

Registration Date:	27-Apr-2023	Application No:	P/09811/002
Officer:	Christian Morrone	Ward:	
Applicant:	Stephen Vickers, PDC UK 7 Ltd	Application Type:	Major
		13 Week Date:	27 July 2023
Agent:	Taylor Cherrett, Turley Turley, The Pinnacle, 20 Tudor Road, Reading, RG1 1NH		
Location:	Jupiter House, Horton Road, Poyle, Slough, SL3 0BB		
Proposal:	Demolition of the existing buildings (Valerie House and Jupiter House) and the development of a commercial building with flexible general industrial and storage and distribution employment floor space, with associated service yards, car parking and landscaping.		

Recommendation: Delegate to Planning manager for Approval



1.0 SUMMARY OF RECOMMENDATION

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

A) For approval subject to:-

- 1) receiving the consultation from the Environment Agency and addressing any issues raised that would not result in any substantive changes to the proposal;
- 2) the satisfactory competition of a Section 106 agreement to secure the following:
 - a) To enter into a highways agreement for the highway works
 - b) Dedication of private land as public highway if required by the Local Highway Authority
 - c) To secure and monitor the Travel Plan
- 3) agreement of the pre-commencement conditions with the applicant/agent;
- 4) finalising conditions; and any other minor changes.

B) To return the application to the Planning Committee in the event that addressing any issues raised by the Environment Agency would result in any substantive changes to the proposal.

C) Refuse the application if the above have not been finalised by 19 March 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

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

PART A: BACKGROUND

2.0 Proposal

This is a full planning application for the following:

- Demolition of the existing buildings (Valerie House and Jupiter House)
- Construction of a two commercial storey building comprising a total of 7,156sqm GIA of to fall within any of the following uses:
 - General Industrial [B2Use Class], and / or
 - Storage and Distribution [B8Use Class], and;
 - ancillary office space

- 2.1 The external areas of the site would accommodate:
- 7no. lorry loading bays
 - 59no. car parking spaces:
 - Includes 2no. wheelchair accessible bays and
 - 12no EV Charging bays
 - 20no. cycle stands in a secured covered cycle shelters.
 - Hardstanding areas, footways, fencing and boundary treatment
 - New pant rooms and bin store
 - External welfare area
 - Alterations to existing vehicular access to Horton Road and associated works
 - Infilling redundant access, new footway access, widening of existing footway on Horton Road and associated works
 - Tree planting and soft landscaping
 - Net gains in biodiversity

3.0 Application Site

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

4.0 Site History

- 4.1 P/09811/001 Demolition of the existing buildings (Valerie House and Jupiter House) and the development of 7,320m² GEA of flexible light industrial, general industrial and storage and distribution employment floor space, with associated service yards, car parking and landscaping.
Approved with Conditions; Informatives; 13-Apr-2022
[Implemented]

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was advertised as a major application in the 12/05/2023 edition of The Slough Express. Site notices were displayed outside the application site on 18/05/2023. The consultation period has expired.

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

6.0 Consultations

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

6.2 Local Highway Authority

Vehicle Access:

SBC would have no objection to the proposed vehicle access arrangements for the development. The NPPF states in Paragraph 110 that: 'In assessing applications for development it should be ensured safe and suitable access to the site can be achieved for all users'.

SBC are satisfied with vehicle access proposed for the site.

The Transport Statement includes Drawing No. J32-7293-PS-001 which demonstrates visibility splays of 2.4m x 43m are available in accordance with the Manual for Streets visibility requirements for a 30mph speed limit. There have been no collisions causing injury on Horton Road in proximity to the site access junction during the most recent 5-year period, according to publicly available collision data.

Swept path analysis has been provided which demonstrates a 16.5m articulated HGV can enter/exit the site using the proposed access junctions. There is suitable turning space for a 16.5m HGV to turn within the site and enter/exit in a forward gear.

Access by Sustainable Travel Modes:

There is some potential to travel to the site by bus. The nearest bus stops are the Golden Cross Bus Stops 200 metres (3 minutes' walk) from the site. The No.5 Bus provides an hourly service between Heathrow, Slough Town Centre, Datchet, and Cippenham.

For Bus Stops, a walking distance of 400 metres is deemed reasonable by the Chartered Institute of Highways and Transport (CIHT) within their document: 'Planning for Walking and Cycling, 2015'.

Car Parking:

SBC Highways and Transport have no objection to the proposed development based on the proposed number of car parking spaces for the site.

The development proposes 59 car parking spaces, split between two accesses with 31 car parking bays via the western access and 28 served from the eastern access. A parking demand calculation has been submitted which estimates 54 – 58 vehicles will be parked on site based on the square floor area and survey data from similar B2 and B8 industrial sites.

The adopted Slough Car Parking Standards for B8 Warehousing are provided in the table below:

B8 Warehousing	Car Parking Standard	Requirement at Jupiter House (7,165sq.m)
Car Spaces	Min. 1 to 200m sq.m	36
Lorry Spaces	Min. 1 to 500 sq.m upto 2000sq.m, then 1 to 1000 sq.m	9
Cycle Spaces	Min. 1 to 500m sq.m	14

Source: Slough Developer's Guide: Part 3 – Highways and Transport (2008).

The adopted Slough Car Parking Standards for B2 Light Industrial Warehousing are provided in the table below:

B2 Warehousing	Car Parking Standard	Requirement at Jupiter House (7,165sq.m)
Car Spaces	Min. 1 to 50m sq.m	143
Lorry Spaces	Min. 1 to 500 sq.m upto 2000sq.m, then 1 to 1000 sq.m	9
Cycle Spaces	Min. 1 to 500m sq.m	14

Source: Slough Developer's Guide: Part 3 – Highways and Transport (2008).

Trip Generation:

SBC Highways and Transport would have no objection to the proposed development due to vehicular trip generation. The NPPF Paragraph 111 states that: *'Development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the*

road network would be severe'.

A forecast of the site's trip generation has been provided using survey data for similar sites in the TRICS database which is the national trip generation database.

