

Registration Date:	26-Aug-2021	Application No:	P/14952/002
Officer:	Alex Harrison	Ward:	Colnbrook-with-Poyle
Applicant:	St James Place UK Plc co Orchard Street	Application Type:	Major
		13 Week Date:	25 November 2021
Agent:	Mr. Thomas Roe, RPS Group 20 Farringdon Street, London, EC4A 4AB		
Location:	Former SIG Unit, Prescott Road, Poyle Industrial Estate, Slough, SL3 0AE		
Proposal:	Demolition of existing building and redevelopment of site for new Class E(g(iii)), B2 and/or B8 unit with ancillary office space and associated servicing, car and cycle parking, boundary fence and gates, and landscaping.		

**Recommendation:** Delegated to the Planning Manager for Approval



**P/14952/002 - Former SIG Unit, Prescott Road, Poyle Industrial Estate, Slough, SL3 0AE**

**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Under the current constitution this application is being brought to Committee for decision as the application is for major development.
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees, as well as all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, subject to the completion of a unilateral undertaking and subject to conditions.

PART A: BACKGROUND

**2.0 Proposal**

- 2.1 Full Planning permission is sought to demolish the existing building on site and erect a new single building for use as B2 (general Industrial, B8 (Storage and distribution) and E(g(iii)) (flexible Use). The proposed unit comprises mainly industrial/warehouse floorspace with an area for staff facilities, stair core, a single lift core extending to both floors, an entrance hall at ground floor level. A small mezzanine for use as ancillary office space is located at first floor level.
- 2.2 The Building will provide 4870sqm of floorspace, an overall reduction of 848sqm compared to the existing building. The building has a maximum height of approximately 16m compared to a height of approximately 10 metres on the existing building. The building will be finished with mainly grey and silver cladding comprising horizontally wall cladding in anthracite and grey aluminium or horizontally laid cladding in grey aluminium with metallic silver above.
- 2.3 Access to the site will be gained via two access points off of an unnamed, unadopted access road that runs to the western boundary of the site. This lane is the means of access for the site as existing. The proposal shows a separate access for good vehicles and for staff/visitors. 65 parking spaces are proposed with 1no disabled access space included. 13 of the spaces are fitted with EV charging facilities and 10 cycle parking spaces are proposed. The yard area provides 8 servicing bays with manoeuvring space.
- 2.4 There are small areas of amenity landscaping proposed around the car park and the boundary fencing to be replaced with 2.5m high black coated

paladin fencing with provision made of pedestrian access at points.

2.5 The application was submitted with the following technical content:

- Air Quality Technical Note
- Tree Survey Report and Arboricultural Impact Assessment
- Archaeology Desk Based Assessment
- BREEAM Pre-Assessment
- Construction Environmental Management Plan
- Construction Traffic Management Plan
- Design and Access Statement
- Energy Strategy Report
- External Lighting Proposal Report
- Flood Risk Assessment and Drainage Strategy Report
- Geo Environmental Desk Study
- Landscape Management Plan
- Planting Layout
- Preliminary Ecological Appraisal
- Transport Statement
- Framework Travel Plan

### **3.0 Application Site**

3.1 The application site is within the Poyle Industrial Estate and contains a large L-Shaped building that is currently vacant. The site is approximately 1ha in size. The building is faced in brick with profiled cladding for the walls and profiled sheeting for the roof. The building was previously occupied by an insulation company but at the time of submitting this application the building was vacant and had been for a period of time to the extent that the site was clearly unkempt.

3.2 Access to the site is gained via two separate points off Prescott Road which is an unadopted road that has a number of patched up holes that leads off Blackthorne Road.

3.3 The ground levels are generally level across the site due to its previously developed nature. The site sits to the southwestern part of the Poyle Industrial Estate and is abutted by existing units with the immediate area being fully built up.

### **4.0 Site History**

4.1 There is no planning history for this site.

4.2 It should be noted that a site to the immediate west is subject to a planning application that is also on this agenda under ref P/19532/000.

