
- All ground floor dwellings will be provided with private gardens.
- All dwellings will have a minimum of 5m of defensible space to the front of their properties.
- The roof type will vary from Horlicks Terrace to create a varied street scene and to reflect the different type of housing.
- The principal elevation will have a variation of window proportions. Dormer windows may be used where the roof is pitch.
- For facades the principal material will be brick.
- Where balconies are used on the principal elevation these will be in the form of Juliet balconies



Officers consider that the criteria set out within the design codes have been successfully implemented into the design of Barley Mews. The amendments to the front dormers ensure that the dormer does not have an over-dominating appearance within the roof slope, maintains visibility of the roof ridge, and remains subordinate in size to the dwelling. The varying brick tones are in keeping with the character of the area, and the different brick types used on site. This also helps to provide each dwelling with its own unique appearance, providing a positive contribution to the appearance of the street. The fenestration design is consistent across the terrace and uniform in its design, through its vertical alignment. The proposed roof is of a modern and contemporary design, however the design is considered to help create a varied street scene, varying from Horlicks Terrace, in keeping with the design code criteria. The inclusion of windows to the flank elevations helps to provide more animation to the street scene and natural surveillance to the surrounding areas.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2. Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

The design and appearance of Barley Mews and surrounding landscaping is considered to be acceptable, with the terrace considered to positively contribute to the character and appearance of the area. The design and appearance of Barley Mews and surrounding landscaping is therefore considered to be in line with the design codes and parameter plans, and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

## 9.5 Horlicks Terrace (Block C)

### Summary:

Horlicks Terrace is located to the northern boundary of the site, consisting of a low-rise apartment block split into three cores, and consisting of 24 two-storey maisonettes at ground and first floor and a mixture of 36 apartments at second and third floors. Three central recessed core entrances for residents on the upper floors are located every 4 and then every 8 bays, as indicated in the floor plan below. The building lines to the front and rear of the bays are staggered throughout, as well as the parapet heights across the bays.

With respect to the façade design, varied brick patterns and tones have been applied, similarly to Barley Mews, to each individual bay block. The core entrances are recessed and designed in pale brick with ground floor canopies to differentiate between individual front door entrances and the communal residential entrances. The fenestration is vertically aligned. Light brick is used to border the ground and first floor windows across the duplex. Vertical channels have been used to help break up the façade into bays. Each bay steps out horizontally and vertically. The two flank walls of the end bays have additional brick detailing emphasising the vertical edges of the bays

With respect to the landscaping strategy, 1.5m of defensive space is provided to the front (south) of the dwellings. The following approaches have also been taken:

1. Private rear gardens for duplex apartments with 1 parking space provided for each
2. Central pocket park providing informal amenity space and space for large canopy trees to mature
3. Gated access to northern parking courtyard
4. Direct access to offline shared cycle routes providing good sustainable transport links
5. Communal cycle storage facilities accessible to the whole block
6. Turning area allowing easy vehicular circulation
7. Single track road with passings points providing natural traffic calming
8. Communal refuse stores to the south, reducing street clutter and creating efficient collection points as part of a wider refuse strategy
9. Integrated on street parking to the south within planting
10. No through connection to the northeast car park, controlling the volume of traffic from different access points to the site.

The design has been adapted during the application process following discussions with officers. Amendments have included the submission of an updated landscape GA plan, which has increased the provision of amenity grass space and the reduction of patio areas within the rear gardens. Small patios have been added to the front, with defensive hedging included around the patios. The patios are to be accessed via a glazed door from the kitchen, replacing the originally proposed large window.



**Assessment:**

With respect to the Design Codes approved under the outlined hybrid application, it was set out that Horlicks Terrace would comply with the following criteria (as outlined in BS2.0-BS2.8 of the Design Code Document approved under P/00094/070):

Horlicks Terrace will consist of:

- Maisonettes that extend from ground to first floors;
- Stacked apartments on the second and third floors;
- Rear gardens;
- A series of communal cores to serve apartments;
- Private and communal entrances.

- All ground floor dwellings will be provided with private gardens;
- All ground floor dwellings will have a minimum of 1.5m of defensible space to the front of their properties;
- Frontages shall have consistent heights and consist of a flat roof;
- Frontages shall have frequent ground floor front doors to create active and animated facades to enhance the green streets.
- The principle elevation will have a coherent facade composition with large window proportions, where all windows to habitable rooms will be a height of at least two thirds of the storey height of the floor that they occupy.
- For facades the principle material will be brick.
- Where balconies are used these will project from the face of the building by a maximum of 2m and provide appropriate head clearance where these project over footpaths

Officers consider that the design of the dwellings within Horlicks Terrace has complied with the design code criteria and implemented through the proposed design. The materials used along the façade largely consist of brick, matching the materiality and tones used across the site, and therefore in keeping with the character and appearance of the area. The design of the frontages and roof comply with the design codes. Through amendments, front patio space has been provided to the front of the dwelling, without compromising the design and appearance of the front elevation. This has meant that large window proportions have been provided and the use of the front patio adds animation and natural surveillance to the front of the dwellings, enhancing the character of the street scene. This is also protected by defensible space, therefore meeting design code requirements. Amenity space is also provided to the rear, with the amount of green space increased through amendments. This has helped to provide more usable amenity space to the rear for occupiers. The proposed fenestration is consistent across the terrace and uniform in its design through its vertical alignment. Some variation is provided through the staggering of building lines and height, which is considered to enhance the character and appearance of street scene, whilst also providing a unique character to each dwelling within terrace.

With respect to the proposed landscaping strategy, the Arboriculture and Landscaping officer was consulted as part of the application. Having assessed the proposal, officers have stated that they had no objections to the proposal, providing that a 25 year Landscape and Ecological Management Plan is provided, and that details relating to the play facilities strategy is provided. Full comments in relation to this are provided within Paragraph 6.2. Both the applicant and officers have confirmed that they are happy for these to be provided by condition.