The application is for 7,331sq.m GEA of commercial floorspace in one single unit. 7,320sq.m of light industrial, general industrial and storage and distribution floorspace was previously consented in 6 smaller units through Planning permission No. P/09811/001.

The proposed development would generate slightly fewer trips than the consented development (Planning Ref: P/09811/001) whether occupied by B2 Light Industrial or B8 Warehousing.

If occupied by B8 Warehousing and Distribution, the Transport Assessment forecasts there would be 47 fewer two-way trips during the AM Peak Hour and 29 fewer trips during the PM Peak Hour compared to the permitted use.

If occupied by B2 General Industrial, the proposed development would generate 45 fewer trips during the AM Peak Hour and 30 fewer trips during the PM Peak Hour than the permitted use.

Electric Vehicle Parking:

The proposed car parking provision includes 8 car parking spaces fitted with EV Charging Points, which is considered compliant with Sloughs' EV Charging Policy.

The Slough Low Emissions Strategy (2018 – 2025) requires that 10% of car parking spaces are fitted with active EV Charging Points at industrial developments. The National Planning Policy Framework Paragraph 112 requires applications for development to: 'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'.

Cycle Parking:

The NPPF Paragraph 110 states that: 'In assessing applications for development it should be ensured that: 'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up'.

SBC Highways and Transport accept the proposed cycle parking which exceeds Slough's cycle parking standards. 20 secure and covered cycle parking spaces are proposed adjacent to the site accesses and building entrance. 14 cycle parking spaces (1 per 500m²) are required by the Slough Developers' Guide – 3: Highways and Transport (2008).

Refuse Collection:

The Transport Assessment includes swept path analysis which demonstrates that Slough's refuse vehicle can enter/exit the site and that there is suitable turning space within the site to allow the refuse vehicle to exit in a forward gear.

Summary and Conclusions:

I can confirm that I have no objection to the proposed development on highways and transport grounds. should you wish to grant planning permission I would recommend inclusion of conditions relating to:

- Visibility
- Layout
- Car Parking
- Electric Vehicle Parking
- Construction Management Plan

The applicant will need to enter into a highways agreement for access junctions and making good of existing access points. Dedication of land as public highway may also be required, depending on survey drawings required pursuant to the highways agreement.

6.3 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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://www.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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-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.

6.4 Lead Local Flood Authority:

We would advise that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development. We consider that if the following planning conditions are included as set out below, the impacts of surface water drainage will have been adequately addressed at this stage. Without these conditions, the proposed development on this site may pose an unacceptable risk of flooding.

1. Detailed drainage design
2. Ownership and maintenance
3. Validation report

6.5 Contaminated Land Officer:

I have reviewed the following reports. Please see my comments below:

Phase I Environmental Assessment (Project No. 7010678), dated 11th October 2022, and prepared by WSP UK Ltd.

- The report reviews the findings of the 2020 Delta-Simons and confirms the

conclusion that the remaining uncertainties need to be addressed by additional intrusive investigation, monitoring, and assessment.

Outline Remediation Strategy (Ref. No. 70106611-ORS), dated June 2023, and prepared by WSP UK Ltd.

- The additional site investigation and monitoring carried out by WSP identified significant groundwater contamination in the north of the site, associated with the AST; concentrated exceedances of chlorinated solvents beneath Unit 6 and minor elevated concentrations located across the site potentially associated with smaller spills or leaks from drainage.
- Section 3 appraises the various remedial options for both soils and groundwater technologies to be applied. and recommends a mix of three; with the caveat that the contractor will have the final say and this is subject to change.
- Section 4 Excavation and Materials Management and Section 5 Groundwater Control and Remediation, outline the main soil remedial tasks and validation for the site.
- Once all the remediation tasks have been completed, the final validation report should include all the verification tasks outlined in Section 9, plus any other additional information that shall come available during the remediation itself.

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

a) Remediation Validation

6.6 Heathrow Safeguarding:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, if a crane is needed for installation purposes, we would like to draw your attention to the following:

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

6.7 Berkshire Archaeology:

No comments received. However, the following comments were received in the previous application which is being implemented (ref. P/09811/001):

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

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

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

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

6.8 Environmental Quality (Air Quality):

Air Quality Background:

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMAs) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

- Slough Town Centre
- M4
- Tuns Lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM2.5 in Slough (PHE).

SBC has adopted the Slough Low Emission Strategy 2018-25. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the 'Slough Electric Vehicle Plan' this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

Air Quality Comments:

Despite the slight increase in commercial floorspace, the proposal has a reduced number of car parking spaces (from 113 to 59), with a greater proportion of electric vehicle charging spaces (8 active EV parking spaces with all remaining spaces with passive EV charging provision).

An air quality assessment has been prepared by BWB Consulting Limited in support of this application, considering both the construction phase dust impacts and operational phase road traffic emissions. The methodology outlined in the report for both the construction and operational phases of the development are acceptable.

The applicant has aimed to support a worst case approach by assuming the proposal will be for B8 use only, which would result in a greater trip generation. This is accepted.

In regards to model verification, the modelled results have been adjusted in relation to monitored data which is supported. I requested that SLO 17 is included in the model verification which was initially excluded. The applicant has demonstrated that inclusion of this site does not change the verification factor therefore the results of the assessment remain unchanged. This is accepted.

The assessment results are presented in Table 6.2 which compares the NO₂ concentrations with and without the development in 2024. The largest increase in both NO₂ and PM₁₀ are observed at receptor R5 (Bath Road), at 0.2µg/m³ and 0.1µg/m³, respectively. It is agreed that this is a negligible impact.

Section 5 refers to the dust impact assessment. Dust emission magnitudes for demolition, earthworks and construction are considered large, whilst trackout (dust from HGVs) is considered medium. Sensitivity to dust soiling is considered high and human health impacts low due to the low PM₁₀ background concentrations. The resultant risks of dust soiling and human health impacts are medium-high, and low-medium risk, respectively.