4.3 In the wider area the following applications could be of relevance:

P/09881/008 at Unit 3 Blackthorne Road,  
Construction of a new industrial unit for uses falling within B1c, B2, and storage and distribution (B8) with associate loading yard, car parking, landscaping, vehicular access, and highway works. Solar wall to south elevation and PV panels on roof.  
Approved 30/10/21

P/19460/000 at Riverside Park, Millbrook Way  
Demolition of all existing buildings and redevelopment of the site, including change of use from office use, for flexible light industrial, general industrial, and storage and distribution employment floor space within a single building, with associated service yards, car parking and landscape planting.  
Approved at Committee meeting of 15/09/21

## **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 site notice was displayed outside the site on 08/09/2021. The application was advertised as a major application in the 01/10/2021 edition of The Slough Express

5.2 No letters have been received. .

## **6.0 Consultations**

6.1 Transport and Highways

### **Vehicle Access**

It is proposed to segregate vehicle access to the development between cars and servicing/delivery vehicles, with two vehicle access junctions proposed, replicating the existing situation where two vehicle access junctions are provided from Prescott Road.

The TS states that the southern vehicular access junction would provide access for cars only with a sliding gate which is shut when the building is not in operation.

The TS states that there is an existing gated vehicle access at the north-west corner of the site, which provides a further vehicle access onto Prescott Road. This is currently only used to provide the Right of Way access to the neighbouring building to the east of the site.

Swept path analysis have been provided which demonstrates that there is sufficient turning space within the site for a large car measuring 4.998m long to ingress and egress the proposed car park and for a 16.5m

articulated vehicle to ingress and egress the lorry parking area. The swept path analysis is provided on RPS Drawing No. JNY10434-05-Rev-B, titled '*Site 1-Proposed Car Park Layout Options*' dated 25/06/2021 and Drawing No. JNY10434-01-Rev-F, titled '*Proposed Service Yard Swept Path Analysis Site 1*', dated 25/06/2021).

SBC Highways and Transport would have no objection to the reuse and formalisation of the existing access junctions on Prescott Road.

The applicant has confirmed improved lighting of Prescott Road will be provided and that they are undertaking work to resurface Prescott Road, although this is not connected to the planning application. A report dated 4<sup>th</sup> November titled '*Poyle Point 1 Blackthorne Road, External Lighting Proposals*' states that lighting to the access road (Prescott Road) shall be provided by column mounted luminaires as the Holophane 'D-Series' type fitting (or equal) mounted on 6.0m columns.

### **Access by Sustainable Travel Modes**

The site is situated in the south-east corner of Slough and in close proximity to the motorway network.

The site cannot be considered easily accessible by sustainable travel modes. The 305 Bus Service provides a bus once a day from the Golden Cross Bus Stop to Poyle, Colnbrook, Horton, Wraysbury, Hythe End and Staines. The Golden Cross Bus Stop is 240m (1 minute walk) from the site.

The 81 and 703 Bus services are higher frequency services which can be accessed from the Bath Road bus stops 1200m (14 minutes' walk) from the site.

The nearest train station to the proposed development site is Wraysbury which is 2900 metres (36 minutes' walk or 10 minutes cycle) and therefore not an attractive option for regular travel.

### **Trip Generation**

The Transport Statement includes a forecast of the site's potential trip generation, considering both the site's existing trip generation and forecast trip generation. The trip generation forecast has been based upon TRICS, the National database for trip generation surveys.

The proposed development is forecast to generate 48 two-way trips during the AM Peak Hour (0800 – 0900) and 38 two-way trips during the PM Peak Hour (1700 – 1800).

After deducting the trips associated with the existing use, there is forecast to be a net change of 8 two-way trips during the AM Peak Hour (0800 – 0900) and 9 two-way trips during the PM Peak Hour (1700 – 1800).

## Car Parking

SBC Highways and Transport accept the proposed 65 car parking spaces and 8 lorry parking spaces. The applicant has provided a forecast of parking accumulation on site to support the provision of 65 parking spaces.

The proposed 65 parking spaces is 34 spaces below the 99 parking spaces required by the adopted Slough Borough Council Parking Standards for B2 Industrial Use and B1a Office Use. 8 lorry loading bays are proposed, which is 1 space short of the Slough Borough Council Parking Standards for B2 Industrial (the highest standard for B1c, B2 and B8 uses. The SBC Parking Standards require the provision of 1 lorry space per 500 square metres for B2 industrial.

