

Registration Date:	15-Jan-2021	Application No:	P/09811/001
Officer:	Christian Morrone	Ward:	Colnbrook-and-Poole
Applicant:	Halifax Pension Nominees Limited	Application Type:	Major
		13 Week Date:	16 April 2021
Agent:	Andy Ryley, PRC Architecture & Planning Ltd 24, Church Street West, Woking, Surrey, GU21 6HT		
Location:	Jupiter House, Horton Road, Colnbrook, Slough, SL3 0BB		
Proposal:	Demolition of the existing buildings (Valerie House and Jupiter House) and the development of 7,320m ² GEA of flexible light industrial, general industrial and storage and distribution employment floor space, with associated service yards, car parking and landscaping.		

Recommendation: Delegate to Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies and planning considerations set out below, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

1. the satisfactory completion of a Section 106 to secure the following:
 - a) To enter into a highways agreement for the highway works
 - b) Dedication of private land as public highway
 - c) To secure and monitor the travel plan
2. agreement of the pre-commencement conditions with the applicant/agent;
3. finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th November 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 Under the current constitution, this application is being brought to Committee as it is a major planning application due to the floor area being over 1,000 square metres.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for

- Demolition of the existing buildings (Valerie House and Jupiter House)
- Construction of 2 x two storey buildings each containing 3 x employment units comprising a total of 7,320m² GEA of to fall within any of the following uses:
 - Flexible Light Industrial [E(g)(iii) Use Class]
 - General Industrial [B2Use Class]
 - Storage and Distribution [B8Use Class], and;
 - ancillary office space

2.2 The external areas of the site would accommodate:

- 8no. lorry loading bays in yard areas
- 113no. car parking spaces (71 marked out and 42 additional spaces within yard areas by HGV bays):

- Includes 6no. wheelchair accessible bays.
- 12no EV Charging bays and ducting to provide an additional 12no EV bays in the future

- 60no. cycle stands in 3 x two tier secured covered cycle shelters.
- New internal road /footways/hardstanding areas, fencing and boundary treatment
- New substations, switch rooms
- External open storage areas (approximately 537sqm)
- Tree planting and soft landscaping
- Alterations to existing vehicular access to Horton Road and associated works
- Infilling redundant access, new footway access, widening of existing footway on Horton Road and associated works

3.0 Application Site

- 3.1 The application site is located to the southern end of the Poyle Estate which is an Existing Business Area as identified in the Local Plan. The site contains two large detached buildings; Valerie House is a detached three storey building to the west of the site and comprises approximately 4,191 square metres of storage and distribution uses and ancillary offices. To the east of the site Jupiter House which is a two storey building and comprises approximately 2,541 square metres of storage and distribution, light industrial and ancillary offices. Externally the site comprises HGV loading bays, vehicular parking, external storage, and landscaping with trees mostly along the west boundaries, although there is some landscaping to the front.
- 3.2 The site is accessed by the south at Horton Road. Junction 14 of the M25 is circa. 500 metres to the east. To the north, east, and west, the site neighbours other businesses within the Poyle Estate and these are discussed in detail further within this report. On the southern side of Horton Road is the Poyle Park Private Estate which comprises a number of residential static homes. Approximately 120m to the south is the Wraysbury Reservoir Site of Special Scientific Interest and approximately 250m to the south-east is the Staines Moor Site of Special Scientific Interest.

4.0 Site History

- 4.1 P/09811/001 Installation of panel signs.
Approved with Conditions; 12-Jul-1995.

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), the application was advertised as a major application in the 05/02/2021 edition of The Slough Express. Site notices were displayed outside the application site on 27/01/2021. The consultation period has expired.

No third party letters have been received at the time of writing this report.

6.0 Consultations

The following are comments received from the relevant consultees. These comments are taken into the planning assessment within Part B: Planning Appraisal.

6.1 Local Highway Authority

Vehicular Access:

SBC Highways and Transport require the completion of a Stage 1 Road Safety Audit of the proposed access and layout.

The access junction and internal access road have been designed to accommodate articulated lorry movements, large rigid vehicles and refuse vehicles. Revised plans have since been submitted to demonstrate a 16.5m articulated vehicle can access the site.

The primary vehicle access into the application site will be taken from Horton Road and the current three, closely related vehicular access points would be rationalised into a single, priority-controlled access junction. Visibility splays for the proposed access measure 2.4m x 43 in accordance with the Manual Streets visibility requirements for a road subject to a 30mph speed limit. Drawing No. 2004051-01-Rev A demonstrates that the splays can be provided.

Trip Generation and Traffic Impact:

SBC Highways and Transport do not wish to object to the proposed development due to its impact on highway capacity, which is forecast to be negligible.

The Transport Statement provides a forecast of the site's vehicular trip generation based on survey data from the TRICS Database. The calculation forecasts the development will generate 74 two-way vehicle trips in the AM Peak and 48 two-way vehicle trips in the PM Peak. 743 trips are forecast over a daily period (07:00 – 19:00).

When the trip generation of the existing land use is subtracted, the net trip generation of the site is forecast to be 6 vehicle trips during the AM Peak Hour and 4 vehicle trips during the PM Peak Hour. 58 two-way trips are forecast over a daily period (07:00 – 19:00). This increase would equate to approximately one additional vehicle every 10 to 15 minutes during the morning and evening peak periods.

It can be calculated from the trip generation exercise that up to 6 goods vehicles will accumulate on site, which makes it likely that the 8 proposed spaces for articulated vehicles will be sufficient to accommodate demand for HGV parking.

Access by Sustainable Travel Modes:

The site cannot be considered easily accessible by sustainable travel modes, given it's position on the edge of the borough and proximity to the strategic road network which makes car use attractive.

The nearest bus stops are located 100 metres west of the site on the Horton Road / Stanwell Road roundabout. This stop is served by the Number 10/11 which offers a service to Slough, Datchet, Bracknell, Dedworth, Windsor and Horton once every 2 hours. The next nearest bus stops are the Poyle Road junction bus stops which are 1300m (17 minutes) walk from the site. These are served by the 81 Bus Service with a frequency of 10-13 minutes. The site is located 10 minutes cycle from Colnbrook, 14 minutes from Stanwell, 19 minutes from Harmondsworth, 29 minutes cycle from Slough Town Centre.