The design and appearance of Horlicks Terrace and surrounding landscaping on balance is considered to be acceptable, with the terrace considered to positively contribute to the character and appearance of the area. The design and appearance of Horlicks Terrace and surrounding landscaping is therefore considered to be in line with the design codes and parameter plans and comply with Policy EN1, EN3 and OSC5 of the Local Plan, Core Policies 1 and 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

9.6 **Conclusion:**

9.7 The proposal is considered to successfully provide new residential accommodation through The Maltings, James and William Horlick House, Barley Mews, Horlicks Terrace and new areas of public realm approved by the outline hybrid planning permission, and as such is considered to provide a high standard of design that would respect and improve and the character and appearance of the surrounding area, with the proposed buildings integrating well in terms of scale, design and appearance with the buildings approved under the Phase One development. Therefore, the proposal is considered to comply with the relevant requirements of Core Policies 1 and 8 of the Core Strategy, Policies EN1, EN3 and OSC5 of the Slough Local Plan and the requirements of the National Planning Policy Framework.

10.0 **Housing Provision and Mix**

10.1 The scheme proposed a total of 701 homes, in comparison to a maximum unit number of 724 homes as outlined within outline hybrid consent.

10.2 With respect to the residential mix, the scheme comprises of the following:

1 Bedroom Apartment	2 Bedroom Apartment	3 Bedroom Apartment	3 Bedroom House
254	398	5	44

In terms of tenure, the proposals provide 534 homes for private sale and 167 affordable homes.

With respect to private tenure mix for Phase 2, the following is provided:

1 Bedroom Apartment	2 Bedroom Apartment	3 Bedroom Apartment	3 Bedroom House
197	312	5	20

With respect to affordable tenure mix for Phase 2, the following is provided:

1 Bedroom Apartment	2 Bedroom Apartment	3 Bedroom Apartment	3 Bedroom House
57	86	0	24

With regard to affordable housing, 25% of the overall provision (incorporating both the detailed and outline elements) is proposed (319 homes total). Through Phase 2, 167 affordable homes (58 Slough Living Rent and 109 Shared Ownership) are provided. As referred to within Paragraph 5.3 of the Design and Access Statement, 16 homes (or 5%) will be wheelchair accessible dwellings as per Condition 39 of the outline scheme.

10.3 Based on the above, the proposal would fall within the uses and parameters set out within the outline planning permission (ref: P/00094/039) which is extant and the Section 73 permission (P/00094/070). The proposed housing provision and mix is therefore acceptable.

## 11.0 **Residential Amenity**

12.0 Paragraph 130f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

### 12.1 *Neighbouring Amenity*

12.2 There are residential properties within close proximity of the application site. To the north, there are a number of houses along Gilliat Road and Shackleton Road, with south facing rear gardens (Gilliat Road) and east facing front elevations (Shackleton Road). To the east of the site, there are a number of houses along Grays Road and Chaucer Way with east facing rear gardens. To the south east, there is a housing development within Reet Gardens.

12.3 The application has been submitted with a daylight and sunlight report which assesses any potential loss of daylight and sunlight to relevant neighbouring properties. The impact on these properties is assessed below.

12.4 The British Research Establishment (BRE) provides written guidance in relation to daylight and sunlight. With respect to the Vertical Sky Component (VSC), the BRE advise that a VSC of 27 degrees should provide reasonable daylight falling on the plane of the window. The submitted sunlight and daylight report finds that with the proposed development in place, the majority of the impacts to the neighbouring VSC would remain 1.00% VSC points of the former consented value as part of the hybrid outline scheme which tested maximum building parameters. The comparison against the consented development is a broadly acceptable approach to consider the reserved matters against. Officers have therefore considered whether the reserved matters materially worsen impacts beyond the outline form of development. A small number of properties, Nos. 30-38 Gilliat Road and 34-42 Reet Gardens, some isolated windows have experienced a negligible increase of impact of up to 2% (up to 0.98 times the former value) from the extant consented scheme. Conversely, to Nos. 1-6 Shackleton Road, Nos. 1-11 Chaucer Way and Nos. 34-42 Reet Gardens contain some windows which have a negligible decrease of impact of up to 6% when compared with the extant scheme (or 1.06 times the former consented value). Therefore, in respect of the resulting VSC levels, the extent of differences between the consented maximum parameters outline scheme and the reserved matters are considered negligible and not significant.

12.5 With respect to daylight distribution, the submitted sunlight and daylight report finds that with the proposed development in place, the majority of the impacts to the neighbouring daylight distribution would remain consistent with the former consented value as part of the hybrid outline scheme. A small number of properties at Nos. 30-34 Gilliat Road, Nos. 50-56 Gilliat Road, Nos. 4-6 Shackleton Road, Nos. 1-11 Chaucer Way and 34-42 Reet Gardens have some isolated rooms which have a negligible increase in impact of up to 3% when compared with the extant consented scheme (or up to 0.97 times the former consented value). There are also some improvements to a small number of neighbouring properties at Nos. 42-44 Gilliat Road, Nos. 1-2 Shackleton Road, Nos 1-11 Chaucer Way and Nos. 34-42 Reet Gardens, with decreases of impact of up to 18% when compared with the extant consented (i.e. proposed is up to 1.18 times former consented value).