A list of mitigation measures are outlined within Table 5.5 and Table 5.6. It is expected that all of these measures will be represented within a Construction Environmental Management Plan (CEMP). After implementation, it is accepted that impacts are likely to be insignificant.

Mitigation Requirements:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As outlined within the assessment, the applicant will provide 8 active EV parking spaces, with all remaining spaces with passive EV charging provision. Details of such should be provided to the LPA for approval.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. The CEMP shall include non-road mobile machinery (NRMM)

controls in line with table 10 of the LES Technical Report and all construction vehicles shall meet a minimum Euro 6/VI Emission Standard. The CEMP must also contain details of noise and dust control, replicating the measures identified within the air quality assessment.

- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report

6.9 Environmental Quality (Noise):

An environmental noise assessment has been prepared by BWB Consulting Limited in support of this application. The assessment is informed by a noise survey period Friday 24th March to Tuesday 28th March 2023, with the measurement location 30m north of Horton Road within the site boundary, supported by noise modelling using CADNA A to determine the noise impact at the receptors at Poyle Park (static caravan park).

The survey period determined that the dominant noise sources on site were road traffic noise originating from Horton Road and aircraft noise associated with Heathrow Airport. Fixed plant is known to exist on site however this was not audible during the survey period.

Large amounts of the monitoring data have been omitted due to unrepresentative noise sources being present at the time of the survey (geotechnical drilling on 27th and 28th March), and unsuitable meteorological conditions on 24th and 25th March until 19:00, 25th March night and 26th March day time. The resultant monitoring periods after data omission are as follows:

- Saturday daytime 1900 – 2300;
- Sunday night-time 2300 - 0700;
- Monday daytime 1700 – 2300; and
- Monday night-time 2300 - 0700.

The measured noise levels used within the assessment have been compared to those measured as part of the noise assessment (Report Ref PJB8998/20036/V1.0 dated 22/10/2020) to support the previous application on the site (Ref P/09811/001). The results are comparable and therefore accepted.

In addition, the monitoring period represents the quietest part of the day and therefore supports a conservative approach. The applicant has also reduced the number of level access bays / forklifts operational at night to one, and lengthened the acoustic barrier to include the bike storage area. The resultant noise level is 2dB above background, which is acceptable.

Noise from L_{Amax} levels resulting from HGV reversing noise and forklift movements has been considered, comparing to a 60dB L_{Amax} level at the façade which equates to a 45dB L_{Amax} internal level assuming a 15dB reduction through a partially opened window. The results indicate that both operational activities are below this criterion. It is questionable whether the 15dB reduction is applicable here since a static caravan is unlikely that to have the sound noise reduction capabilities as a built property, however if applying a more conservative 10dB

reduction due to a partially opened window instead of 15dB still results in compliance (HGV noise and forklift noise at 44dB and 35dB LAmax, respectively). This is therefore accepted.

Plant noise has been considered however plant details are not available at this stage of the development, therefore a plant noise limit which does not exceed background noise levels has been suggested (weekdays: 58dB daytime and 55dB night time; weekend: 55dB daytime and 41dB night time). This will be secured via condition.

Mitigation:

- Providing acoustic barriers alongside the cycle store area to reduce noise transmission from the service yard.
- Restricting use of the level access doors / forklifts to one per delivery during the night and weekend
- Securing plant noise which does not exceed background noise levels (weekdays: 58dB daytime and 55dB night time; weekend: 55dB daytime and 41dB night time).
- Undertaking continuous noise monitoring during operation to proactively control noise.
- Securing details of the glazing and ventilation options to mitigate noise impact to on-site receptors with evidence that the internal noise levels are acceptable for office use after implementation.

6.10 Environmental Health:

Issue 1 - Construction Phase:

Noise, dust and vibration from the construction phase may affect occupiers of nearby premises. I suggest a Construction Management Plan condition is attached to any planning permission granted:

Issue 2 – Noise:

Occupiers of properties nearby to the new development can suffer excessive noise problems due to the construction of new buildings. I suggest that the following planning condition is attached to any planning permission granted:

- Condition - Hours of construction

No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 09:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

Issue 3 – Refuse On site refuse storage

A condition should be included to ensure a secure waste storage area is provided.

6.12 Colnbrook with Poyle Parish Council

No comments received.

6.13 National Highways

No objection:

The site is in the vicinity of the M25 Motorway, that forms part of the Strategic Road Network. This notice is hereby given that National Highways' formal recommendation is that we recommend that an Operational Management Plan condition should be attached to any planning permission that may be granted.

6.14 Natural England

No comments received. The following comments were received on the previous application (ref: P/09811/001):

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

6.15 Royal Borough of Windsor and Maidenhead:

No objection:

The site is subject to an extant permission P/09811/001 granted in April 2022 for the proposed flexible general industrial and distribution and industrial use with the provision of 7,320 sqm GEA floorspace. It provides a fallback position related to the principle of having a flexible general industrial and distribution and industrial use in considering the current application. There is no objection in principle from the Royal Borough of Windsor and Maidenhead subject to the application is in line with both national and local planning policies.

6.16 Buckinghamshire County Council:

No comments received.

6.17 Spelthorne District Council:

No objections:

That Slough Borough Council be advised that this Authority has no objections to the proposal.