Car Parking:

The Slough Borough Council Parking standards would require the provision of a minimum of 146 car parking spaces for B2 industrial use based on the standards provided within the Slough Borough Council Developers Guide – Part 3: Highways and Transport. The 113 proposed spaces would represent a shortfall of 33 spaces.

The masterplan displays 71 marked parking spaces, with 42 additional spaces marked on yard areas across the site. Therefore, a total of 113 parking spaces would be available. 6 parking spaces are marked for disabled use, which equates to 7.6% of provision or 5.9% of 103. 8 parking spaces are displayed for articulated lorries.

Since the submission was made, a TRICS survey of sites used to calculate parking accumulation has been provided. The Local Highway Authority are satisfied with the sites used and the conclusion of the parking accumulation calculation. As result the proposed 113 parking spaces are acceptable in this instance.

Cycle Parking:

The Proposed Site Layout Masterplan (Drawing No.101) states that 60 cycle stands are provided in 3 two-tier secured covered cycle shelters. The proposed number of cycle stands is considered acceptable to SBC Highways and Transport.

EV Charging:

The masterplan states that there will be 6 double electric vehicle charging points which provide 12 electric car charging spaces.

Servicing and Refuse Collection:

The site layout is capable of accommodating refuse and servicing vehicles given that it can accommodate commercial vehicles. It is recommended that a Delivery Servicing Plan is secured by condition which confirms the number of deliveries associated with the commercial land use. The Delivery Servicing Plan should be

completed once the end occupier has been identified to ensure the type and number of deliveries can be confirmed.

Summary and Conclusions:

I confirm that I have no objection to this application from a highway perspective.

6.2 Thames Water

Waste Comments:

Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

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

Water Comments:

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

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you are planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

6.3 Lead Local Flood Authority:

The general principles for the surface water drainage proposals are acceptable; we would recommend that further information on the proposals be submitted as part of a more detailed design phase. Therefore, we recommend the following condition:

No development shall take place until a detailed surface water drainage strategy has been provided to the Lead Local Flood Authority, containing the following elements:

- Following the Hierarchy of surface water disposal as set out by SuDs manual. The site does not sit within proximity to a watercourse nor does there appear to be a public surface water sewer located in Horton Road. Due to the high recorded groundwater levels at the site, infiltration devices such as soakaways are not deemed acceptable.
- Confirmation from Thames water is required, confirming they are willing to accept a flow of 2l/s from the site into the public foul sewer located on Horton Road.

6.4 Contaminated Land Officer:

- The review of the previous reports by the applicant's Environmental Consultant reveals that back in 2007 significantly elevated TPH concentrations were identified within the Alluvium deposits and the Shepperton Gravel Member, and in multiple plumes in the groundwater. Gas monitoring detected elevated methane and carbon dioxide concentrations at several locations investigated. The source of these elevated concentrations of TPH was considered to be linked to the former AST. A Detailed Quantitative Risk Assessment (DQRA) indicated that the contamination plume had the potential to extend beyond the Site boundary and migrate towards surface waters close to the Site, thus remediation work was recommended to be undertaken.
- Following the above findings, remediation works were recommended, and an Oxygen Release Compound (ORC) contained in geotextile 'socks' was proposed to be installed in selected boreholes to provide conditions suitable for enhanced aerobic degradation of identified hydrocarbon contamination. These were installed in November 2007 and results of this treatment show that there was no evidence of residual hydrocarbon impact from Plume B. TPH concentrations in Plume C decreased steadily from 16,526 µg/l in 2007 to 883 µg/l in May 2012. Further monitoring was suggested in Plume C to confirm this downward trend.
- In 2014, groundwater monitoring was undertaken in existing monitoring wells BH108 and BH109 exhibited a slight hydrocarbon odour on only one of four monitoring visits. All soil samples analysed were below the adopted Generic Assessment Criteria (GAC) for commercial land use, with respect to petroleum hydrocarbons, PAHs, BTEX and metals/metalloids. It was concluded that there was ongoing TPH impact with respect to Plume C and elevated TPH concentration was detected in BH109. The free phase product concentration was significantly higher than what is deemed acceptable for a Principal Aquifer. Groundwater concentrations of TPH in the vicinity of the former AST were 0.97 mg/l – 38 mg/l, suggesting that there is still contamination of Plume C beneath the Site.

- In 2015, three boreholes were selected for retention during and following remediation works to allow analysis of groundwater quality (validation testing). Hydrocarbon concentrations in locations indicated significant improvement as the works progressed. The chemical analysis undertaken suggested that the remediation reduced dissolved phase TPH concentrations adequately to be protective of the identified controlled waters.
- The 2020 report reviewed all the above findings and made the following recommendations:
 - a. Further environmental and geotechnical investigation beneath the existing building footprint and other previously inaccessible areas to reduce uncertainty and assess contaminant hotspots which were previously accessible. During this further investigation, investigation to confirm the presence or absence of a tank marked on Capita drawings on Jupiter House plot is required.
 - b. Upon completion of the supplementary investigation works, preparation of a Remediation Verification Strategy, to mitigate any unacceptable risks to human health/controlled waters receptors. Any underground tanks will require removal and validation of the subsequent void to confirm the removal of the potential contamination source(s).

Based on the above I recommend the following condition is placed on the Decision Notice:

1. Phase 2 Additional Intrusive Investigation Method Statement
2. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy
3. Remediation Validation

6.5 Heathrow Safeguarding:

No comments received. should any be received they will be reported on the amendment sheet to committee.

6.6 Berkshire Archaeology

The development application was submitted alongside an archaeological desk based assessment.

This assessment found that a series of developments and re-developments at the site will have had a severely negative impact on the potential for survival of significant archaeological material or features.

