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| Registration Date: | 26-Aug-2021 | Application No: | P/19532/000 |
| 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: | Thomas Roe, RPS Group 20 Farringdon Street, London, EC4A 4AB | | |
| Location: | 1A, Blackthorne Road, Poyle, Slough, SL3 0AL | | |
| Proposal: | Demolition of existing buildings and redevelopment of sites for new 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/19532/000 - 1A, Blackthorne Road, Poyle, Slough, SL3 0AL

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 Planning permission is sought for the demolition of the existing buildings on site and the development of the site to provide a single building for B8 Industrial use with associated parking and landscaping. The proposed unit comprises mainly industrial/warehouse floorspace with 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 2790sqm of floorspace which is an increase of 122sqm compared to the combined floorspace of each of the existing buildings. The building has a maximum height of approximately 14.25m compared to a height of approximately 7 metres at the tallest part of the existing buildings. The unit will be finished with mainly grey and silver cladding comprising horizontal cladding in a mixture of anthracite and grey aluminium on the south and east elevation. The remaining elevations comprise of horizontally cladding in grey aluminium with metallic silver above. The roof cladding comprises Goosewing Grey sheeting.
- 2.3 Access to the site will be gained by widening one of the existing access points at the southwestern corner of the site. 24 parking spaces are proposed with 1no disabled access space included. 8 of the spaces are fitted with EV charging facilities and 4 cycle parking spaces are proposed. The yard area provides 4 servicing bays with manoeuvring space.
- 2.4 There are areas of amenity landscaping proposed around the car park and the boundary is to be enclosed 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
- External Lighting Proposal Report
- Flood Risk Assessment and Drainage Strategy
- Geo Environmental Desk Study
- Landscaping Management Plan
- Planting Layout
- Preliminary Ecological Appraisal
- Transport Statement
- Travel Plan
- Utilities Assessment

3.0 Application Site

3.1 The application site comprises 4 small industrial units, each with an access point onto either Prescott Road or Blackthorne Road. The units comprise three single storey units with pitched roofs and a detached two storey unit. The units are currently used for B2 and B8 purposes. The site is located within the western side of the Poyle Industrial Estate and has an area of approximately 0.5ha.

3.2 The site has a number of access points that serve their separate units. The accesses are directly onto Blackthorne Road or Prescott Road to the east of the site.

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 recent planning history for any of the existing sites.

4.2 It should be noted that sites to the immediate west is subject to a planning application that is also on this agenda under ref P/14952/002.

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 24/09/2021 edition of The Slough Express

5.2 No letters have been received. .

6.0 Consultations

6.1 Transport and Highways

Vehicle Access

The proposed site plan shows that the site access would form a T-junction with Blackthorne Road in the same location as the existing site access junction. A sliding gate would be provided across the vehicular access, which will be shut when the proposed development is not in operation for security.

The development will close the two existing vehicular access points to the site on Prescott Road and reduce the number of accesses to the site from three to two. The applicant has confirmed that Prescott Road is being resurfaced and upgraded by the applicant, although this is not related to the planning application or planning application P/14952/002 for the Former SIG Unit.

SBC Highways and Transport have no objection to the vehicular access for the proposed development.

Trip Generation Assessment

An updated trip generation forecast was submitted to the LHA on 15th December 2021 following the amendment of the application to B8 Warehousing + ancillary office use. The trip generation assessment has

been completed based on survey data from the TRICS database which is the national database for trip generation surveys.

The trip generation assessment forecasts that there will be a reduction in trip generation when the trip generation for the site's existing uses as B2 Industrial and B8 Warehousing is subtracted from the trip generation for the site's proposed use.

There is forecast to be a reduction of 28 two-way trips during the AM Peak Hour and 4 two-way trips during the PM Peak Hour, with a reduction of 230 two-way trips across a 12 hour day (0700 – 1900).

SBC Highways and Transport accept the forecast and the conclusion that there is likely to be a reduction in vehicular traffic as a result of the proposed redevelopment and change of the site's use from B2 Industrial and B8 Warehousing to solely B8 Warehousing use.