6.18 Surrey County Council:

No objections subject to the following:

Surrey County Council as the Minerals and Waste Planning Authority raises no

objection to the proposed development subject to:

- Slough Borough Council being satisfied that the design of the proposed development gives sufficient consideration to and incorporates appropriate measures to ensure that it would not prejudice the operation or future development of the existing mineral working and waste management facility at Hithermoor Quarry, Leylands Lane, Stanwell TW19 6AZ in accordance with Policy MC6 of the SMP and Paragraph 187 of the NPPF.
- Slough Borough Council being satisfied that the design of the development gives appropriate consideration to the MSA in proximity to the application site, and the prospect that these may be worked in the future, in order to prevent indirect sterilisation of the mineral resource in accordance with Policy MC6 of the SMP.
- The MWPA recommend the imposition of a planning condition on any consent issued requiring the submission of a waste management plan to Slough Borough Council for approval prior to the commencement of the development. This plan should demonstrate that CD&E waste generated as a result of the development is limited to the minimum quantity necessary; and opportunities for re-use and recycling of CD&E waste is maximised in accordance with Policy 4 of the SWLP.
- Slough Borough Council being satisfied that the development includes adequate facilities for waste storage and recycling during its operational phase, and that adequate controls exist to ensure that waste storage and recycling is maintained and managed for the life of the development, in accordance with Policy 4 of the SWLP

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

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

The relevant Local Development Plan Policies in relation to determining this application are considered to be in compliance with the National Planning Policy Framework 2021

[National Planning Policy Framework 2021](#)

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making
Chapter 6: Building a strong, competitive economy
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, Adopted December 2008:

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

Local Plan for Slough March 2004 policies:

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

The Emerging Preferred Local Plan for Slough 2016 – 2036:

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

- 5.4 The Spatial Strategy is just the first part of the Local Plan. It does not contain any policies. A full set of Development Management policies will be included in the final version of the Local Plan. The Spatial Strategy does, however, seek to identify the type of policies that may be needed in order to implement the proposals and mitigate any adverse impacts....
- 5.6 The starting point for the development of the Spatial Strategy was the work carried out for the Issues and Options consultation in 2017. This identified a number of options for development. The conclusions from this were that there are “no reasonable options, or combinations of options which could accommodate all of Slough’s housing and employment needs within the Borough”.
- 5.7 An “emerging” Preferred Spatial Strategy was agreed in 2018. The five key elements of this were:

- Delivering major comprehensive redevelopment within the “Centre of Slough”;
- Selecting other key locations for appropriate development;
- Protecting the built and natural environment of Slough including the suburbs;
- Accommodating the proposed third runway at Heathrow and mitigating the impact;
- Promoting the northern expansion of Slough in the form of a “Garden Suburb”.

5.8 It is proposed that the revised Spatial Strategy should be based upon this subject to a number of changes which take account of changes in circumstances.

5.9 The most appropriate approach is to revert back to restraining development in order to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London.

5.10 Although we cannot formally safeguard land that may be needed for the expansion of Heathrow and associated development, this approach will effectively achieve this. Any future proposals for the expansion of the airport can then be considered in a review of the Local Plan.

5.11 The Wider Area Growth Study is seeking to identify major sites that could accommodate unmet housing and employment needs. The area of search includes the Colnbrook and Poyle. As a result we may have to reconsider what happens to this area if the Consultant’s report recommends that development should take place there.

5.12 The main principle behind Spatial Strategy remains one of delivering major comprehensive redevelopment within the “Centre of Slough”. No change is therefore proposed to this.

7.2 The planning considerations for this proposal are:

- Planning history and differences with previous application.
- Land Use
- Impact on Visual Amenity
- Impact on neighbouring properties
- Traffic and Highways Implications
- Air Quality
- Surface water drainage
- Contamination
- Impact on biodiversity and ecology
- Sustainable Design and Construction
- Impact on Minerals and Waste
- Section 106 Requirements
- Equalities Considerations
- Presumption in favour of sustainable development

8.0 Planning history and differences with previous application

8.1 The planning history is a material consideration. The previous planning application (ref. P/09811/001) for the following was approved on 13 April 2022:

Demolition of the existing buildings (Valerie House and Jupiter House) and the development of 7,320m² of flexible light industrial, general industrial and storage and distribution employment floor space, with associated service yards, car parking and landscaping.

The above permission is extant and is currently being implemented. Compared to the approved scheme, the main differences compared with this new proposal are summarised as:

- Proposed gross internal floor area is reduced from 7,320sqm to 7,156sqm.
- Proposal is for one building sited to the west of the site compared to two buildings at each west / east end:



Above: Current planning application (ref. P/09811/002).



Above: Previous approval (ref. P/09811/001).

- Maximum building height increased from 13.75m to 17.7m.
- Proposed building set further back set back at approximately 26m (western end) and 11.5m (eastern end); compared to 16m (western end) and 8m (eastern end).
- Flat roof compared to a shallow pitched roof with alternative design and landscaping.
- 7no. lorry loading bays compared to 8 lorry loading bay.
- 59no. car parking spaces compared to 113no. car parking spaces.
- Two vehicle access point (1 x car; 1 x HGV) compared to one access point.

9.0 Land Use

9.1 Paragraph 80 of the National Planning Policy Framework seeks to create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking

into account both local business needs and wider opportunities for development. Each area should be allowed to build on its strengths, counter any weaknesses and address the challenges of the future. Areas with high levels of productivity should be able to capitalise on their performance and potential.

- 9.2 Core Policy 5 (Employment) of the Core Strategy requires “major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road”.
- 9.3 Local Plan Policy EMP9 (Poyle Estate) states 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.
- 9.4 The site is located within the defined Poyle Estate Business Area. The proposal would see a 424 square metre increase in gross internal employment floor space (existing: 6732 square metres; proposed: 7156 square metres) to provide the following uses:
- General Industrial [B2 Use Class], and / or
 - Storage and Distribution [B8 Use Class], and
 - ancillary office space
- 9.5 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.
- 9.5 Based on the above the proposed land use would be acceptable.

10.0 Impact on Visual Amenity

- 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. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1, EN3, and EMP2. Policy CG1 states that is within the built up area of the Colne Valley Park, any development that would have a significant visual impact on the Park should be appropriately mitigated.
- 10.2 The proposal would replace the previous two buildings on the site. Valerie House was a detached commercial three storey building to the west and Jupiter House a commercial three storey building to the east. These buildings would be replaced by a commercial two storey building measuring approximately 17.7 metres in height. Although two storeys in height, the proposal would be circa 4m higher than the maximum height of the previous buildings.
- 10.3 The proposed building would be sited approximately 1.8m from the western boundary and partly adjoin the northern boundary which is splayed, providing a separation of up to 7m. To the eastern side of the building, the loading bays / yard area and vehicular access via Horton Road are proposed, providing a separation

distance of 33m (min) – 50m (max) from the eastern boundary. To the south, the building would be set back from the highway by approximately 26m (western end) and 11.5m (eastern end).