Berkshire Archaeology is in agreement with the findings of this assessment and believes that despite the general background potential for archaeological material, it is unlikely significant archaeology will be impacted by these development proposals.

Therefore, in the view of Berkshire Archaeology, should planning permission be granted, then it should be allowed to proceed with no further requirement for archaeological mitigation attached.

6.7 Environmental Quality (Air Quality):

Our threshold for requiring an air quality assessment is 100 AADT within an AQMA. The response suggests there will be 91 vehicle movements however I feel it is quite unlikely that all of these vehicle movements will be travelling through Brands Hill to access the site, so I will not be requesting a detailed air quality assessment. With a previous application, we had requested that operational vehicle routing avoids the AQMA, we requested that no more than 50% of HGVs travelling to and from the facility must access the facility via the M4 Junction 5 and A4 London Road. However, this was to be monitored via ANPR with regular reporting, which I feel is a bit extreme in this case.

The travel plan has details of staff accessing the site but does not consider operational vehicle movements.

The Method Statement and Demolition Environmental Management Plan is acceptable from an AQ perspective

6.8 Environmental Quality (Noise):

The Method Statement and Demolition Environmental Management Plan is acceptable from an environmental noise and AQ perspective

6.9 Environmental Health

The light impact statement doesn't give too much information in terms of impact on residential properties opposite. I just want to confirm that any flood lighting or down lights don't intrude onto the site opposite.

Due to proximity with residential properties they will need to show a plan to manage the rise of dust and how they will mitigate noise

6.10 Landscape Advisor:

The existing site has no soft landscape features or trees of any note within the redline boundary. On the opposite side of the Horton Road is more open land and then a large reservoir.

The proposal seeks to demolish the existing and provide considerably more soft landscape than exists at present.

The detailed landscape plans set the planting scheme with a mixture of native and ornamental trees and shrubs. Following negotiations, the plans have been revised to increase tree sizes and improve the species and the landscaping scheme is now acceptable.

The revised landscape management plan is acceptable.

Recommendation:

No objection.

6.11 Colnbrook with Poyle Parish Council

No comments received.

6.12 Highways England

Having examined the above planning application we have no objection. However, we note that Planning Statement under its heading 'Environmental Health issues' makes recommendation for the Construction Management Plan to be submitted for the construction phase (including demolition). We fully endorse provision of the Construction Management Plan and look forward to being consulted on this document.

6.13 Natural England

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

6.14 Economic Development

No comments received.

6.15 Royal Borough of Windsor and Maidenhead

No objection

6.16 Buckinghamshire County Council

No comments received.

6.17 Spelthorne District Council

No objection.

6.18 Surrey County Council

No comments received.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that

applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. 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 19th February 2019.

The relevant Local Development Plan Policies in relation to determining this application are considered to be in compliance with the National Planning Policy Framework 2019.

National Planning Policy Framework 2019:

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 6: Building a strong, competitive economy

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

Slough Local Development Framework Core Strategy 2006-2026 Development

Plan Document policies, Adopted December 2008:

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- CG1 - Colne Valley Park
- EN1 – Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime Prevention
- EMP2 – Criteria for Business Developments
- EMP9 – Poyle Estate
- T2 – Parking
- T8 - Cycling Network and Facilities

The Emerging Preferred Local Plan for Slough 2016 – 2036:

The Emerging Local Plan is at a relatively early stage of development. Currently of relevance are, (paragraph numbering as per the report):

- 5.4 The Spatial Strategy is just the first part of the Local Plan. It does not contain any policies. A full set of Development Management policies will be included in the final version of the Local Plan. The Spatial Strategy does, however, seek to identify the type of policies that may be needed in order to implement the proposals and mitigate any adverse impacts....
- 5.6 The starting point for the development of the Spatial Strategy was the work carried out for the Issues and Options consultation in 2017. This identified a number of options for development. The conclusions from this were that there are “no reasonable options, or combinations of options which could accommodate all of Slough’s housing and employment needs within the Borough”.
- 5.7 An “emerging” Preferred Spatial Strategy was agreed in 2018. The five key elements of this were:
- Delivering major comprehensive redevelopment within the “Centre of Slough”;
 - Selecting other key locations for appropriate development;
 - Protecting the built and natural environment of Slough including the suburbs;
 - Accommodating the proposed third runway at Heathrow and mitigating the impact;
 - Promoting the northern expansion of Slough in the form of a “Garden Suburb”.
- 5.8 It is proposed that the revised Spatial Strategy should be based upon this subject to a number of changes which take account of changes in circumstances.
- 5.9 ...the most appropriate approach is to revert back to restraining development in order to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London.
- 5.10 Although we cannot formally safeguard land that may be needed for the expansion of Heathrow and associated development, this approach will effectively achieve this. Any future proposals for the expansion of the airport can then be considered in a review of the Local Plan.
- 5.11 The Wider Area Growth Study is seeking to identify major sites that could accommodate unmet housing and employment needs. The area of search includes the Colnbrook and Poyle. As a result we may have to reconsider what happens to this area if the Consultant’s report recommends that development should take place there.
- 5.12 ...the main principle behind Spatial Strategy remains one of delivering major comprehensive redevelopment within the “Centre of Slough”. No change is therefore proposed to this.

7.2 The planning considerations for this proposal are:

- Land Use
- Impact on Visual Amenity
- Impact on neighbouring properties
- Traffic and Highways Implications
- Air Quality
- Surface water drainage
- Land Contamination
- Impact on biodiversity and ecology
- Sustainable Design and Construction
- Section 106 Requirements
- Equalities Considerations
- Presumption in favour of sustainable development

8.0 Land Use

8.1 Paragraph 80 of the National Planning Policy Framework seeks to create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Each area should be allowed to build on its strengths, counter any weaknesses and address the challenges of the future. Areas with high levels of productivity should be able to capitalise on their performance and potential.

8.2 Core Policy 5 (Employment) of the Core Strategy requires “major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road”.