The number of parking spaces required by the Slough Borough Council Parking Standards is provided below:

Parking Requirement - SBC Parking Standards					
	Floors pace (Sq.m)	SBC Car Parking Standard	Car Spaces Required	Cycle Spaces Required	Lorry Spaces Required
B1a Office	405	1 per 40sq.m	10	3	
B1 (c) light industry or B2 Industrial	4465	1 per 50 sq.m	89	9	9
B8 Warehousing	4465	1 per 200sq.m	22	9	6
<b>Max. Requirement (B1a + B1c OR B2)</b>			<b>99</b>	<b>12</b>	<b>9</b>

Source: Slough Developers Guide – Part 3: Highways and Transport (2008).

Whilst there is a shortfall against the parking standard for B1a + B2 land use. The proposed number of parking spaces exceeds the number required for B8 Warehousing.

The applicant's forecast of parking accumulation is based on trip survey data from the TRICS Database. TRICS is the national trip generation database. The TRICS survey sites used are the same as those selected to support the parking provision at the consented Riverside Park (App Ref: P/14952/002).

The forecast parking accumulation for the proposed development is **46 cars** between 10am – 1030am. Therefore SBC accept the proposed parking provision of 65 parking spaces (plus 5 overflow spaces within the servicing yard) will be suitable to accommodate the expected parking demand associated with the proposed flexible Class E Use (B1c, B2 and B8 Use).

In response to SBC's request, 5% of parking spaces (4 spaces) will be designated for disabled users as is industry best practice. These should be

designed to an accessible standard in accordance with the requirements of inclusive mobility.

### **EV Parking**

It is now proposed that 7 spaces will be fitted with Electronic Vehicle Charging Points (EVCP), providing 10% of spaces with EVCP in accordance with the Slough Low Emissions Strategy. SBC Highways and Transport have no objection to the percentage of spaces which would be provided with Electric Vehicle Chargers.

### **Cycle Parking**

At the request of, SBC Highways and Transport the applicant has increased the number of Sheffield Stands from 5 to 6, providing 12 cycle parking spaces in the form of 6 Sheffield stands, in accordance with the Slough Borough Council Parking Standards for B1a and B8 Warehousing.

### **Travel Plan**

The Travel Plan outlines that monitoring will be carried out following the baseline TRICS compliant travel survey and will be undertaken 1 Year after the application site opening and at Years 3 and 5. The TP outlines that the Travel Plan Coordinator will use the results of the Travel surveys to develop specific measures within the Travel Plan to encourage more sustainable travel.

At the request of SBC, the applicant has confirmed that monitoring records will be submitted to Slough Borough Council's Travel Planning team for review.

At the request of SBC, the applicant has confirmed that remedial measures will be implemented in the event that monitoring reports show that the mode share targets have not been met in Years 3 and 5.

The applicant has accepted the requested Section 106 contribution of £6000,00 towards Travel Plan monitoring. The SBC Developers Guide – Part 3: Highways and Transport outlines that SBC may charge between £3000.00 - £6000.00 for Travel Plan Monitoring at Developments.

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

The TS states that the proposed arrangements for deliveries, servicing and refuse collection will be an improvement on the existing arrangement which sees loading and servicing undertaken in an informal manner in the forecourt to the existing building. The proposed arrangement will allow loading to be undertaken in designated bays which will be safer, more controlled and formalised.

The TS outlines that swept paths have been provided for 16.5m articulated

vehicles and therefore separate swept paths for refuse vehicles are not necessary.

The Transport Statement forecasts a decrease in servicing movements when the proposed use is compared to the site's existing use by SIG, who are an insulation manufacturer/distributor. A decrease of 1 Light Goods Vehicles trip and 2 Other Goods Vehicle trips is forecast during the AM Peak Hour (0800 – 0900) and a decrease of 2 Light Goods Vehicle trips and 6 Other Goods Vehicles is forecast during the PM Peak Hour (1700 – 1800) The forecast of servicing movements is based on survey data from TRICS. The existing use occupied 5,402 square metres compared to the proposed 4,865sq.m.