- 10.4 The proposed building would be taller and larger than the previous buildings on the site and each of the individual buildings previously approved (P/09811/002). It is acknowledged the proposed building would be a notable feature in the street when traveling along Horton Road. However, the separation distances from the highway of between 26m (western end) and 11.5m (eastern end) would provide relief for the most part. Towards the eastern end of the building where the separation distance reduces, there would be some dominating impact on the streetscene given the maximum height of 17.7m being set away from the street by 11.5m. It is important to note that this is the minimum distance measured at the eastern corner of the building, and the distance increases along the front elevation a maximum of 26m at the western corner of the building.
- 10.5 In order to provide further mitigation, negotiations with the applicant have resulted in a revised landscaping scheme which now proposes 13 trees along the frontage (inc. Maple, Birch, & Cherry) together with an instant native hedges at 1m - 1.2m in height (Hornbeam & Honeysuckle). Pockets of shrubbery, grass, and further trees planting are proposed within the site. The proposal would result in the loss of three existing trees along the western boundary. These trees would not merit a Tree Preservation Order therefore they could be removed at any time, and given significant new tree planting is proposed in a more prominent position to the front of the site, no objections are raised in this regard. The proposed 2.4m high green coloured paladin security fence at the front of the site has since been repositioned further back from the highway boundary so that the proposed trees and landscaping sit in front of the fence line. Overall, there is a significant improvement in the landscape character of the site.
- 10.6 The proposed building would be finished metal cladding predominantly in a cream colour with areas of grey colours by the fenestration, loading bays, and banding at roof height. Glazing is proposed to the southern elevation, inc. curtain wall glazing to the southeast corner, which would serve the ancillary offices. This results in an active frontage along Horton Road with a degree of visual interest. The previous buildings on the site did not offer positive visual qualities to the area, notably, Jupiter House was showing significant signs of ageing. The appearance of the building as a whole is considered to be an improvement compared to the previous buildings on the site.
- 10.7 The hard standing areas would comprise finished concrete to the HGV yard area; grey tarmac for the access junctions and parking areas at the front; and paving to the pedestrian areas. Six lighting columns are also proposed along the frontage with a number of column and wall mounted luminaires are proposed within the site. These are all considered visually appropriate given the business / industrial character of the surrounding area.
- 10.8 The proposed building would be notably higher than the neighbouring buildings at each side and to the rear. It is noted the DHL building which is located next to the neighbouring building to the east is 21.9m in height and therefore the proposed

height would not be entirely incongruous within the area. It is acknowledged the site is located within an already built-up industrial setting. The landscape character of the site would be improved as would the appearance of the development. The positioning of the building would be such that there would be a notable sense of space from neighbouring buildings. As noted above, the proposal would not have an undulating dominating impact on the street. As such, the proposal is considered to be of a relative high quality design which is compatible with the site and the surrounding industrial area.

- 10.9 On the southern side of Horton Road, the character is very much different. This land is designated as Green Belt, Strategic Gap, and is within the open areas of Colne Valley Regional Park. The proposed building would be sited closer to these designations, and the building height would be increased when compared to the previous buildings on the site. However, the proposed building is largely sited opposite the residential static caravan site at the Poyle Park Private Estate which is not a particularly open area of the Colne Valley Regional Park. Furthermore, the areas of land adjoining the Poyle Park Private Estate to the side is not a particularly good quality examples of the Colne Valley Regional Park. They are relatively small and appear to have been developed to some degree. The good quality open areas of the Colne Valley Regional Park are site some considerable distance to the west, northwest, and north of the application site and would not be notably impacted. Given the proposed separation distances, the proposed tree planting to the front of the building, and the quality and nature of the Colne Valley Regional Park to the south, the proposal would not have a significant visual impact on the Colne Valley Regional Park.
- 10.10 While the land to the southern side of Horton Road is also designated as Green Belt and Strategic Gap, no development is proposed within these designations. There will be a degree of impact on their setting, however the landscape character and openness of this the area to the south of the site is not particularly notable. The separation distances and proposed tree planting to the front of the building, provide an acceptable visual relationship in this instance.
- 10.11 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies CG1, EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2021.

11.0 Impact on neighbouring properties

- 11.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high standard of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Polies EN1 and EMP2.
- 11.2 The site is located within a defined Business Area. The neighbouring land uses to the north, east and west are all used for business purposes. On the southern side of Horton Road is the Poyle Park Private Estate which comprises a number of

residential static homes. The proposed building would be positioned approximately 47.8 metres (min) from the closest north elevation of the static homes which is ample distance to prevent any unacceptable overbearing impact, loss of daylight, and loss of privacy. Due to the proposed northern orientation from these dwellings, no concerns are raised regarding loss of sunlight / overshadowing.