- 12.6 With respect to neighbouring sunlight to rooms, this is measured by Annual Probable Sunlight Hours (APSH). The BRE recommendation is that windows facing within 90° of South should have 25% of annual probable sunlight hours with 5% in the winter months (from the autumn equinox to the spring equinox). Where reductions below the recommended levels are contemplated, these should be targeted so that the proposed value is 0.8 times former value or above (unless a reduction of sunlight received over the whole year is not greater than 4% of annual probable sunlight hours). The BRE Guide recognises that sunlight to living room windows is considered more important than to kitchens or bedrooms.
- 12.7 The majority of impacts to neighbouring sunlight have remained the same given the proposed proportion remains as per the former consented value i.e. no change.
- 12.8 For a small number of neighbouring properties there are isolated rooms with a negligible increase of impact ranging up to 6% (in either APSH or winter) when compared with the extant consented (i.e. proposed is then 0.94 times former consented value) with the isolated exception of a 10% and 12% reduction for winter hours to two rooms within Nos 58-60 Gilliat Road and a 17% reduction in winter for No. 40 Gilliat Road. Despite this, the retained winter hours are still 5 or above thus the retained level is still meeting BRE Guide target before reductions are needing to be considered. Given this, it is not considered that there has been a material impact to the neighbouring properties when compared to the impact from the extant consented scheme.
- 12.9 The submitted daylight and sunlight report has assessed by officers who have agreed the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers, and there would be no material worsening of the impacts to neighbouring daylight and sunlight when compared to the extant consented scheme
- 12.10 *Phase 2- Daylight Review*
- 12.11 Within the Sunlight and Daylight Report as part of the Daylight analysis, the review process has been undertaken based on the Average Daylight Factor (ADF). The ADF is defined as the ratio of total daylight flux incident on the working plane to the area of the working plane, expressed as a percentage of the outdoor illuminance on a horizontal plane due to an unobstructed CIE standard overcast sky. For example, a 1% ADF would mean that the average indoor illuminance would be one hundredth the outdoor unobstructed illuminance.

12.12 *Analysis results:*

With respect to the analysis results, a total of 1,912 habitable rooms have been analysed relating to the residential units within Blocks C, F, H, J & N (Phase 2). A table summarizing these results is shown below:

**Table A – Summary of Self-test ADF analysis for Detailed Scheme - Phase 2**

Block	Total No. of rooms analysed	Rooms meeting ADF target criteria		Rooms below ADF target criteria
		No.	%	
<b>NEW BUILD Phase 2</b>				
<b>C</b>	193	177	92%	16
<b>F</b>	80	79	99%	1
<b>H</b>	637	569	89%	68
<b>J</b>	727	626	86%	101
<b>N</b>	275	223	81%	52
<b>Total to Summary</b>	<b>1,912</b>	<b>1,674</b>	<b>88%</b>	<b>238</b>
<b>NEW BUILD Phase 1 (Blocks A, B, K, L, Q)*</b>	1,042	993	95%	49
<b>Block M (converted Factory)*</b>	437	350	80%	87
<b>Total to Summary</b>	<b>1,479</b>	<b>1,343</b>	<b>91%</b>	<b>136</b>
<b>SUMMARY</b>				
<b>Phase 2 (Blocks C, F, H, J &amp; N)</b>	<b>1,912</b>	<b>1,674</b>	<b>88%</b>	<b>238</b>
<b>Phase 1 (Blocks A, B, K, L, Q &amp; M / converted factory)</b>	<b>1,479</b>	<b>1,343</b>	<b>91%</b>	<b>136</b>
<b>GRAND TOTAL</b>	<b>3,391</b>	<b>3,017</b>	<b>89%</b>	<b>374</b>

*\*denotes data extracted from Schroeders Begg Daylight & Sunlight report dated June 2019 rev02*

**To Note** – Table 1 & Table A above excludes 24 No. ground floor kitchens to Block C – these are small kitchens (circa 9m<sup>2</sup>) and not designed for dining within / effectively a small galley kitchen (see paragraph 3.2.4).

- The results show that for Phase 2 (Blocks C, F, H, J & N), 88% or 1674 rooms out of a total of 1912 meet the ADF target criteria. Officers noted that some rooms within the development, particularly within Blocks H and J did not meet the minimum requirements for a living room rating (1.50 or above). It is noted that a majority of these rooms face towards the podiums within James and William Horlick House, and

therefore accepted that there would be some unavoidable impacts with respect to ADF. Following assessment of these results, Officers have agreed with the applicant that ratings should aim to be a minimum of 1.00 (1%) as an alternative target. A total of 66 living rooms (open plan living/kitchen/dining rooms) were below the 1% ADF target. The revised ADF review for these 66 No. living rooms (typically open-plan living /kitchen/dining rooms) within Blocks H & J is presented within Appendix A - Table 1A which concludes;

- 3 No. out of 66 No. would meet the ADF target criteria.
- 38 No. out of 66 No. would equal or be above a 1<sup>st</sup> ADF value.
- 7 No. out of 66 No. would be within 10% of a 1% value

It is considered that 48 out of 66 living/kitchen/dining rooms within Blocks H & J (thus 73%) would meet this 'Alternative Target'. This results in only 18 living/kitchen/dining rooms not meeting this 'Alternative Target' which represents just 0.5% of the 3,391 rooms habitable rooms assessed for the entire development proposal representing a very small proportion overall. It is therefore considered by officers that a small percentage of the total units would not meet the alternative target by officers, and given the mitigating circumstances behind this, this provision would be acceptable and provide good ADF provision to the majority of the habitable rooms assessed as part of the Phase 2 proposal.

#### 12.13 *Sunlight Review to Amenity Areas*

12.14 In terms of sunlight to development amenity spaces, the BRE Guide target criteria is for such areas to have the ability to receive 2 hours or more of sunlight at the Equinox (21st March ) to 50% or more of the amenity area.

From the analysis results provided, the public amenity space available between Blocks H and J (identified as Rain Gardens within the Daylight and Sunlight Report) will meet the BRE target criteria. With respect to the private amenity space within the podium gardens in Blocks H and K, the gardens have respective sunlight percentages of 40% and 44%. However, it is noted that this is impacted by the provision of the amenity space within the podium, which is expected to compromise this provision. It is considered that these are still meaningful provisions and residents will also have access and benefit from the public amenity areas which meet BRE Guide target criteria in terms of availability of sunlight.