### **Summary and Conclusions**

Mindful of the above significant amendments are required before this application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied. Alternatively, should you wish to determine this application as submitted then I would recommend that planning permission be refused for the reason(s) given.

## 6.2 Thames Water

### Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

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. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. 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>.

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.

#### Water Comments

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](https://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>

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.

#### 6.3 Contamination officer

No comments received.

#### 6.4 Berkshire Archaeology

The applicant has provided an archaeological desk-based assessment which satisfactorily appraises the known and potential archaeology of the area, as well as development and construction phases within the site itself. We are in agreement with the conclusion of the assessment, namely that previous successive building works on the site are very likely to have truncated or removed any surviving archaeological deposits and features, and that the proposed works are unlikely to harm archaeological assets.

Therefore, we have no objection to the scheme and would not recommend that any archaeological mitigation is required in this instance

#### 6.5 Lead Local Flood Authority

Over the course of the application, additional information has been requested to address a variety of matters. Information has been provided that has satisfactorily addressed all matters and no objections are raised.

#### 6.6 Landscape Officer

Raised no objections.

#### 6.7 Environmental Quality

No comments received.

### 7.0 **Policy Background**

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

- Core Policy 1 – Spatial Strategy
- Core Policy 6 – Retail Leisure and Community Facilities
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

#### Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- T2 - Parking Restraint
- T8 - Cycling Network and Facilities

#### Slough Local Development Plan and the NPPF

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

be given).

The revised version of the National Planning Policy Framework (NPPF) was published in July 2021. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

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## 8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of the proposal
- Design and impact on the character and appearance of the area
- Impact on neighbouring amenity
- Highways and transport
- Contamination
- Trees and ecology
- Drainage Considerations
- Archaeology
- Energy and Sustainability

- Air quality

## **9.0 Principle of Development**

9.1 The site lies within an existing established industrial estate and, in policy terms, is considered to be within an Existing Business Area as shown on the proposals map 2010. The site is currently unoccupied but has previously contained large scale business activities. The land is considered to be classed as 'previously developed land'.

9.2 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.

9.3 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 and rail network".

9.4 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.

9.5 The site is located within the defined Poyle Estate Business Area. The proposal would see a 848 square metre decrease in employment floor space (existing: 5718sq.m.; proposed: 4870sq.m. ) to provide the following uses:

- Light Industrial - Class E(g)(iii)
- General Industrial - Class B2
- Storage and Distribution – Class B8
- 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.

9.6 On the basis of the above it is considered that the proposal would amount to an economic redevelopment scheme in an appropriate location and would therefore be acceptable in principle.

## **10.0 Design and Impact on Appearance and Character of the area**

10.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

10.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:

*'All development will:*

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.'*

10.3 The proposed development will introduce a higher element of building into the streetscene that is not otherwise apparent. The building will be the tallest on this immediate area of the industrial estate and the applicant states that the height is required for operational purposes. The applicant has provided a streetscene comparison to show the proposal in the context of its neighbours and while it will be larger it is considered that the relationship would not be so overly dominant that it would result in harm to the character of the area.

10.4 The impact of the height of the building (as a matter of principle) should be balanced against the NPPF guidance on economic growth and paragraph 80 referred to in para 9.2 of this report. The increased height allows for greater flexibility in technical and operational terms which makes the building a more viable space for occupation. Therefore any perceived impact from the increased height should be considered against the need to support economic growth. In this instance the increased height is considered to be acceptable.

10.5 The proposed building will sit on a smaller footprint than the existing which is considered acceptable. The design also seeks to add a detailed frontage to the principal elevation that fronts Blackthorne Road which is also positive although it is acknowledged that buildings such as these have functional

requirements that tend to dictate designs. The proposed external materials can be considered to be typical for a building such as this and would not create an adverse impact on the character of the area.

- 10.6 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 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 2021.

## **11.0 Impact on neighbouring amenity**

- 11.1 Policy CP8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers. The proposed development does not include any extensions to the building or any additional openings. The replacement of external cladding will have no harmful impact on the amenities of neighbouring occupiers and the proposed development is therefore considered to comply with policy CP8 of the Core Strategy and the requirements of the NPPF 2019.