8.3 Local Plan Policy EMP9 (Poyle Estate) states B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Poyle Estate. Additional independent B1(a) office floor space will not be permitted in this location.

8.4 The site is located within the defined Poyle Estate Business Area. The proposal would see a 588 square metre increase in employment floor space (existing: 6743 square metres; proposed: 6320 square metres) to provide the following uses:

- Light Industrial [E(g)(iii) Use Class]
- General Industrial [B2Use Class]
- Storage and Distribution [B8Use Class].
- Ancillary Offices

These land uses fall within the uses sought by Local Plan Policy EMP9, and subject to restricting these uses to those specified, the proposed land uses would comply with the Development Plan for this location. The proposal would build on the strength and potential of this Business Area and is therefore considered to comply with the relevant objectives of the National Planning Policy Framework.

8.5 Based on the above the proposed land use would be acceptable.

9.0 Impact on Visual Amenity

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1, EN3, and EMP2. Policy CG1 states that is within the built up area of the Colne Valley Park, any development that would have a significant visual impact on the Park should be appropriately mitigated.
- 9.2 The proposal includes the demolition of Valerie House which is a detached three storey building to the west (approximately 4,191 square metres) and Jupiter House which is a three storey building to the east approximately 2,541 square metres. These buildings would be replaced by 2 x two storey buildings. The building on the west being at a similar height to Valerie House (proposed roof ridge at 13.75 metres), and the building to the east being higher than Jupiter House (proposed roof ridge at 11 metres). They would be positioned closer to the highway by developing on the existing service road / bay at the front of the site and closer to the western boundary. The front building line with the neighbouring building to west would be retained, while to the east the proposal would extend slightly forward of the neighbouring building line.
- 9.3 The existing character on the northern side of the Horton Road is already industrial in nature. On the southern side, the character is very much different. The land is designated as, Green Belt, Strategic Gap, and open areas of Colne Valley Regional Park. The proposed buildings would be sited closer to the highway and these designations, and the building height would be increased. Notwithstanding the siting and height of the building, officers consider there are other important factors that need to be noted. These include, the relatively large separation distance between the two proposed buildings (approximately 48 metres) to facilitate the vehicular access and loading bays, which provides important space and visual relief. In terms of separation distance from neighbouring boundaries, this would be closer. Given the western neighbouring is well set back, the eastern neighbouring building is splayed and set back, and views at the rear would be extremely limited, the resulting visual relationships is considered to be appropriate. The introduction of soft landscaping and tree planning along the highway boundary provides important softening effect within the immediate streetscene. Finally, the proposed buildings offer some visual interest by incorporating two storey office projections to the front with feature entrance, architectural detailing such brise soleil to many of the windows, and a mixture of textures in the aluminium cladding. When considering these design interventions, the proposal, when viewed from the south would appear visually compatible within the streetscene and would not result in unacceptable visual impacts on the Green Belt, Strategic Gap, or open areas of Colne Valley Regional Park.
- 9.4 The proposal would result in the loss of the existing mature trees along the western boundary. These trees would not merit a Tree Preservation Order, and given they are within the site and significant new tree planting is proposed in a more prominent position to the front of the site, no objections are raised in this regard.

- 9.5 The proposed site would incorporate a good level of soft landscaping when compared to the existing situation. 13 new trees along highway (11 x Hornbeam tress at 20 – 25 cm width and 2 x 2 x Hornbeam tress at 14 – 16 cm width) along with densely planted beds and hedges. Relatively small but important pieces of landscaping comprising trees and dense shrubbery would also be positioned within the site. The proposed landscaping and tree planting would provide benefits to the appearance of the proposal and the surrounding area, and ecological net gains (including Hebe Rakaiensis which attract Bumble Bees).
- 9.6 Following negotiations between The Council's Landscape Advisor and the Agent, larger trees as specified above have been provided, along with more appropriate species (as specified above), detailed tree pit design, and an improved management strategy. The landscaping scheme is now acceptable and provides a good degree of mitigation toward the increased built form in the streetscene and in relation to Colne Valley Regional Park.
- 9.7 The hard standing areas would comprise finished concrete to the HGV service area and external storage areas; grey tarmac for the roadway; grey block pavers to the parking and pedestrian areas; and grasscrete access to the substations / switch rooms. External storage areas would be fenced with 2.4 metre high weldmesh fencing. Three lighting columns are also proposed along with nine wall mounted luminaires on the proposed building. These are all considered visually appropriate given the business / industrial character of the surrounding area.
- 9.8 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies CG1, EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

10.0 Impact on neighbouring properties

- 10.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Polies EN1 and EMP2.
- 10.2 The site is located within a defined Business Area. The neighbouring land uses to the north, east and west are all used for business purposes. On the southern side of Horton Road is the Poyle Park Private Estate which comprises a number of residential static homes. The proposed building would be positioned approximately 40 metres (min) from the closest north elevation of the static homes which is ample distance to prevent any unacceptable overbearing impact, loss of daylight, and loss of privacy. Due to the proposed northern orientation from these dwellings, no concerns are raised regarding loss of sunlight / overshadowing.
- 10.3 The application is for a 24 hour operation for all the uses applied for. A noise report has been submitted with the application which has measured likely

predicted noise levels in terms of industrial use and storage and distribution. The existing use does not have any restrictions in place via planning conditions. The submitted noise report includes noise survey to measure the background noise levels (day and night) that was undertaken between 3rd and 8th September, 2020. As this was taken during the COVID 19 Pandemic, it would be reasonable to assume the background noise levels recorded were lower than what they would normally be. The results of the noise report concludes that the proposed likely noise levels (including mitigation) when taken from the nearest residential receptor would fall below the measured background noise levels and therefore would not cause unacceptable impacts on neighbouring residential amenity. This has been assessed by the Council's Environmental Quality Officer who agrees with these findings. The mitigation which includes the fabric make up of the building and choice of mechanical plant can be secured by condition.