#### 12.15 *Conclusion*

12.16 The submitted daylight and sunlight report has assessed by officers who have agreed the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers, and there would be no material worsening of the impacts to neighbouring daylight and sunlight when compared to the extant consented scheme. The proposal would also broadly comply with BRE criteria set out for access to daylight within the habitable rooms provided through the Phase 2 scheme.

12.17 Based on the above, and subject to conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policy EN1 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.



### 13.0 **Environmental Quality**

- 13.1 With respect to Environmental Quality, comments have been provided by the Environmental Quality Officer.
- 13.2 With respect to the air quality impact assessments and mitigation measures, these matters were agreed through the outline application. With respect to environmental noise, this element has also been assessed as part of the outline application. Officers have not raised any objections to the proposal, subject to the inclusion of conditions which are secured in the outline application. A full consultation response to this can be found in Paragraph 6.3 of this report.
- 13.3 The conditions requested for a construction management plan and construction plan are already included and covered by the outline scheme and therefore not required for this Reserved Matters application.

### 14.0 **Transport, Access, Parking and Servicing**

- 14.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7. Paragraph 111 of the National Planning Policy Framework 2021 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’.
- 14.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer’s Guide.
- 14.3 A Transport Assessment (‘TA’) Addendum, prepared by Glanville, has been provided in support of this reserved matters application which sets out the highway matters already agreed (vehicular access from Stoke Gardens for Phase 2 and highway impact), and the road layout and proposed parking provision for Phase 2.
- 14.4 A total of 243 spaces are provided as part of Phase 2 for the 701 dwellings. This is a ratio of 0.34, which complies with the agreed ratio as part of the outline application. The split of these spaces throughout the development is as follows: 52 parking spaces under Block J, 61 parking spaces under Block H and 130 parking spaces distributed along the internal roads outside Blocks C, F and N.
- 14.5 The submitted plans display accessible 13 parking spaces marked for exclusive use of disabled users, which have an additional 1200mm access strip around each space.

Therefore 5% of all spaces on site are marked for disabled use in accordance with industry best practice. The disabled spaces are spread across the site, with 4 disabled spaces are proposed outside Block C, 3 outside Block F, 3 underneath Block H and 3 underneath Block J.

- 15.0 The vehicular access junctions were designed and agreed with SBC Highways and Transport as part of the previous hybrid planning application (Planning Ref: P/00094/039). Therefore, vehicular access to the site does not require approval/consideration as part of this Reserved Matters application.
- 15.1 Swept paths have demonstrated that a refuse vehicle can stop within 10m – 15m of each bin store and can circulate the internal access road and that there is sufficient room to pass a large car along the majority of the road and that there is suitable inter-visibility with cars on the bends where the refuse vehicle would need to cross onto the opposite side of the road.
- 15.2 With respect to EV provisions, it is noted in the Transport Assessment Addendum submitted as part of the application that 6 car club spaces with fast EV chargers are to be provided. However, these spaces have not been demarcated within the Landscaping General Arrangement Plans. Therefore, as per schedule 5, paragraph 7 of the Section 106 dated 23rd March 2020, the details of this shall be provided as part of a Car Parking Management Plan as outlined within Condition 12 of this report.
- 15.3 Transport and Highways have been consulted as part of this application to assess the matters discussed within the addendum document. A number of amendments further details were requested by officers throughout the application process, including requests for swept path analysis for car parking within Horlicks Terrace and Blocks J and H (with the car park columns displayed on the plans), removal of the end car parking space within the south east car park, and further details in relation to the podium parking within Blocks J and H. Final comments were provided on 12/07/2022. A full consultation response to this can be found in Paragraph 6.6 of the report.
- 15.4 Following the provision of the final comments from Transport and Highways, no further objections were raised, subject to the provision of the attached conditions and informatives. The conditions requested for a construction management plan, construction plan and cycle parking provision are already included and covered by the outline scheme and therefore not required for this Reserved Matters application.
- 15.5 Therefore, the proposal is considered to broadly accord with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of the Core Strategy, and the National Planning Policy Framework.

## 16.0 **Crime Prevention and Design**

- 16.1 Policy EN5 of the adopted Local Plan and Core Policy 12 require all development schemes to be designed to reduce the potential for criminal activity and anti-social behaviour. The National Planning Policy Framework seeks development to be 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 (as referred to in Paragraphs 92b, 112c and 130f of the NPPF).

16.2 Design and Crime Prevention Officers from Thames Valley Police have consulted by the Council to provide comments in relation to the detailed design of the development. Comments have been provided by the CPDA raising concerns with the lack of compartmentation within the communal dwellings due to the design and layout of the development, and the lack of physical security provided within the development. The applicant has provided a detailed response to the latest set of comments received at the time of writing this report, and is assessed below.

16.3 With respect to the points raised by the CPDA officer, the applicant provided the following commentary:

*The stair and lift core arrangement have been designed in line with current fire regulations to prevent any smoke/ fire contaminating to the main point of escape, being the stair core, in the case of a fire. To sub divide the lift and stair arrangements further at upper levels could compromise the fire strategy. This arrangement is consistent with the approved strategy from Phase 1 and also in line with the approved security strategy under planning condition reference P/00094/057 and aligns with the principles of secured by design.*

In response to this, SBC officers consider that the stair and lift core arrangements could be acceptable, given they would be consistent with the approved strategy under Phase 1 of the scheme and in line with the approved security strategy under planning condition 23 reference P/00094/057 and aligns with the principles of Secured by Design. Given this, SBC officers accept that that the above matter could be resolved through the discharge of the condition 23 for phase 2, as it was previously for Phase 1.