- 11.2 As more fully described above, the scheme entails a new building that would be higher than the existing and neighbouring buildings in the area. Given the degree of separation between the application site and nearest neighbors of approximately 130 metres, it is considered there would be potential for an increased visual impact but no adverse impact on the amenities of the occupants of those buildings, in terms of overshadowing, loss of any privacy, noise or disturbance.

- 11.3 As a result of the above assessment, the proposal is considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

## **12.0 Highways and Parking**

- 12.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

- 12.2 The proposed segregation of access points is acceptable and reflects the existing site arrangement. The southern access would be used by cars only

while the northern access would be for larger vehicles. The accesses provide suitable turning space and it is noted that Prescott Road is to be resurfaced which would be a requirement in planning terms. Lighting is also to be provided on Prescott Road which will benefit drivers and provide increased security as well. In terms of trip generation it is noted that there would be a slight increase over the existing site potential however it is not cause for concern in planning terms.

- 12.3 Parking is provided in the form of 65 car parking spaces and 8 lorry spaces. While this is an acknowledged shortfall against the parking standards, it is noted by the Highways Officer that the requirement for B8 use is met and shortfall relates to the B1 and B2 uses, the former of which is ancillary. Given the projected trip rates associated with the proposed use there are no objections to the parking number proposed as they are considered to accommodate the requirement. Also, it is observed that the parking numbers provided amount to a significant increase over the number of spaces on the site as existing and this can be regarded as an improvement. Over the course of the application that applicant has agreed to increase the number of cycle spaces to provide 12 which meets the standards.
- 12.4 From the parking provision, 7 spaces are proposed to be fitted with eV charging points which is policy compliant.
- 12.5 Delivery, servicing and refuse collection arrangements will be improved on the site with this activity taking place in designated areas within the site. Tracked drawings show vehicles can use these areas safely and no objections are raised as a result.
- 12.6 The application was accompanied with a travel plan which will monitor highways impacts over a 5 year period which will have the ultimate goal of achieving more travel through sustainable means. The information will be submitted to the Council so that it can be reviewed. To facilitate this, and in accordance with the developer's guide, the applicant is required to provide a financial contribution for a monitoring fee to the council. In this instance the fee is £6,000. The applicant has agreed to this and provided a draft unilateral undertaking to make such a payment and this is therefore considered to be acceptable. The grant of any permission will be subject to the acceptance of the undertaking and Members will be update of this at the meeting.
- 12.7 On the basis of the considerations made above, there are no highways impacts that would result in significant and demonstrable harm and the proposal has the potential to improve circumstances in the area. As a result there are no objections in highway terms.

### **13.0 Drainage**

- 13.1 The site is located within flood zone 1 and therefore flood risk is minimal.

- 13.2 The Lead Local Flood Authority initially requested additional information to enable them to assess the application proposal. Following the submission of the information there were no objections raised to the proposal and conditions can be included to ensure that implementation is undertaken with the accepted details.
- 14.0 **Contamination**
- 14.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 14.2 At the time of drafting this report no comments have been received and Members will be updated. The application is accompanied with a Preliminary Geo-Environmental Risk Assessment which advises there is a low to moderate risk of contamination at the site. It concludes that an intrusive investigation is considered to be required and, subject to findings of that investigation, a remediation and verification strategy would also be required.
- 14.3 It is considered that these matters can be covered by condition should Members approve the application.
- 15.0 **Landscape and Ecology.**
- 15.1 Paragraph 180 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 15.2 The site as existing has no soft landscape features. The proposed development will provide small areas of amenity planting at the southern part of the site. This will not screen the development but will soften its appearance from the public realm. The existing steel palisade fencing will be replaced with a new, similar, enclosure. The landscaping as shown is considered to be acceptable in principle and will improve the appearance of the site in the public realm. The application has been submitted with full landscape details including a management plan and therefore conditions to this end are not required.
- 15.3 In terms of ecology the applicant's appraisal concludes that the existing buildings are potentially suitable for nesting birds and advises that demolition only takes place outside of nesting season. The appraisal also concludes that the buildings are not suitable for any other protected species and no evidence of habitats were found. It is possible to restrict demolition by condition and this is considered to be reasonable and necessary to

ensure that nesting birds are protected. The appraisal also identifies opportunities for mitigation through the provision of appropriate landscaping species and the inclusion of bird boxes in the site. These two suggestions would lead to the proposal being able to demonstrate a net gain in biodiversity and would therefore be acceptable in the eyes of the NPPF.