Car Parking

SBC Highways and Transport have no objection to the proposed number of car parking spaces which is considered to exceed the number required by the adopted Slough Borough Council Parking standards for the B8 Land Use.

The proposed site plan displays 24 car parking spaces and 4 lorry spaces for 16.5m articulated vehicles. 1 parking space is designed to an accessible standard for disabled use.

The Slough Borough Council Parking Standards require the following number of parking spaces for B2 or B8 floorspace, plus ancillary office use:

| | SBC Parking Requirement (Existing Business Area) | | |
|--------------------------|---|---------------------|---------------------|
| | Car Spaces | Lorry Spaces | Cycle Spaces |
| B8 Industrial (2790sq.m) | 14 | 5 | 6 |
| B1 Office Use (305sq.m) | 8 | 0 | 2 |
| Total (B8 + B1a) | 22 | 5 | 8 |

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

The proposed 24 car parking spaces would slightly exceed the parking standards for the amended application for B8 + B1a Office Use, for which 22 parking spaces are required by the adopted Slough Parking Standards.

Given the number of parking spaces exceeds the adopted parking standards, no contribution is considered necessary towards additional measures to control parking such as parking restrictions on the Blackthorne

Road.

EV Charging

8 parking spaces are marked with an E, denoting the provision of Electric Vehicle Charging Points (EVCP), as shown on Drawing No. OS-104-TP2-02, titled '*Proposed Site Plan*' dated 22-6-2021.

SBC Highways and Transport are satisfied with the proposed 8 EVCP. The Slough Low Emissions Strategy (2018 – 2025) requires that 10% of parking spaces are fitted with EVCP for industrial developments.

Cycle Parking

10 cycle parking spaces are proposed for the proposed development. The proposed number of cycle parking spaces exceeds the adopted SBC Parking Standards which are set out in the Slough Developer's Guide – Part 3: Highways and Transport.

Therefore SBC Highways are satisfied with the proposed number of cycle parking spaces.

Site Layout

The Transport Statement includes swept path analysis which demonstrates there is sufficient manoeuvring room for a large car to ingress/egress the end parking spaces and to enter and exit the site in a forward gear. The proposed parking spaces measure 2.4m x 4.8m in accordance with the required minimum dimensions. The swept path analysis is provided on RPS Drawing No. JNY10434-05-Rev A titled '*Proposed Car Park Swept Path Analysis 2*' dated 25.6.21.

Deliveries, Servicing and Refuse Collection

The Transport Statement submitted by RPS includes swept path analysis which demonstrates that a 16.5m long articulated vehicle can ingress the 4 proposed lorry spaces, as shown on RPS Drawing No. JNY10434-02-Rev E titled '*Proposed Service Yard Swept Path Analysis Site 2*', dated 25.6.21. Given a refuse vehicle is smaller than a 16.5m articulated vehicle, it is accepted that a refuse vehicle could also ingress/egress the site if required.

The information submitted estimates that the proposed development will generate 2 Light Goods Vehicles during the AM Peak Hour (0800 – 0900) and 1 LGV during the PM Peak Hour (1700-1800). Across the course of the 12 hour day 20 two-way LGV trips are forecast. 36 two-way Heavy Goods Vehicle (HGV) trips are forecast over a 12 hour day, with 2 two-way HGV trips during the AM Peak Hour and 2 two-way HGV trips during the PM Peak.

SBC requested that some parking spaces are enlarged to accommodate delivery vans, in addition to the provision for 16.5m articulated lorries. The applicant has confirmed that some vans will be accommodated within the parking bays provided for articulated lorries, which will not be required at all times.

SBC Highways and Transport have no objection on the basis of delivery trips or servicing arrangements for the site.

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) has been submitted for agreement with SBC in advance of the planning applications' determination and in advance of the works starting on site.