16.4 With respect to the other points raised by the CPDA officer in connection with the Door Entry System, the applicant provides the following commentary:

*There would not be unlawful movement. All users of the building will only be able to gain access through an 'access control system' at the main entrance through the use of the fob access/ video door entry system all of which is all covered by CCTV.*

*A door entrance system is located at the main entrance controlling access to any persons who wish to enter the building. This is consistent with the approved security strategy from Phase 1 under planning condition reference P/00094/057 and aligns with the principles of secured by design.*

In response to this, it is considered by SBC officers that the proposed access control systems and door entrance systems would be broadly acceptable, subject to discharge of the planning condition for phase 2 given that they would be in line with the approved security strategy from Phase 1 under planning condition 23 reference P/00094/057 and aligns with the principles of Secured by Design. Given this, SBC officers accept that that the above matter is capable of being resolved through the discharge of planning condition 23 for phase 2 as it was for phase 1.

- 16.5 With respect to the points raised by the CPDA officer in connection with the size of the bike stores, the applicant provided the following commentary:

*We understand the perspective on this point and have amended the oversized bike store highlighted above to have internal separation and a separate door – see revised drawings 11434-EPR-J-00-D RA-03-0060 and 11434-EPR-J-EL-DR-A-04-0060. This will look to limit the 'pay-off' as noted above however it is worth noting all cycle stores shall have CCTV covering them and the doors be reinforced doors to ensure they are not easily broken into*

In response to this, it is considered by SBC officers that the cycle stores within Block J have been amended sufficiently through the provision of a door as requested within the CPDA officer comments as shown in the referenced drawings and security risks are sufficiently reduced with the provision of reinforced doors and CCTV. Given this, SBC officers accept that that the above matter is resolved.

- 16.6 With respect to the points raised by the CPDA officer in connection with the fire escape doors, the applicant provided the following commentary:

*We can confirm these are fire exit escape doors only and shall have no external furniture or access and shall be alarmed accordingly as noted above and in line with the emergency alarm drop out controls. All day to day shall go through the main entrance lobbies with the access control/ CCTV etc.*

In response to this, it is considered by SBC officers that the provision of these doors as fire exit doors helps to mitigate against the potential bypassing of visitor entry and access controls and reduce the permeability of the relevant blocks and reduce the risk of unauthorised access. Given this, SBC officers accept that that the above matter is resolved.

- 16.7 With respect to the points raised by the CPDA officer in connection with the podium access from the lift core, the applicant has provided the following commentary:

*We cannot see any concerns being raised regarding crime here. We have delivered schemes in a similar way many times before and have never had any issues. The possible concerns regarding noise are all mitigated by the solid construction of the walls and doors that prevent noise ingress internally, this is combined with screens and robust soft landscaping to ensure external spaces are not affected either.*

With respect to the issues of potential noise, it is noted by SBC officers, as pointed out by the applicant comments that the construction of the walls in line with Building Regulations should mitigate against any potential noise impacts, and noted that the use of the podiums would be for residents only. Given this, SBC officers accept that that the above matter is satisfactorily resolved.

- 16.8 With respect to the points raised by the CPDA officer in connection with post boxes and the entrance lobby, the applicant provided the following commentary:

*This is a level of detail we did not intend to include within our planning drawings as they are at a small scale. However all of the post boxes are within the communal main entrance lobby 'air lock' so not within the cores/ communals. This can be discussed and displayed further within the follow up security strategy statement that will be needed to be submitted under condition 23 of the outline consent in due course.*

Given the confirmation of this, and that details will be provided as part of a conditions discharge of details application as per Condition 23 of the outline consent, SBC officers are content that the above matter is resolved.

- 16.9 With respect to the points raised by the CPDA officer in connection with the access for Block N the applicant provided the following commentary:

*All residents and visitors shall access via the main entrance lobby, the stair lobby door is for means of escape only and shall not be accessible externally.*

Given the above commentary, SBC officers consider that the compartmentation within Block N would be acceptable, given the use of the stair lobby door will be for means of escape only and not externally accessible.

- 16.10 With respect to the points raised by the CPDA officer in connection with bin stores and cycle stores for the commercial unit, the applicant provided the following commentary:

*This shall be contained within the unit as part of its future detailed design – no commercial use shall have access to the residential or vice versa, they are not interlinked in anyway*

With respect to the above comments in relation to bin and cycle stores, it is accepted that by SBC officers that details of this can be provided at a future stage, as per the conditions of the outline consent.

- 16.11 With respect to the points raised by the CPDA officer in connection with Block C fob access, the applicant provided the following commentary:

*The lift to block C shall be fob access only so does not compromise the secure lobby and is all covered by CCTV. Access controls are external to the main lobby entrance with the post boxes within the lobby.*

As the aforementioned area within Block C is to be secured by fob and access controls, it is considered by SBC officers that the above matter can be sufficiently resolved by way of details to come forward within condition 23.

- 16.12 Therefore, the proposal is considered to broadly accord with Policy EN1 and EN5 of The Adopted Local Plan for Slough 2004, Core Policy 8 and 12 of the Core Strategy, and the National Planning Policy Framework. Officers consider that the detailed concerns of the CPDA could be sufficiently resolved as part of the phase 2 condition

23 discharge, given similar issues were resolved within the phase 1 condition discharge.

## 17.0 **Fire Safety**

17.1 With regard to Fire Safety, Planning Gateway One of the Health and Safety Executive (HSE) have been consulted as part of this application. Officers have provided comments with respect to means of escape and fire service access.

17.2 A summary consultation response of final comments to this can be found in Paragraph 6.4 of the report.

17.3 With respect to the consultation comments, two outstanding concerns remain as raised by HSE:

- Means of escape, including single staircases being made vulnerable due to the connection with covered car parks and ancillary accommodation;
- Fire service access provision in the covered car parks (Travel distances for fire fighters).