- 11.3 The application is for a 24 hour operation for all uses applied for. A noise report has been submitted with the application. This has been reviewed by the Council's Environmental Quality Officer. Following requests for clarifications and further mitigation, the proposal is predicted result in noise levels at 2dB above the background noise levels when measured at the nearest sensitive receptor (Poyle Park Private Estate). This represents a low impact as defined by BS 4142, which is considered to be acceptable. The mitigation listed within the Environmental Quality consultation response should be secured by condition. Details of the glazing and ventilation to mitigate noise impact the future office users of the proposed development should not be sought as this is not supported by planning policy.
- 11.4 To the east, the neighbouring building is two storeys in height with ground and first floor windows western side facing windows. The building appears to be accommodated by a shipping / national / international courier company. A certificate of lawfulness confirmed the use of the building as offices in 2002. The proposal would be set away from this neighbouring building by approximately 43 metres (min.) which is sufficient distance to prevent an unacceptable overbearing impact or loss of natural light to the working environment of this neighbouring building.
- 11.5 Toward the west, northwest, and north, are relatively small scale business units. The proposed buildings would be positioned close to the western and northern boundaries. This would largely impact windowless building elevations and transient access areas within the estate used by staff and visitors. While it is acknowledged there would be an overbearing impact in such areas, it would not result in unacceptable impacts on the commercial / business use of these properties. These neighbouring buildings do include windows, however these would be separated and oriented from the proposed building appropriately to prevent an unacceptable overbearing impact or loss of natural light to the working environment of these neighbouring buildings.
- 11.6 A number of lighting units and lighting columns are proposed. The submitted lighting spillage calculations demonstrate an acceptable impact on neighbouring property (including the Poyle Park Private Estate on the opposite side of Horton Road). A condition should be imposed to ensure the lighting is in accordance with the submitted details.
- 11.7 Based on the above, the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EMP2 of the Adopted Local Plan and the requirements of the National Planning Policy Framework.

12.0 Traffic and Highways Implications

- 12.1 Paragraph 111 of The National Planning Policy Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. Within this context, The National Planning Policy Framework 2021 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods, and provide facilities for electric vehicle charging. This is reflected in Local Plan Policy EMP2.
- 12.2 Local Plan Policy T2 and Core Policy 7 seek no overall increase in the number of parking spaces in commercial schemes in this area unless additional parking is required for local road safety or operational reasons.
- 12.3 *Access and Trip Generation:*
- 12.4 A Transport Statement has been submitted with the application which uses comparable sites from the TRICS database. It is forecast the proposal would generate up to 29 two-way vehicle trips (27 arrivals plus 2 departure) during the AM peak hour and up to 18 two-way vehicle trips (1 arrivals plus 17 departures) during the PM peak hour.
- 12.5 For HGVs, the forecast is up to 4 two-way trips during the AM peak hour, and 2 two-way trips during the PM peak hour.
- 12.6 The Local Highway Authority has assessed both the method used to calculate this trip generation and the resulting impacts on the highway network and have raised no objection as the impact on highway capacity or safety. It is noted the proposal would result in a reduction in vehicle movements compared to the extant planning permission P/09811/001. An extract from the submitted transport statement is provided below which illustrates the reduction in peak hour movements compared with P/09811/001:

Table 5.11 Net Total Vehicle Trip Generation

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Permitted Ref: P/09811/001	48	26	74	13	35	48
Proposed – B8 Warehousing Commercial	19	9	27	3	15	18
Proposed – B2 Industrial Unit	27	2	29	1	17	18
Net Total Vehicle						
Net (Permitted – B8 Warehousing)	-29	-17	-47	-10	-20	-30
Net (Permitted – B2 Industrial Unit)	-21	-24	-45	-12	-18	-30

National Highways (Highways England) have raised no objection and have requested to be consulted on an Operational Management Plan.

12.7 The application proposes to reduce number of existing accesses into the site from three to two. These have been assessed by the local highway authority who have commented the access points would be acceptable principle. However, a detailed design would need to take place through a highways agreement and include making good of redundant access along the site frontage and potential footway widening. These will need to be secured through a Section 106 agreement.

12.8 The proposal accommodates appropriate provision for servicing.

12.9 Based on the above, the access and trip generation would be acceptable.

12.10 *Parking:*

Part 3 of the Developer's Guide contains the following parking standards for new development in this location:

	Policy	Policy Requirement for 7,156m²	Proposed
B2 Industrial			
Car Spaces	Min. 1 to 50sqm	143	59
Lorry Spaces	Min. 1 to 500sqm	14	9
Cycle spaces	Min. 1 to 250sqm	29	20
B8 Warehousing			
Car Spaces	Min. 1 to 200sqm	36	59
Lorry Spaces	Min. 1 to 500sqm up to 2,000sqm, then 1 to 1,000sqm	14	9
Cycle spaces	Min. 1 to 500sqm	14	20

12.11 Jupiter House and Valerie House contained 24 car parking spaces. The application proposes a total of 59 parking spaces (including 2 x wheelchair accessible bays). Based on the above, if the proposal were to comprise entirely of B2 Industrial floor space, there would be a shortfall in parking of 84 car parking spaces compared to guidance set out in the Developers Guide. However, a parking demand assessment has been submitted which estimates 54 – 58 vehicles will be parked on site based on the square floor area and survey data from similar B2 and B8 industrial sites. The local highway authority is satisfied this demonstrates enough parking is proposed in this location to prevent local road safety or operational reasons while also not overproviding.

12.12 The proposal does not meet the guidance for HGV parking however, the local highway authority has assessed this and based on the trip generation results, raised no objection in this regard.

12.13 Cycle parking comprising one secure store containing 20 spaces is proposed. The local highway authority has agreed this is acceptable, and details of the store should be secured by condition. It is noted that should a B2 use be implemented then there would be a shortfall of 9 cycle spaces. A condition should be imposed to ensure a further 9 cycle parking space are secured if a B2 use is implemented.

12.14 Based on the above, the parking on the site would be acceptable.

12.15 Conclusion:

Based on the above and having regard to the advice received from the local highway authority, the proposal is considered to be consistent with Core Policy 7 of the Local Development Framework Core Strategy and Policies T2, T8, EMP2 and EMP9 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework, subject to the completion for the section 106 to secure the requirement for the highways agreement (including new access and making good of redundant access along the site frontage), and Travel Plan Monitoring.

13.0 Air Quality

13.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 186 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

13.2 The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.

13.3 The site is not located within a designated Air Quality Management Area. There are a number of Air Quality Management Areas within the vicinity site, both within Slough and within the neighbouring boroughs of Spelthorne and Hillingdon. An air quality assessment has been submitted which includes both the operational phase and the construction phase dust impacts and road traffic emissions.