The CTMP outlines that all unloading will take place on site, construction vehicles would travel to the site via motorways and primary A-roads, and that deliveries to the site would be undertaken between the hours of 08:00 – 18:00 Monday to Friday and 08:00 – 13:00 on Saturday. SBC accept the proposed vehicle routing shown in Figure 1 of the CTMP.

As requested by SBC, the applicant has provided site set up plans showing that areas for vehicle turning, staff parking, materials storage and staff welfare will be provided within the construction site hoardings.

Summary and Conclusions

I confirm that I have no objection to this application from a transport and highway perspective. Please include the following condition(s)/informative(s) as part of any consent that you may issue.

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 . Application forms should be completed on line via 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.

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 the majority of issues aside from one outstanding matter, where the following comments are provided:

The groundwater monitoring carried out so far shows that the proposed system has a high risk of groundwater affecting its efficacy. The closest sample borehole showed groundwater fluctuating by at least 260mm over a snapshot of a few weeks, and so it is not possible to discount the reasonable likelihood of the groundwater rising notably higher during the course of a normal year. The primary concern is whether the proposed design may increase the flood risk compared with the existing system due to the fact that the capacity of the proposed soakaway is capped at just under 200mm from the top of the recorded groundwater level; whereas the existing ring soakaways may have additional infiltration capacity above this.

In summary the proposed design appears to be less resilient to high groundwater than the existing situation and may increase flood risk, despite the proposed measures contributing significantly more capacity for most of the year.

In addition, the recorded groundwater level is slightly higher than the base of the crate soakaways (18.91m GWL vs crate IL of 18.9m), which is not permissible under Building Regs H3 3.25b. We are satisfied that the applicant has taken a reasonable approach to produce a design that is compliant with best practice, but given the fundamental nature of this issue in relation to flood risk and its material consideration, we would request that the strategy is reviewed and/or additional information/justification is provided – in order to address these material concerns. This could comprise:

- Raising the level of the soakaway further by a conservative margin to account for possible groundwater fluctuations
- Continuing to monitor groundwater levels over the winter months to determine a reasonable estimate of the annual peak groundwater

- level and adjusting the infiltration design accordingly
- Proposing a surface water pumping station, with a controlled discharge to the nearest viable outfall (n.b. highway drains will not be acceptable), which may be the ditch approximately 125m west of the site
- If Thames Water will not accept a SW pumping station, and if Thames Water are willing to consider it, we would accept a controlled discharge to the foul system on this site.

6.6 Landscape Officer

Raised no objections.

6.7 Environmental Quality

Air Quality Comments

In line with the Low Emission Strategy Technical Guidance, the development is classified as having a minor air quality impact.

Overall, there is a net decrease in vehicle trips associated with the operation of the development when compared to its existing use, therefore it is expected that impacts to air quality during the operation of the site are low.

Regarding the construction phase, the duration is short (Q2 2022 – Q4 2022) therefore any construction phase impacts are temporary and are not expected to cause significant impacts. Air quality impacts are also expected to be low, as vehicle volumes are low (maximum 8 per day), and the vehicle routing plan avoids the Brands Hill area (AQMA 2).

As such, the scheme requires the integration of Type 1 mitigation measures, contained in the LES Planning Guidance and outlined below:

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As specified above, the proposed provision exceeds the LES standard (10% provision) and is accepted.
- Construction Environmental Management Plan (CEMP). This has been submitted and is accepted, however for the avoidance of doubt, the minimum emission standards accepted are Euro VI for construction vehicles and Stage IIIB for non-road mobile machinery (NRMM). Details of emission standard requirements can be found in Table 10 of the LES Technical Report.
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report

Environmental Noise Comments

An environmental noise assessment has not been submitted in support of this application. The closest receptor to the site which could be affected by noise is located at Poyle House Farm, Poyle Road. It is unlikely that this receptor will experience noise disturbance during the construction or day time operation of the proposed development, due to the likely high prevailing background noise level, distance between the receptor and the development site, and the screening caused by nearby buildings.