- 10.4 To the east, the proposal would result in an increase of mass near the common boundary. The eastern neighbouring building is two storeys in height with ground and first floor windows western side facing windows. The building appears to be accommodated by a shipping / national / international courier company. A certificate of lawfulness confirmed the use of the building as offices in 2002.
- 10.5 The local planning authority consider that impact on office working environments should be given less weight compared to residential living environments. Regard should also be given to the fact the neighbouring side facing windows are positioned close to the common boundary with the application site (approx. 4.5 metres) and therefore the space within its own curtilage to provide a sense of private outlook / daylight / sunlight is already limited. The proposed building would be set away from the common boundary within its own curtilage by approximately 6 metres (min) and up to approximately 12 metres which is an acceptable compromise that would continue to allow these windows to be served by an appropriate amount of outlook / daylight / sunlight given the circumstances and its use.
- 10.6 Toward the northeast, north, and west, the proposed buildings would be positioned close to the neighbouring boundaries where although this is currently the case in some instances, there would be an increase in mass in such a relationship. The increased impacts would be largely limited to windowless building elevations, functional areas within the estate used by staff and visitors. While it is acknowledged there would be an overbearing impact in such areas, it would not result in unacceptable impacts on the commercial / business use of these properties
- 10.7 To the northwest, the proposal would be sited closer Scandata House which appears to be in use as a Warehouse (B8 Use Class) as permitted in 2001 (ref P/11375/000). There would be an increased impact on the windows to the front of this building (south facing), but appropriate distance would be retained to prevent unacceptable impacts given the use of Scandata House.
- 10.8 Based on the above, the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EMP2 of the Adopted Local Plan and the requirements of the National Planning

Policy Framework.

11.0 Traffic and Highways Implications

- 11.1 The National Planning Policy Framework 2019 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2, T8, EMP2 and EMP9. The National Planning Policy Framework 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”.
- 11.2 Core Policy 7 of the Core strategy and Local Plan Policy T2 seek no overall increase in the number of parking spaces in commercial schemes in this area. Core Policy 7 of the Core strategy provides a relaxation to this if additional parking is required for local road safety or operational reasons. Part 3 of the Developer’s Guide contains the following parking standards for this proposal in this location:

	Policy	Policy Requirement for 7,305m²	Proposed
Light Industry			
Car Spaces	No overall increase	24	113
Lorry Spaces	Min. 1 to 500sqm up to 2,000sqm, then 1 to 1,000sqm	9	8
Cycle spaces	Min. 1 to 250sqm	29	60
B2 Industrial			
Car Spaces	Min. 1 to 50sqm	146	113
Lorry Spaces	Min. 1 to 500sqm	14	8
Cycle spaces	Min. 1 to 250sqm	29	60
B8 Warehousing			
Car Spaces	Min. 1 to 200sqm	37	113
Lorry Spaces	Min. 1 to 500sqm up to 2,000sqm, then 1 to 1,000sqm	9	8
Cycle spaces	Min. 1 to 500sqm	14	60

- 11.3 *Parking:*

The existing site contains 24 car parking spaces. The application proposes a total of 113 parking spaces (including 6 x wheelchair accessible bays) comprising 71 marked parking spaces and an additional 42 spaces marked on yard areas across the site. Based on the above, if the proposal were to comprise entirely of B2

Industrial floor space, there would be a shortfall in parking of 33 car parking spaces. The local highway authority has raised concerns over this shortfall. A TRICS survey sites used to calculate parking accumulation has since been submitted and the local highway authority are satisfied this demonstrates enough parking is proposed in for the proposed development in this location. The additional car parking provided on-site is well over and above the existing provisions which is considered to result in a betterment and a more appropriate level of car parking for the site uses.

- 11.4 The proposal does not meet the development plan guidance for HGV parking, but the local highway authority has assessed this and raised no objection in this regard.
- 11.5 Cycle parking comprising 3 secure stores each containing 20 cycle parking spaces are proposed. The local highway authority has agreed this is acceptable, and details of the store should be secured by condition.
- 11.6 Based on the above, the vehicle parking on the site would be acceptable.
- 11.7 **Access:**

A Transport Statement has been submitted with the application which uses Census dated and record from a similar site (TRICS) which forecasts that the proposal will generate 69 two-way car trips (46 arrivals plus 23 departure) during the AM peak hour, 46 two-way car trips (11 arrivals plus 34 departures) during the PM peak hour. Across the 12-hour day (07:00 – 19:00) there would likely be 696 two-way car trips (345 arrivals plus 361 departures).
- 11.8 For HGVs, the forecast is 5 two-way trips (2 arrivals plus 3 departures) during the AM peak hour, 42 two-way car trips (1 arrival plus 1 departure) during the PM peak hour. Across the 12-hour day (07:00 – 19:00) there would likely be 47 two-way car trips (23 arrivals plus 24 departures).
- 11.9 The Local Highway Authority has assessed both the method used to calculate this trip generation and it impacts on the highway network and have raised no objection as the impact on highway capacity would likely be negligible. In addition Highways England have raised no objection and have requested to be consulted on a construction management plan.
- 11.10 The application proposes to rationalise the existing accesses into the site via a single access point. Revised plans have since been submitted to demonstrate a 16.5m articulated vehicle can access the site which is acceptable to the local highway authority. A Stage 1 Road Safety Audit of the proposed access has been produced which has recommended some minor changes to the access and this has been set out in revised plans.
- 11.11 The changes to the access would need to take place through a highways agreement and also require the dedication of the land to create a widened public footway. These will need to be secured through a Section 106 agreement.

- 11.12 The proposal accommodates appropriate provision for servicing. A construction management plan should be secured by condition.
- 11.13 Based on the above, the proposal is considered to be consistent with Core Policy 7 of the Local Development Framework Core Strategy and Policies T2, T8, EMP2 and EMP9 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework, subject to the completion for the section 106 to secure the requirement for the highways agreement, adoption of land as public highway, and Travel Plan Monitoring.