17.4 With respect to the above two matters, the applicant initially proposed a performance based deviation from the standard guidance which was supported by the applicant's fire consultant. The Fire Strategy proposed to include a range of measures to justify how a deviation from the code is appropriate in fire safety terms. The Council's Building Control Officers have advised that the implementation of suitable engineered solutions could be appropriate in order to satisfy the Building Regulation Standard subject to detailed modelling of the solutions at this stage. It is noted that although the means of escape and travel distances would not be considered to be code compliant, this is covered through Building Regulations processes, and therefore not covered by adopted planning policy within the Council's Local Plan. Therefore officers consider there is limited planning policy basis from which to refuse the application on this ground. However, given the objections from HSE, acknowledging that fire safety provisions are becoming an increasingly important element of new building designs at the planning stage, officers have advised the Applicant to amend the plans. The Applicant has confirmed in writing to the Local Planning Authority that the changes suggested by the HSE (Gateway One) will be fully incorporated into the scheme for Blocks J and H and revised plans will be submitted, and approved in writing by the HSE (Gateway One) and the Local Planning Authority in advance of planning permission being issued, subject to the resolution of the planning committee.

17.5 In summary, objections have been raised in relation to the above comments with regards to the Fire Safety Strategy as outlined within the HSE comments provided within Paragraph 6.4. It is noted that these comments are considered primarily in relation to detailed fire safety provisions which are covered by building regulations and which are considered/determined at the Building Regulation stage in the construction process. Nonetheless, The Department for Levelling Up, Homes and Communities (DLUHC) has brought in changes to the planning system whereby HSE Gateway One are a statutory consultee on specified planning applications. The DLUHC Guidance

states that the changes are intended to help ensure that applicants and decision-makers consider planning issues relevant to fire safety, bringing forward thinking on fire safety matters as they relate to land use planning to the earliest possible stage in the development process and result in better schemes which fully integrate thinking on fire safety. It is therefore been agreed with the Applicant, that they will need to address the fire safety issues raised by the HSE at this early stage. From discussions with the applicant, details are to be provided to HSE Planning Gateway One outlining how the outstanding concerns are to be addressed. Subject to these matters being resolved to the satisfaction of the HSE and Local Planning Authority, the proposals are capable of demonstrating compliance with the emerging guidance on fire safety provisions.

## 18.0 **Sustainability and Energy**

18.1 Planning Condition 26 of the outline application (LPA Ref P/00094/070) states that:

*The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Energy Statement which calculates the reduction in annual CO<sub>2</sub> emissions across the site of at least 26% over Building Regulations 2013 Part L (utilising SAP10.0 carbon factors) and associated Approved Documents. No part of the Development shall be used or first occupied (other than for construction purposes) until it has been carried out in accordance with the approved details and shall be retained for the lifetime of the development. REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).*

18.2 The applicant has submitted an Energy Statement as a part of the application, which states that the consented strategy is to be built in accordance with Part L of the Building Regulations 2013 and SAP 10.0 as stated above. The proposals consist of high performance fabric with electric heating for flats and houses. It also includes maximising roof space for PV panels to deliver a low carbon development. Carbon emission reductions are summarized within the table below.

	Dwelling Emission Rate (DER) kg/CO <sub>2</sub> /year	Target Emission Rate (TER) kg/CO <sub>2</sub> /year
SAP 10.0 compliance figures	685,590	506,569
SAP 10.0 - CO <sub>2</sub> reduction	26%	

The above table demonstrates that the annual carbon emissions across the site would fall in line with the 26% threshold as set out within Building Regulation L 2013.

18.3 Comments provided by the Sustainability Officer (outlined in Paragraph 6.7 of the committee report) stated that the energy statement can be treated as compliance to Condition 26 of the outline application and therefore acceptable for the purposes of the application. Though the building out of Phase 2 in this respect would be built out in accordance with the 2013 version of the Building Regulations rather than the latest version, it is noted that the condition states compliance with the 2013 version of Part L of the Building Regulations (specifically 26%), and therefore would be acceptable for this application.

18.4 Therefore, the proposal would broadly accord Core Policy 8 of the Core Strategy and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework.

#### 19.0 **Heritage and Townscape/Visual Impact**

19.1 A TVIA addendum has been provided as a part of the application to assess the impacts and effects as a result of the detailed proposals for Phase 2 where compared to the Parameters of the approved scheme

19.2 Core Policy 9 of the Core Strategy states that development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
- Protects and enhances the water environment and its margins;
- Enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features

19.3 Policy EN17 of the Local Plan states in regard to locally listed buildings that special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.

19.4 It is noted that the proposed heights of the development is similar to that of the approved outline scheme, with the heights of Blocks J and H proposed to increase, where the highest point will reach 14 storeys. This amendment of the height of these blocks is acceptable, given that permission to amend this has already been sought and approved through the Section 73 application granted on 23<sup>rd</sup> March 2022 (LPA ref: P/00094/070). The taller elements are comparable to the scale of existing and emerging development surrounding Slough railway line and ensure that, where visible, the scheme would be an appropriate addition to the setting of surrounding heritage assets including views from the North Terrace of Windsor Castle (Grade I Listed and SM) which includes various tall modern development such as Slough Trading Estate and office buildings on Hartfield Road.

19.5 Heritage assets such as the Former Horlicks factory (locally listed), Horlicks War Memorial (Grade II), Group: Slough Station Booking Hall (Grade II), Offices (Grade II) and Island Platform Building (Grade II), Group: Church of Our Lady Immaculate and St Ethelbert (Grade II) and St Ethelbert's Presbytery (Grade II), Group: Baylis House (Grade I) and Walls and Gatepiers (Grade II), Group: 19 Stoke Road, 21 Stoke Road, Littledown Primary School and Gilliat Hall, Stoke Road (St Paul's Church) (all locally listed), have also been considered when assessing the impact of the proposal

19.6 BEAMS were consulted as part of the application in order to assess the documentation provided. No objections were raised by officers, with the proposal considered to be in line with the outline scheme. It was also considered that the proposal would meet the heritage policy tests set out within the NPPF. Full detailed comments from BEAMS can be found in Paragraph 6.1 of the report.