It has not been specified if the development will operate during the night. The above comments are only applicable if the site is to only be operational during day time hours (0700-2300). If operation of the development is expected to be outside of these hours, it is recommended that a noise assessment with monitoring is completed. If the development is only expected to operate during the day, a full noise assessment with monitoring is not necessary.

In addition, the applicant should consider the impact of noise generated on site on the proposed office space, to ensure that internal noise levels are acceptable for the intended use. It is therefore requested that a technical note is submitted which specifies the expected noise levels generated by the activities on site and provides details of suitable mitigation e.g. glazing and ventilation.

Following clarification of the existing operations on site and the wider area, no objection was raised in respect of noise impact.

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 122 square metre increase in employment floor space (proposed: 2790sq.m.) to provide the following uses:
- 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 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 existing buildings on site are considered to be outdated for industrial purposes and do not provide visual interest to warrant any retention. It is reasonable to assume that the building would be difficult to let in their current guise. The application proposal will consolidate the site into one larger unit with a larger building that is designed to be fit for purpose.
- 10.4 The proposed building will be set back from the Blackthorne Road frontage to allow for parking and manoeuvring space in this front area. As a result the building is set back behind the adjacent building to the west and has a reduced prominent in the streetscene.
- 10.5 The building is relatively simple in plan, providing a large floor area which provides flexibility to accommodate occupiers. The scale of the building is notably larger than the existing buildings on the site however there are larger building in the area which account for units of a larger scale. The

applicant has submitted a streetscene drawing to show how the building relates to its neighbours and while it is notable larger it is not considered to cause adverse harm to the character of the area.

- 10.6 The design proposes 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.
- 10.7 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 100 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 Highways Officer initially requested additional trip information in respect of this scheme and had a number of concerns over the uses proposed compared to the number of parking spaces that were shown. The parking provision was a shortfall and following negotiations with the applicant, the scheme was amended to remove the previously proposed B2 and E Class uses from the scheme, making this proposal solely a B8 use. Additional highways information was submitted to account for the change in proposed use.
- 12.3 As a result there are no objections in highway terms. The access points over the site are being consolidated into one which is onto Blackthorne Road. It will result in the closure of three other existing points which is considered to be an improvement on highway safety and convenience. The access is able to accommodate the anticipated trip generation which is noted as being a reduced number compared to the operational potential of the existing sites. The extent of traffic movement is considered appropriate for an industrial estate setting such as this.
- 12.4 The car parking numbers show the provision of 24 car parking spaces and 4 lorry spaces and the standards require 22 car parking spaces and 5 lorry spaces. The overprovision of car parking spaces is acceptable in this location and the shortfall of one lorry space is also acceptable given the size of the site and layout of the frontage area. In respect of cycle parking the scheme proposes 10 spaces which exceeds the standards and is therefore welcomed. The originally submitted scheme proposed 8 EV charging spaces which was welcomed, however following the receipt of comment from the Highways Officer the applicant has submitted a revised plan to show this number reduced to 3. This is unfortunate to consider a loss of such infrastructure and it would be a benefit to see the originally proposed number retained but the proposal remains policy compliant and therefore there are no objections in planning terms.
- 12.5 The plans submitted include tracking drawings which show all parking spaces can be safely accessed and all vehicles can safely enter and leave the site in a forward gear.
- 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 updated of this at the meeting.