12.0 Air Quality

- 12.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 12.2 The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.
- 12.3 The site is not located within a designated Air Quality Management Area; however there are a number of Air Quality Management Areas within the site, both within Slough and within the neighbouring boroughs of Spelthorne and Hillingdon. The proposal would likely result in 91 annual average daily traffic movements which is less than the 100 annual average daily traffic movements as required by the Council's The Low Emission Strategy to trigger an air quality assessment.
- 12.4 However, given the scale of the development, the following mitigation is sought by the Low Emission Strategy and is secured by condition and where appropriate the section 106:
- Securing the proposed 6 Electric Vehicle charging units to serve 12 parking spaces by condition
 - Securing a Construction Environmental Management Plan (CEMP) by condition
 - Securing the submitted the Method Statement and Demolition Environmental Management Plan
 - All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report, secured by condition
 - The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure to be an

obligation within the section 106.

- 12.5 Exposure to sensitive receptors has been assessed by the Council's Air Quality Officer. The residential occupiers within static caravan in the Poyle Park Private Estate are positioned approximately 25m from the road which is sufficient distance to prevent significant exposure issue at the residential facades. This is supported by recent monitoring data from 2019 close to the site which indicates that NO2 concentrations are below 40ug/m³ on Horton Road and would therefore be far below the air quality objective at the residential facades
- 12.6 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework 2019.

13.0 Surface water drainage

- 13.1 Paragraph 165 of the National Planning Policy Framework requires major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.
- 13.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 13.3 The application includes a drainage strategy which has been assessed by the Lead Local Flood Authority who agree the general principles for the surface water drainage proposals are acceptable; and have recommended a condition to secure the detailed design.

14.0 Land Contamination

- 14.1 The site is identified as medium risk of being contaminated. The Council's contaminated land officer has assessed the submitted environmental report and recommended conditions to secure further investigational work. The conditions have been added to the list.

15.0 Impact on biodiversity and ecology

- 15.1 Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 15.2 The application site does not fall within a designated Special Protection Areas, Special Areas of Conservation or Site of Special Scientific Interest and is not an agricultural building or barn. Approximately 120m to the south is the Wraysbury Reservoir Site of Special Scientific Interest and approximately 250m to the south-east is the Staines Moor Site of Special Scientific Interest.

- 15.3 The site does sit within an Impact Risk Zone in relation to the Wraysbury Reservoir SSSI. The conservation objectives for the Wraysbury SSSI is to maintain and where required restore a number of bird species (wintering Cormorants including Phalacrocorax carbo, Great Crested Grebe Podiceps cristatus and Shoveler) of with particular reference to open water and surrounding marginal habitats. The Wraysbury Reservoir Impact Risk Zone scopes the types of developments which may affect the SSSI to:
- ‘Large non residential developments outside existing settlements/urban areas where net additional gross internal floorspace is more than 1,000m² or footprint exceeds 0.2ha.’
 - ‘Large infrastructure such as warehousing / industry where net additional gross internal floorspace is more than 1,000m² or any development needing its own water supply
- 15.4 The proposal is within an existing settlement and the net additional floorspace would not exceed 1,000 square metres. The development would need its own water supply. The submitted ecology report notes:
- confirmation should be sought from the appropriate service provider that sufficient capacity is available to serve the development from the existing mains provision, subject to which, no adverse effects would be anticipated in terms of water supply on offsite designations (which in any event are noted to comprise man-made water supply reservoirs).
- 15.5 The Ecology Report asserts the proposal would be unlikely to cause adverse effects on the local ecology, when considering in the context of the existing use and neighbouring uses within an existing industrial estate and the statutory designations in the surrounding area..
- 15.6 Natural England have commented on the application and stated that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes
- 15.7 In terms of on-site habitats, the existing site largely comprises existing buildings and hardstanding, with small areas of planting / trees / shrubs. These have been assessed by the Applicant’s Ecologist and are not considered to be of ecological importance. It is anticipated that the proposals would not result in the loss of any habitats at the site. It is therefore concluded the proposals would have a negligible impact on the ecology within the area. However, the Applicant’s Ecologist does acknowledge that there is some potential for bird nesting at the site and has recommended the clearance of the amenity planting at the south-west boundary does not take place during the bird-nesting season.
- 15.8 In addition to the above, other precautionary mitigation measures are proposed to protect potential protected species which may not have been observed during the survey, and also to prevent the spread of invasive species found within the site.

The mitigation measures can be secured by condition. In addition, it is recommended the watercourse is not subject to adverse changes in surface water run-off or quality. This will be also subject to a separate condition drainage condition, where SuDS will not be appropriate given the high level of the water table (see comments from the Lead Local Flood Authority).

- 15.9 The net gains in biodiversity are provided by the significant increase of planting on the site which include, Hebe Rakaiensis which attract bees and other pollinating insects. Given the quantity of landscaping that would replace the areas to be lost, together with the ecologically focused planting; the proposal is considered to result in net gains for biodiversity.
- 15.10 Based on the above, the proposal would satisfy Core Policy 9 of the Core Strategy and the National Planning Policy Framework.

16.0 Sustainable Design and Construction

- 16.1 The application proposes to achieve a 20% reduction in carbon emissions from the 2016 Building Regulation standards as well as achieving a 'BREEAM 'Excellent' rating. This would exceed with the development plans requirements of 10%. This would be achieved by PV Panels and Air Source Heat Pumps. A condition is included to ensure are submitted before occupation.

17.0 Section 106 Requirements

- 17.1 A Section 106 will be required for the following:
- To enter into a highways agreement for the highway works
 - Dedication of private land as public highway
 - To secure and monitor the travel plan

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

- 17.2 Based on the information assessed, such obligations are required to ensure the proposal would have acceptable impacts on the highway network in order to comply with Core Policy 7 of the Local Development Framework Core Strategy and Policies T2, T8, EMP2 and EMP9 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework. The obligations would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

18.0 Equalities Considerations

- 18.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the

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

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

- 18.2 The proposal would provide a new employment facility that would provide employment opportunities. 6no. Wheelchair accessible parking spaces are proposed which is consistent with the Manual for Stress guidance. Wheelchair access from these spaces up to the main entrance can be achieved where the door sets and internal corridors are appropriately sized for wheelchair accessibility. At ground floor a wheelchair accessible W.Cs. and showers. Provision is made for lifts in three of the units or future lifts should the occupier require installation in the other units. All accommodation stairs will be designed to cater for ambulant disabled persons.
- 18.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.
- 18.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

19.0 Presumption in favour of sustainable development

- 19.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development." The report identifies that the proposal would comply with the relevant policies in the Development Plan. The application is therefore recommended for approval subject to conditions and completion of the section 106.