19.7 The proposal is considered to be acceptable and in accordance with the Heritage policy tests in Core Policy 9 of the Core Strategy and Policy EN17 of the Local Plan, the NPPF and S.66(1) of the 1990 Act.

## 20.0 **Presumption in Favour of Sustainable Development**

20.1 The application has been evaluated against the Development Plan and the National Planning Policy Framework. The report identifies that on balance, the submitted details of the Access, Layout, Scale, Design and Landscaping in connection with the development of Phase 2 of the wider site, are acceptable and would comply with Core Policy 8 of The Core Strategy, and Policy EN1 of the Local Plan for Slough. Subject to conditions, the proposed reserved matters fully comply with all of the other relevant saved policies in the Development Plan and the National Planning Policy Framework. On balance the proposal would comply with the Development Plan as a whole. It is therefore recommended that the application be delegated to the Planning Manager for approval subject to finalising conditions

## 21.0 **PART C: RECOMMENDATION**

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

A. For approval subject to:

1. Receipt of satisfactory revised floorplans detailing the additional necessary fire safety measures incorporated to address the comments of the Health and Safety Executive (Gateway One), which shall be addressed to the satisfaction of the Health and Safety Executive and the Local Planning Authority.
2. Finalising conditions; and any other minor changes.

B. Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

## 22.0 **PART D: CONDITIONS**

### 1. Approved Plans

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

- a) Drawing No. 11434-EPR-C-ZZ-DR-A-03-0020 Revision P03, dated 10/06/2022, Recd On 20/06/2022,
- b) Drawing No. 11434-EPR-C-EL-DR-A-04-0021 Revision P01, dated 10/03/2022, Recd On 13/06/2022,
- c) Drawing No. 11434-EPR-H-00-DR-A-03-0040 Revision P04, dated 30/06/2022, Recd On 01/07/2022,
- d) Drawing No. 11434-EPR-H-01-DR-A-03-0041 Revision P02, dated 15/06/2022, Recd On 20/06/2022,

- e) Drawing No. 11434-EPR-H-02-DR-A-03-0042 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- f) Drawing No. 11434-EPR-H-03-DR-A-03-0043 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- g) Drawing No. 11434-EPR-H-04-DR-A-03-0044 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- h) Drawing No. 11434-EPR-H-05-DR-A-03-0045 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- i) Drawing No. 11434-EPR-H-06-DR-A-03-0046 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- j) Drawing No. 11434-EPR-H-07-DR-A-03-0047 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- k) Drawing No. 11434-EPR-H-08-DR-A-03-0048 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- l) Drawing No. 11434-EPR-H-09-DR-A-03-0049 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- m) Drawing No. 11434-EPR-H-10-DR-A-03-0050 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- n) Drawing No. 11434-EPR-H-11-DR-A-03-0051 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- o) Drawing No. 11434-EPR-H-12-DR-A-03-0052 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- p) Drawing No. 11434-EPR-H-EL-DR-A-04-0040 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- q) Drawing No. 11434-EPR-H-EL-DR-A-04-0041 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- r) Drawing No. 11434-EPR-H-EL-DR-A-04-0043 Revision P03, dated 123/06/2022, Recd On 27/06/2022,
- s) Drawing No. 11434-EPR-H-EL-DR-A-04-0044 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- t) Drawing No. 11434-EPR-H-GS-DR-A-04-0042 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- u) Drawing No. 11434-EPR-J-00-DR-A-03-0060 Revision P05, dated 07/07/2022, Recd On 08/07/2022,
- v) Drawing No. 11434-EPR-J-01-DR-A-03-0061 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- w) Drawing No. 11434-EPR-J-02-DR-A-03-0062 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- x) Drawing No. 11434-EPR-J-03-DR-A-03-0063 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- y) Drawing No. 11434-EPR-J-04-DR-A-03-0064 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- z) Drawing No. 11434-EPR-J-05-DR-A-03-0065 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- aa) Drawing No. 11434-EPR-J-06-DR-A-03-0066 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- bb) Drawing No. 11434-EPR-J-07-DR-A-03-0067 Revision P02, dated 15/06/2022, Recd On 20/06/2022,