- 12.7 In terms of servicing arrangements, there are no objections to these following some clarification by the applicant over van parking. The number of trips means that the site accommodates all delivery and servicing movements in the lorry parking area and will not affect the car parking spaces.
- 12.8 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 subject to conditions set out at the end of this report to ensure implementation as proposed and to protect against future changes of use which may affect vehicle movements.
- 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. The majority of issues in respect of drainage have been addressed but there are matters outstanding at the time of drafting this report.
- 13.3 The outstanding matter relates to the drainage scheme and the concern it will have due to high groundwater in the area. It is noted that the proposed scheme will provide significantly more drainage capacity than is currently experienced on site, however due to high levels of groundwater, it means that if there was a rainfall event at the same time as a period of high groundwater, it is plausible that the entire crate soakaway would already be submerged by groundwater before the storm, and therefore there would be a high risk of flooding from rainfall because it has nowhere to go. As a result the current drainage scheme cannot be accepted and would not comply with Building Regs either.
- 13.4 The installation of appropriate drainage infrastructure is considered to be of significant importance for a new development. In this instance, on a previously developed suite that is already under industrial use, it is considered to be a factor that would affect considerations into the principle of development. As advised, a number of drainage matters are considered to be acceptable subject to the final design of the proposed system.
- 13.5 Discussions are continuing at the time of drafting this report to resolve matters and Members will be updated in advance of discussions. In the immediate term the recommendation to approve planning permission include a condition that will require the submission of a revised drainage scheme for approval prior to works commencing. It is considered that a detailed proposal can be achieved at the site in principle and therefore it would not be reasonable to refuse an application on such grounds and, as

a result, a condition will allow for the determination of the application without further delay.

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 17 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 minimal existing soft landscape features that amount to 3 trees and a hedge. All are proposed to be removed as part of the scheme and the arboricultural assessment has determined that they are not worthy of retention. The proposed development will provide areas of amenity planting along the eastern, southern and part of the western boundary of the site. 14no new trees are proposed to mitigate those being lost. The landscape proposal will not screen the development but will soften its appearance from the public realm. The new site will be enclosed by 2.4m high steel fencing. 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 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 Initial comments from Environmental Quality requested additional information to demonstrate noise outputs, noting that the site proposed to be in operation 24 hours a day.

19.2 Clarification was provided by the applicant that 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 and neighbours representations as well as all relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to the following 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 by the Local Planning Authority:

(a) Drawing No. 40132A_01_P, Dated 09/06/2021, Recd On 26/08/2021

(b) Drawing No. 40132A_02_PES, Dated 09/06/2021, Recd On 26/08/2021

(c) Drawing No. 40132A_03_PES, Dated 09/06/2021, Recd On 26/08/2021

(d) Drawing No. 40132A_04_PES, Dated 09/06/2021, Recd On 26/08/2021

(e) Drawing No. OS-104-TP2-01, Dated 05/2021, Recd On 26/08/2021

(f) Drawing No. OS-104-TP2-02 Rev. D, Dated 05/2021, Recd On 22/12/2021

(g) Drawing No. OS-104-TP1-03 Rev. C, Dated 05/2021, Recd On 26/08/2021

(h) Drawing No. OS-106-TP-04, Dated 05/2021, Recd On 26/08/2021

(i) Drawing No. 822.19.02, Dated 06/2021, Recd On 26/08/2021

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. 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-106-TP-03 Rev C and the Schedule of External Site Materials prepared by Ian C King Associates Architects 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, 3 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. No part of the development shall be occupied until 5 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: JNY10434-06c dated 06/07/2021 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. The premises shall be used for B8 Storage and Distribution Use Class and for no other purpose (including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON: To enable the Local Planning Authority to formally assess any proposed new use class in the interests of highway safety and convenience in accordance with Policy T2 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

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 2 dated 23/06/2021 and BREEAM Pre-assessment Report by Cudd Bentley Consulting, Ref: 6120-CBC-RGV-RP-Z-004-P02 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 2 dated 23/06/2021 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.

20. Notwithstanding the details in the approved plans, no development aside from demolition of the existing buildings and clearance shall take place until details have been submitted to and approved in writing by the Local Planning Authority of a proposed sustainable urban drainage system to serve the development hereby approved. The details shall include management and maintenance proposals for the installation. The works shall be carried out in accordance with the approved details and be in place prior to first use of the development hereby approved

and thereafter be retained.

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. 822.19.02, dated 06/2021, received 26/08/2021. Hard landscaping on site shall be provided in accordance with the details in drawing no. OS-104-TP2-02 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 2 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.