20.0 PART C: RECOMMENDATION

20.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 to secure the following:
 - a) To enter into a highways agreement for the highway works
 - b) Dedication of private land as public highway
 - c) To secure and monitor the travel plan
- 2) agreement of the pre-commencement conditions with the applicant/agent;
4. finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 14th July 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

21.0 PART D: LIST CONDITIONS AND INFORMATIVES

Not yet finalised or agreed with Agent

1. Commence within three years

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

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

2. Approved plans

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

- a) Drawing No. 100 Rev A; Dated Dec 20; Rec'd 31/03/2021
- b) Drawing No. 101 Rev A; Dated Dec 20 (Rev A March 21); Rec'd 31/03/2021
- c) Drawing No. 102; Dated Dec 20; Rec'd 15/01/2021
- d) Drawing No. 103; Dated Dec 20; Rec'd 15/01/2021
- e) Drawing No. 104; Dated Dec 20; Rec'd 15/01/2021
- f) Drawing No. 105; Dated Dec 20; Rec'd 15/01/2021
- g) Drawing No. 106; Dated Dec 20; Rec'd 15/01/2021
- h) Drawing No. 107; Dated Dec 20; Rec'd 15/01/2021
- i) Drawing No. 108; Dated Dec 20; Rec'd 15/01/2021
- j) Drawing No. 102; Dated Dec 20; Rec'd 15/01/2021
- k) Drawing No. 2004051-TK07 Rev E; Dated 26/03/2021; Rec'd 31/03/2021
- l) Drawing No. 200 Rev B; Dated Dec 20 (Rev B 01/04/2021); Rec'd 01/04/2021
- m) Drawing No. 201 Rev B; Dated Dec 20 (Rev B 01/04/2021); Rec'd 01/04/2021
- n) Drawing No. 202 Rev A; Dated Dec 20 (Rev A 31/03/2021); Rec'd 31/03/2021
- o) Drawing No. 204 Rev A; Dated Dec 20 (Rev A 31/03/2021); Rec'd 31/03/2021
- p) Streetlife Brochure (2 pages); Rec'd 31/03/2021

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

3. Ecology

The development hereby approved shall be carried out in accordance with the Mitigation Measures and Biodiversity Net Gains set out in Chapter 6 of the

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2019

4. Phase 2 Additional Intrusive Investigation Method Statement

Following the findings of the Geo-Environmental Assessment (Project No. 20-0241.01), dated October 2020, and prepared by Delta-Simons Environmental Consultants Limited, remaining uncertainty and further potential contamination hotspots must be investigated further before any development works shall not commence. Thus, an Intrusive Investigation Method Statement (IIMS) has to be submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

5. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

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

REASON: To ensure that potential risks from land contamination are adequately

assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

6. Remediation Validation

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

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

7. Surface Water Drainage

No construction works shall take place until a detailed surface water drainage strategy has been submitted to the Local Planning Authority for approval pursuant to the following submitted documents:

- a) Flood Risk assessment and Outline Drainage Strategy by Baynham Meikle Partnership Ltd Dated December 2020
- b) Proposed Drainage Strategy by Baynham Meikle Partnership Ltd dated December 2020
- c) Micro Drainage Calculations Baynham Meikle Partnership Ltd Dated December 2020
- d) Thames Water Correspondence

The Surface Water Drainage Strategy shall contain the following elements:

- I. The Strategy shall follow the Hierarchy of surface water disposal as set out by SuDs manual.
- II. Confirmation from Thames water confirming they are willing to accept a flow of 2l/s from the site into the public foul sewer located on Horton Road.
- III. Whole life management and maintenance of the drainage system

The approved surface water drainage scheme shall be fully implemented before the development hereby approved is substantially completed and be retained in good working order for the lifetime of the development hereby approved.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development

Plan Document policies, and the requirements of National Planning Policy Framework 2019.

8. Construction Traffic Management Plan

No construction works shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- a) Construction access
- b) Vehicle parking for site operatives and visitors
- c) Loading/off-loading and turning areas
- d) Site compound
- e) Storage of materials
- f) A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles
- g) Precautions to prevent the deposit of mud and debris on the adjacent highway
- h) Construction vehicles to be a minimum Euro 6 Standard
- i) The route of construction traffic to the development avoiding residential areas

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON: To minimise danger and inconvenience to highway users and in the interest of air quality in accordance with Core Policy 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

9. Working Method Statement

No construction works shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a) Control of noise
- b) Control of dust, smell and other effluvia
- c) Control of surface water run off
- d) Proposed method of piling for foundations
- e) Construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- f) NRMM to meet Stage IV of the Directive as a minimum and in accordance with Table 10 of the Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

10. Samples of materials

Prior to any construction works above ground floor slab taking place, a virtual materials pallet (including, reference to manufacturer, specification details, rust proofing, and positioning on building) to be used in the construction of external envelope, and the appearance of the vehicle barrier shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

11. Noise mitigation

a) Prior to any construction works above ground floor slab taking place, details of the:

- a) Rw 32 dB profiled steel built-up cladding system on walls and roof
- b) Rw 21 dB roller shutter doors,

pursuant to the submitted noise report shall be submitted to and approved in writing by the Local Planning Authority.

b) Prior to the occupation of each unit, a noise report and any required mitigation shall be submitted and approved in writing by the Local Planning Authority for each unit providing details of mechanical plant with a sound power level of no more than LWA 70 dB.