13.4 The submitted air quality assessment concludes the traffic emissions during the operational phase would have no greater than a negligible impact on sensitive receptors (1% or less change in concentration relative to air quality assessment level). This is in accordance with the Institute of Air Quality Management Guidance. The proposal would not result in any exceedances of the relevant air quality objectives.

- 13.5 The submitted air quality assessment includes an assessment on dust emissions as a result of the construction phase and recommends a detailed and comprehensive mitigation strategy.
- 13.6 The Council's Environmental Quality Officer has reviewed the submitted air quality assessment and has agreed the proposal would have acceptable impacts on air quality. This subject to securing the following mitigation by condition and where appropriate the section 106:
- Securing the proposed 6 Electric Vehicle charging units to serve 12 parking spaces by condition
 - Securing a Construction Environmental Management Plan (CEMP) by condition to include noise mitigation, working hours incl. deliveries, control of surface water run off, appropriate hoarding, method of piling, non-road mobile machinery controls in line with table 10 of the LES Technical Report and all construction vehicles shall meet a minimum Euro 6/VI Emission Standard.
 - Securing the submitted the Method Statement Dust Mitigation Strategy
 - All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report, secured by condition
 - The Travel Plan shall be monitored (via an obligation within the section 106).
- 13.7 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

14.0 Surface water drainage

- 14.1 Paragraph 169 of the National Planning Policy Framework requires major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.
- 14.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 14.3 The application includes a drainage strategy which sets out the general principles for SuDs surface water drainage system for the proposal. This has been assessed by the Lead Local Flood Authority who agree the strategy is acceptable; and have recommended a condition to secure the detailed design.
- 14.4 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

15.0 Contamination

Paragraphs 183 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. This is reflected in Core Policy 8 of the Core Strategy.

- 15.1 The site is identified as being at risk of contamination. The Council's contaminated land officer has assessed the submitted environmental reports which have identified significant groundwater contamination in the north of the site. An option of remediation strategies are proposed which the Council's contaminated land officer has confirmed are all acceptable. A validation report is required to confirm the remediation has been carried out in accordance with the agreed details. This is secured by condition.
- 15.2 Based on the above, the proposal would comply with Core Policy 9 of the Core Strategy, and the requirements of the National Planning Policy Framework.

16.0 Impact on biodiversity and ecology

- 16.1 Paragraph 174 of the National Planning Policy Framework requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 16.2 The application site does not fall within a designated Special Protection Areas, Special Areas of Conservation or Site of Special Scientific Interest and is not an agricultural building or barn. Approximately 120m to the south is the Wraysbury Reservoir Site of Special Scientific Interest and approximately 250m to the south-east is the Staines Moor Site of Special Scientific Interest.
- 16.3 The site sits within an Impact Risk Zone in relation to the Wraysbury Reservoir SSSI. The conservation objectives for the Wraysbury SSSI are to maintain and where required restore a number of bird species (wintering Cormorants including *Phalacrocorax carbo*, Great Crested Grebe *Podiceps cristatus* and Shoveler) of with particular reference to open water and surrounding marginal habitats. The Wraysbury Reservoir Impact Risk Zone scopes the types of developments which may affect the SSSI to:
- 'Large non residential developments outside existing settlements/urban areas where net additional gross internal floorspace is more than 1,000m² or footprint exceeds 0.2ha.'
 - 'Large infrastructure such as warehousing / industry where net additional gross internal floorspace is more than 1,000m² or any development needing its own water supply'
- 16.4 The proposal is within an existing settlement and the net additional floorspace would exceed 1,000 square metres and would need its own water supply. The submitted ecology report notes the site being developed on existing urban land that has already been developed on and therefore the criteria of any of the categories of development for the risk to the Wraysbury reservoir SSSI is minimal. Thames Water have confirmed sufficient capacity is available to serve the development from the existing mains provision. As such no adverse effects would be anticipated in terms of water supply on offsite designations.

- 16.5 The Ecology Report asserts the proposal would be unlikely to cause adverse effects on the local ecology, when considering in the context of the existing use and neighbouring uses within an existing industrial estate and the statutory designations in the surrounding area.
- 16.6 Natural England have commented on the previous application (ref. P/09811/001) and stated that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. No comments have been received with regard to this application which is for similar uses.
- 16.7 In terms of on-site habitats, the existing site largely comprises existing vacant buildings and hardstanding, with small areas of planting / trees / shrubs. An ecological survey was carried out in March 2023 by the Applicant's Ecologist. No protected or notable species or habitats were observed. It is anticipated that the proposals would not result in the loss of any notable species or habitats at the site. It is therefore concluded the proposals would have a negligible impact on the ecology within the area. However, the Applicant's Ecologist does acknowledge that there is some potential for bird nesting at the site and has recommended the clearance of the potential nesting habitat does not take place during the bird-nesting season unless first being checked by an experienced ecologist, immediately prior to its removal. This should be secured by condition.
- 16.8 The proposed landscaping within the site would provide net gains in biodiversity. As assessment has been carried using the Defra Metric (v4.0), which has concluded 121% uplift in habitat units and a 100% uplift in hedgerow units.
- 16.9 Based on the above, the proposal would satisfy Core Policy 9 of the Core Strategy and the National Planning Policy Framework.

17.0 Flood risk

- 17.1 Small parts of the application site located in the south and southeast fall within Flood Zone 2 and 3 meaning there is a medium and high risk of fluvial flooding in these areas.
- 17.2 Paragraph 159 of the National Planning Policy Framework requires inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, making it safe without increasing flood risk elsewhere.
- 17.3 *Sequential Test:*

The proposed building would be sited outside of Flood Zones 2 and 3. Some engineering operations are proposed to create the access that would be sited within Flood Zones 2 and 3. However it is noted the levels would not be raised to accommodate this. As such, the proposal has used a sequential based approach within the application site to locate the parts of development which affect Flood Zones 2 and 3 to within a Flood Zone 1. This is considered a pragmatic approach

which appropriately directs development away from areas at highest risk of flooding.