- cc) Drawing No. 11434-EPR-J-08-DR-A-03-0068 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- dd) Drawing No. 11434-EPR-J-09-DR-A-03-0069 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- ee) Drawing No. 11434-EPR-J-10-DR-A-03-0070 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- ff) Drawing No. 11434-EPR-J-11-DR-A-03-0071 Revision P02, dated 15/06/2022, Recd On 20/06/2022,
- gg) Drawing No. 11434-EPR-J-12-DR-A-03-0072 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- hh) Drawing No. 11434-EPR-J-13-DR-A-03-0073 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- ii) Drawing No. 11434-EPR-J-14-DR-A-03-0074 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- jj) Drawing No. 11434-EPR-J-EL-DR-A-04-0060 Revision P04, dated 07/07/2022, Recd On 08/07/2022,
- kk) Drawing No. 11434-EPR-J-EL-DR-A-04-0061 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- ll) Drawing No. 11434-EPR-J-EL-DR-A-04-0063 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- mm) Drawing No. 11434-EPR-J-EL-DR-A-04-0064 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- nn) Drawing No. 11434-EPR-J-GS-DR-A-04-0062 Revision P03, dated 23/06/2022, Recd On 27/06/2022,
- oo) Drawing No. 11434-EPR-N-ZZ-DR-A-03-0080 Revision P02, dated 07/06/2022, Recd On 20/06/2022,
- pp) Drawing No. 11434-EPR-N-ZZ-DR-A-03-0081 Revision P02, dated 07/06/2022, Recd On 20/06/2022,
- qq) Drawing No. 11434-EPR-N-EL-DR-A-04-0080 Revision P02, dated 07/06/2022, Recd On 20/06/2022,
- rr) Drawing No. 11434-EPR-F-ZZ-DR-A-03-0030 Revision P01, dated 10/03/2022, Recd On 20/06/2022,
- ss) Drawing No. 11434-EPR-F-EL-DR-A-04-0030 Revision P01, dated 10/06/2022, Recd On 20/06/2022,
- tt) Drawing No. 433.P2.PL.100C Revision C ,Dated 29/06/2022, Recd On 01/07/2022,
- uu) Drawing No. 433.P2.PL.101 ,Dated 29/06/2022, Recd On 01/07/2022,
- vv) Drawing No. 433.P2.PL.DR.101A, Dated 03/2022, Recd On 01/07/2022,
- ww) Drawing No. Active Frontage Plan, dated n/a, Recd On 20/06/2022,
- xx) Drawing No. 433.AHS.001 (Affordable Housing Statement) (revised), dated n/a, Recd On 20/06/2022,
- yy) Drawing No. 0322-10015 Rev 2, dated 07/06/2022, Recd On 03/2022,
- zz) Drawing No. 2028/K rev02 (Daylight and Sunlight Report) (revised), dated 03/2022, Recd On 20/06/2022,
- aaa) Drawing No. 003\_4210530\_DK (Travel Plan) (revised), dated 16/03/2022, Recd On 20/06/2022,
- bbb) Drawing No. 005\_4210530\_DK (Transport Assessment Addendum) (revised), dated 30/06/2022, Recd On 01/07/2022,

- ccc) Drawing No. 210525/01/01 (Outline Fire Safety Strategy) (revised), dated 03/2022, Recd On 20/06/2022,
- ddd) Drawing No. BMD.18.025.RP.P.001 (TVIA Addendum) (revised), dated 03/2022, Recd On 20/06/2022,
- eee) Drawing No. 433.DA.JK.001 (DAS Addendum), dated n/a, Recd on 14/07/2022.

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.

## 2. Samples of Materials

Prior to the installation of any external finishing materials being applied to the two-storey top structure of the Maltings Building (Block N) hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) details of the external finishing materials to be used to be used in the construction of external envelope of the data centres pursuant to the approved plans and submitted design and access statement
- b) a glint and glare study demonstrating external materials on the data centres and the above ground storage tanks do not result in glint or glare on highway safety or residential amenity. This shall include existing and approved highways / residential buildings via the outline planning permission (ref. P/00072/096)
- c) details of the depths of the returns within elevations of the data centres which are not clear on the approved plans

The development shall be carried out in accordance with the details approved.  
REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to ensure any reflective material would have acceptable impacts on highway safety and neighbour amenity in accordance with Core Policies 7 and 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, and the requirements of the National Planning Policy Framework 2021.

## 3. Ventilation Performance of Windows in Blocks C, F, H, J and N

Prior to the first occupation on the relevant part of Development Blocks C, F, H, J and N, whereby exceedances of the 45 dB LAFmax threshold are recorded within the Noise Assessment, details of the mitigation measures (e.g. mechanical ventilation or NOx filters) to be installed within the residential component of the relevant block or phase shall be submitted to the local planning authority in writing, for approval. The details shall increase the ventilation acoustic performance specification to 44 dB Dnew and include the method by which clean air will be supplied to residential areas which at least meets national air quality objectives. Ventilation extracts must be positioned a suitable distance away from ventilation intakes, balconies, roof gardens, terraces and receptors to reduce exposure of occupants to acceptable levels. The measures will be implemented in accordance

with the approved plans prior to first occupation of the relevant development blocks and retained until no longer required to supply clean air. The maintenance of the system implemented shall be undertaken regularly in accordance with the manufacturer specifications and shall be the responsibility of the primary owner of the relevant building.

REASON: To ensure that the residential buildings have access to satisfactory air quality levels and are not unduly affected by odour and disturbance in accordance with policy EN1 of the Local Plan and the NPPF (2019).

4. The plant rating level shall not exceed the representative background noise level of 35 dB LA90 as specified in the original noise assessment.

REASON: In the interests of the amenities of the occupiers and area in accordance with Policy EN1 of the Local Plan and Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

5. Prior to the first occupation of the development a 25 year Landscape and Ecological Management Plan must be submitted and approved by the planning authority to ensure the proposed landscape scheme is maintained and continues to provide the habitats that are part of the Biodiversity net gains. The development shall be carried out in full accordance with the approved Ecological Management Plan for the duration of the lifetime of the development.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits to enhance its setting within the immediate locality in accordance with Policy EN3 of the Slough Local Plan (adopted March 2004) and Core Policies 2 and 8 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document (DPD) (adopted December 2008).

6. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

7. Prior to the first occupation of the consented dwellings, the proposed electric charging points shall be provided, comprising 1 electric vehicle charge point for 10% of the 243 car parking spaces proposed – a total of 24 electric vehicle charging points and passive provision for 90% of all spaces (219 spaces). The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, 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.

8. Prior to first occupation of any residential or commercial use within each Development block, phase or relevant part thereof, a Car Parking Management Plan shall be provided detailing detail the allocation of parking spaces to visitors, the car club and which parking spaces will be fitted with Electric Vehicle Charging Points, in accordance with Schedule 5, paragraph 7 of the Section 106 dated 23rd March 2020 from the outline permission.

REASON: To ensure that there is adequate parking available at the site, 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.

9. No part of the development shall be occupied until bin storage has been provided in accordance with the approval plans and with the standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development

#### **PART E: INFORMATIVES**

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
7. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