15.4 As a result the proposed development is considered to have an acceptable impact in respect of landscaping and ecology.

## 16.0 **Energy and Sustainability**

16.1 Core Strategy Policy CP8 (Sustainability and The Environment) seeks development proposals to be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.

16.2 The application was accompanied with a BREEAM pre-assessment and an energy strategy. The statements advise that the proposal will meet a BREEAM rating of 'Very Good' as is required by Core Policy 8.

16.3 The energy strategy confirms that the development will ensure that at least 10% of the building's total Carbon emissions from regulated energy use is offset through the proposed use of Air Source Heat Pumps (to provide heating to the office areas along with roof mounted Photovoltaic panels.

16.4 For the purposes of planning the proposed development accords with the Core strategy policies on energy and sustainable development. Conditions will be required to ensure the development is implemented as set out in the relevant statements.

## 17.0 **Archaeology.**

17.1 Core Strategy Policy 9 (Natural and Built Environment) resists development unless it enhances and protects the historic environment.

17.2 The application was accompanied with an Archaeological Desk Based Assessment which concluded that the site is considered to have a low potential for archaeology overall.

17.3 The County Archaeologist has considered the assessment and is in agreement, concluding that no objections are raised and no further details or assessments are required.

## 18.0 **Air Quality**

18.1 No comments have been received from Environmental Quality. Given the considerations made on the adjacent application for 1A Blackthorne Road (P/19532/000 also on this agenda), no objections are raised in respect of Air Quality impacts subject to the implementation of development in accordance with the approved plans. It was noted that impacts will be reduced compared to the existing arrangements.

## 19.0 **Noise Impacts**

19.1 No comments have been received from Environmental Quality. Given the considerations made on the adjacent application for 1A Blackthorne Road (P/19532/000 also on this agenda), no objection is raised on noise grounds. The site is already in 24 hour operations and it was therefore concluded that the site did not introduce a new noise source and no objections are raised as a result.

## 20.0 **Process**

20.1 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.

## 21.0 **PART C: RECOMMENDATION**

21.1 Having considered the relevant policies set out above, comments from consultees as well as all relevant material considerations it is recommended that the application be delegated to the Planning Manager for approval, subject to the completion of a unilateral undertaking and subject to conditions.

## 22.0 **PART D: CONDITIONS**

The following conditions are recommended. Please note that the recommendation will likely be updated to include conditions relating to highways and contaminated land.

1. 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. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

(a) Drawing No. OS-104-TP1-01, dated 05/2021, received 26/08/2021.

(b) Drawing No. 36946\_02\_P, dated 29/06/2020, received 26/08/2021.

(c) Drawing No. 36946\_03\_ES, dated 29/06/2020, received 26/08/2021.

(d) Drawing No. OS-104-TP1-02 Rev. C, dated 05/2021, received 26/08/2021.

(e) Drawing No. OS-104-TP1-03 Rev. C, dated 05/2021, received 26/08/2021.

(f) Drawing No. OS-104-TP1-04 Rev. C, dated 05/2021, received 26/08/2021.

(g) Drawing No. OS-104-TP1-05, dated 05/2021, received 26/08/2021.

(h) Drawing No. 818.19.02, dated 06/2021, received 26/08/2021.

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

3. All new external work of the building hereby approved shall be carried out in the materials that are detailed in the schedule included on Drawing No. OS-104-TP-04 Rev C and the Schedule of External Building Materials prepared by Ian C King Associates Architects, ref OS-104-Poyle Point 1, dated 23/06/2021 and shall not be varied unless previously agreed in writing by the Local Planning Authority.