The development shall be carried out in accordance with the approved detailed prior to first operation of each unit.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

12. External Site Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, hours of use, and I illuminance levels including on the neighbouring land and structures to the south. The scheme shall demonstrate there would be no unacceptable increase in light on neighbouring habitable windows over the ambient background lighting.

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

lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2019.

13. Sustainable Development Design Stage Certificate

Prior to the first use of the development hereby approved a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Excellent (or equivalent standard).

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

14. Sustainable Development Post-Construction Review Certificate

Within 6 months of the development hereby approved being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed so as to achieve a standard of BREEAM Excellent (or equivalent standard) shall be submitted to and approved the Local Planning Authority.

REASON In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

15. Boundary treatment

Prior to the development hereby approved first being brought into use the boundary treatment shall be fully completed in accordance with the approved plans and be retained as such at all time in the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2019.

16. EV Charging

No part of the development shall be brought into use until at least 12 electric vehicle charging bays with 6 electric vehicle charging points shall be implemented in full working order. The EV charging points must have at least a 'Type 2' sockets, be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The electric vehicle fast charging bays and points shall be installed and maintained in accordance manufacturer's requirements, and be made available at all times in the future in association with the development hereby permitted

REASON: In the interest of ensuring satisfactory parking provision and the provision of sustainable modes of transport for occupiers of the development and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

17. Cycle Parking

The development hereby approved shall not be occupied until details of the secure cycle storage have been submitted to and approved by the Local Planning Authority. the approved cycle stores shall then be fully completed and be made available at all times in the future in association with the development hereby permitted

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

18. Landscaping

The following approved landscaping scheme shall be carried out no later than the first planting season following completion of the development:

- a) Drawing No. 200 Rev B; Dated Dec 20 (Rev B 01/04/2021); Rec'd 01/02/2021
- b) Drawing No. 201 Rev B; Dated Dec 20 (Rev B 01/04/2021); Rec'd 01/04/2021
- c) Drawing No. 202 Rev A; Dated Dec 20 (Rev A 31/03/2021); Rec'd 31/03/2021
- d) Drawing No. 204 Rev A; Dated Dec 20 (Rev A 31/03/2021); Rec'd 31/03/2021
- e) Streetlife Brochure (2 pages); Rec'd 31/03/2021

Within a five year period following the implementation of the above landscaping scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2019

19. Landscape management plan

The development hereby approved shall be carried out in accordance with the Landscape Management and Maintenance Plan by PRC Rev A; Dated December 2020; Rec'd 31/03/2021 for the lifetime of the development.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Core Policy 8 of The Slough Local Development Framework,

Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2019

20. Vehicle access gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers other than those hereby approved shall be installed without first obtaining permission in writing from the Local Planning Authority.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2019.

21. External site lighting

No lighting shall be provided at the site other than in accordance with the approved plans and documents.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019

22. Ancillary offices

The offices hereby permitted shall be used ancillary to the main use only and shall at no time be used as independent offices falling within Class E of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In order ensure that independent offices which are high intensive employment generating uses, are directed towards the Town Centre to promote the long-term vitality and viability of the Town Centre, and to ensure offices are located in the most sustainable locations, in order to comply with Local Plan Policy EMP9, Core Policies 1, 5 and 7 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

23. No change of use

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended), the development shall only be used for purposes falling within E(g)(iii), B2, and B8 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In order protect the amenities of the area and to ensure an appropriate use within a defined business area comply with Core Policies 5 and 8 of The Core

Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

24. No change of use to residential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), the land uses hereby permitted falling within E(g)(iii), B2, and B8 as defined by Town and Country Planning (Use Classes) Order 1987 (as amended) (or any Order revoking or re-enacting that Order with or without modification) shall not be used for any residential purposes falling with the C3 Use Class as defined by Town and Country Planning (Use Classes) Order 1987 (as amended)) (or any Order revoking or re-enacting that Order with or without modification).

REASON: to prevent the loss of employment uses and to prevent poor living conditions by virtue of using of buildings which are not design coded for residential purposes in accordance with Core Policies 4, 5, and 11 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2019).

25. No additional floor space

No floor space created by internal sub-division, mezzanine floor, or external extension shall take place without the prior written approval of the Local Planning Authority.

REASON: In the interest of ensuring there is adequate parking provision for the proposed B8 and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

26. Facilities – Note on Plans

No part of the development shall be occupied until the W.C and shower facilities as shown on the approved plans have been provided for the future occupiers. The W.C and shower shall be made available for all employees of each unit retained in good working order at all times in the future.

REASON: To facilitate sustainable modes of travel to the development hereby permitted such as walking, cycling, jogging and thereby reducing travel by car in accordance with Core Policies 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019

27. Gas-fired boilers emissions

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

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

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

27. Energy Strategy

No part of the development shall be occupied until details of the location, quantity and performance of PV Panels and location, capacity and performance of the Air Source Heat Pumps to achieve at least 20 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).

The approved details shall be fully installed in full order prior to first occupation and retained in good working order at all times in the future.

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

28. Car parking

The parking spaces as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles in connection with the approved development.

REASON To ensure that adequate on-site parking provision is available to serve the development to prevent highway congestion and safety issues by overspill of parking onto the surrounding streets in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2019.

29. Access

The vehicular access and highway works to the site shall be constructed and made available for use in accordance with the approved plans prior to first occupation of the development hereby approved.

REASON To ensure that adequate access provision is available to serve the development to prevent highway congestion and safety issues and to protect the amenities of the area in accordance with Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the requirements of the NPPF 2019.

Remaining Conditions TBC due to changes required and consultations yet to be received :

Heathrow Safeguarding Demolition Statement

INFORMATIVES:

1. Highways:

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

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.

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

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

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

2. Soakaways:

The site does not sit within proximity to a watercourse nor does there appear to be a public surface water sewer located in Horton Road. Due to the high recorded groundwater levels at the site, infiltration devices such as soakaways are not deemed acceptable.

3. Thames Water:

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

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

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

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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

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

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

4. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. The Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
5. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
6. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
7. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
8. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
9. Planning Obligations

An Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