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

4. The development hereby approved shall not be occupied until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

5. The scheme for parking and manoeuvring indicated 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 and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

6. Prior to the first occupation of the development, 7 parking spaces shall be provided with access to an electric vehicle charge point. The electric vehicle charging points must have a 'Type 2' socket and be rated to at least 7.4kW 32amp 22kW 32amp single or 3 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

7. Notwithstanding the details in the approved plans, no part of the development shall be occupied until 6 Sheffield Stands have been provided in the locations displayed on the approved plans. The cycle parking shall be provided in accordance with these details and shall be retained at all times in the future for this purpose.

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

8. The approved development shall be implemented in accordance with the measures and targets set out in the Framework Travel Plan (dated 2nd July 2021).

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway, to reduce travel by car in accordance with Policy T15 of the Slough Local Plan 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

9. The development hereby approved shall be implemented in accordance with the measures and targets set out in the Construction Environment Management Plan Ref: JCG25596 Dated June 2021 and the Construction Traffic Management Plan Ref: JNY10434-03b dated 02/07/2021 and addendum plans received 10/12/2021.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway, to reduce travel by car in accordance with Policy T15 of the Slough Local Plan 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

#### 10. Phase 2 Intrusive Investigation Method Statement

The findings of the Phase 1 Desk Study identified the potential for contamination on site. Thus, no development aside from demolition of the existing buildings and clearance shall take place until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

8 of the Core Strategy 2008.

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

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

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

#### 12. 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.

13. 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 2021.

14. 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 2021.

15. 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 2021.

16. 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 2021.

17. The development hereby approved shall be carried out in accordance with the Energy Strategy Report by Shepherd Brombley Partnership, Issue 3 dated 28/06/2021 and BREEAM Pre-assessment Report by Cudd Bentley Consulting, Ref: 6120-CBC-RGV-RP-Z-003-P01 Rev 2 dated 25/06/2021. 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 Very Good (or equivalent standard).

REASON In the interest of sustainable development in accordance with Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

18. 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 Very Good (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 2021.

19. External lighting shall be installed in accordance with the approved plans and the details within the document External Lighting Proposals by Shepherd Brombley Partnership, Issue 3 dated 04/11/2021 and shall be retained thereafter. The scheme shall not be varied unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the holistic implementation of development as approved in the interests of the visual amenity and character of the area in accordance with Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004.

20. Drainage infrastructure shall be implemented and installed in accordance with the approved plans and the details within the document Flood Risk Assessment and Drainage Strategy Report, ref: 21027-BGL-XX-XX-RP-D-0001 Version V2 dated 18/06/2021 and shall be retained thereafter. The scheme shall not be varied unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the holistic implementation of development as

approved in the interests of the visual amenity and character of the area in accordance with Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004.

21. Prior to the development hereby approved being brought into use, details shall be submitted to and approved in writing by the Local Planning Authority of proposals to provide bird boxes on the site. The development shall be implemented in accordance with the approved details and be in place prior to first use of the site and shall thereafter be retained.

REASON: To ensure the development provides a net gain in biodiversity in accordance with paragraph 174 of the NPPF 2021.

22. Soft landscaping on site shall be provided in accordance with the details in drawing no. 818.19.02, dated 06/2021, received 26/08/2021. Hard landscaping on site shall be provided in accordance with the details in drawing no. OS-104-TP-02 Rev C dated 05/2021, received 26/08/2021 and the Schedule of External Site Materials from Ian C King Associates Architects ref OS-104-Poyle Point 1 dated 23/06/2021.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the 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.

Management of the Landscaping on site shall be undertaken in accordance with the Landscape Management Schedule from TALA Issue 1 dated 7/06/2021, received 26/08/2021.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

23. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of proposed works to resurface Prescott Road that runs on the western side of the site to the point it joins the highway on Blackthorne Road. The works shall be proposed to accord with Slough Borough Council's Adopted Vehicle Crossover Policy. The works shall be carried out in accordance with the approved details and be completed prior to the commencement of any development on site.

REASON: To ensure the access road on Prescott Road is of an acceptable standard due to its current substandard space in the interests of holistic development in light of the character of the area and high safety and convenience in the interests of Policy EN1 and T3 of

The Adopted Local Plan for Slough 2004..