17.4 *Exception Test:*

In accordance with the National Planning Policy Guidance, as the proposal is classed as 'less vulnerable', the exception test is not required.

17.5 *Paragraph 167 of the National Planning Policy Framework:*

Paragraph 167 of the National Planning Policy Framework states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed;
- e) and safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

17.6 The submitted flood risk assessment asserts that as the proposed building is located outside of Flood Zones 2 & 3, and given the ground levels within Flood Zones 2 & 3 would not be raised, the proposal would not increase flood risk elsewhere. This will need to be agreed by the Environment Agency.

17.7 The remaining parts of paragraph 167 are assessed in sequence below:

- a) As noted above the proposal is classed as 'less vulnerable', the vast majority of which, including the building itself, would be located in the lowest flood-risk area. Small parts of the access would be located within Flood Zones 2 & 3. Having regard to the position of the building outside of the higher risk areas, the location of the proposed accesses could not be notably repositioned outside of the flood zones 2 & 3. As such, overriding reason apply in this case.
- b) The proposed building would be located in within flood zone 1 and therefore flood resistant and resilient measures would not apply.
- c) As noted within the surface water drainage section, the proposal incorporates sustainable drainage systems.
- d) It is not envisioned that Flood risk would not be increased elsewhere (Environment Agency to confirm). The building would be located in flood zone 1. There is no adverse change in ground levels within the higher risk

areas. As such no residual risks are identified.

- e) The building would be located outside of Flood Zones 2 & 3. Parts of the hardstanding access areas would be sited in small areas of Flood Zones 2 & 3. These are transient areas where people will not be habiting. In the event of a flood, large areas of dry refuge are available within the site to the north and on the public footway to the west.

17.8 The Environment Agency who are a statutory consultee, have not responded to the local planning authority's consultation request. It is therefore recommended that should any matters raised by the Environment Agency are delegated back to planning officers to address.

17.9 Based on the above and subject to receiving a response from the Environment Agency and addressing any issues raised, the application would comply with the National Planning Policy Framework.

18.0 Sustainable Design and Construction

18.1 Core Policy 8 of the Core Strategy seeks to minimise the consumption and unnecessary use of energy; generate energy from renewable resources; and incorporate sustainable design and construction techniques. Paragraph 7.159 states proposals for non-residential development should achieve a BREEAM rating of "very good" or "excellent".

18.2 The Developers Guide Part 2 expects commercial development of 1,000 sqm or more to achieve low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L). Proposal for less than 10,000 sqm or more are expected to achieve a BREEAM rating of very good.

18.3 The application has been submitted with an Energy Statement which proposes to achieve a 33% reduction in carbon emissions achieved by PV and solar thermal Panels. A BREEAM pre assessment has been undertaken which predicts an 'Excellent' rating. The proposal would therefore exceed requirements set out in the Developers Guide. Conditions are included to ensure are submitted before occupation.

18.4 Based on the above, the proposal would satisfy Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

19.0 Impact on Minerals and Waste

Surrey County Council as the Minerals and Waste Planning Authority have commented that they raise no objection to the proposed development subject to a number of matters being addressed. These are listed below, followed by an assessment by the Case Officer:

- Slough Borough Council being satisfied that the design of the proposed development gives sufficient consideration to and incorporates appropriate measures to ensure that it would not prejudice the operation or future

development of the existing mineral working and waste management facility at Hithermoor Quarry, Leylands Lane, Stanwell TW19 6AZ in accordance with Policy MC6 of the SMP and Paragraph 187 of the NPPF.

- Slough Borough Council being satisfied that the design of the development gives appropriate consideration to the MSA in proximity to the application site, and the prospect that these may be worked in the future, in order to prevent indirect sterilisation of the mineral resource in accordance with Policy MC6 of the SMP.

Case officer response: Hithermoor Quarry is located circa 700m to the southeast on the opposite side of the M25. The proposal is set away a sufficient distance to prevent any impact. As noted within this planning assessment, the traffic generation is considered to be acceptable.

- The Minerals and Waste Planning Authority recommend the imposition of a planning condition on any consent issued requiring the submission of a waste management plan to Slough Borough Council for approval prior to the commencement of the development. This plan should demonstrate that Construction, Demolition and Excavation Waste generated as a result of the development is limited to the minimum quantity necessary; and opportunities for re-use and recycling of Construction, Demolition and Excavation Waste is maximised in accordance with Policy 4 of the SWLP.

Case officer response: a waste management plan is added to the list of conditions. This will not include demolition waste as the precious buildings on the site have been demolished via the previous permissions (ref. P/09881/002).

- Slough Borough Council being satisfied that the development includes adequate facilities for waste storage and recycling during its operational phase, and that adequate controls exist to ensure that waste storage and recycling is maintained and managed for the life of the development, in accordance with Policy 4 of the SWLP

Case officer response: appropriate waste storage / recycling facilities are provided within the site. These are secured by condition and will be required to be retained for the lifetime of the development.

20.0 Section 106 Requirements

20.1 A Section 106 will be required for the following:

- a) To enter into a highways agreement for the highway works
- b) Dedication of private land as public highway if required by the Local Highway Authority
- c) To secure and monitor the travel plan

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

20.2 Based on the information assessed, such obligations are required to ensure the proposal would have acceptable impacts on the highway network in order to comply with Core Policy 7 of the Local Development Framework Core Strategy and Policies T2, T8, EMP2 and EMP9 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework. The obligations would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

21.0 Equalities Considerations

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

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

21.2 The proposal would provide a new employment facility that would provide employments opportunities. 2no. Wheelchair accessible parking spaces are proposed which is consistent with the Manual for Streets guidance. Wheelchair access from these spaces up to the main entrance can be achieved via the connecting footway where the door sets and internal corridors are appropriately sized for wheelchair accessibility. At ground floor a wheelchair accessible W.Cs. and showers. A lift to first floor is provided.

21.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.

21.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

22.0 Presumption in favour of sustainable development

22.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The report identifies that the proposal would comply with all of the relevant policies in the Development Plan. The proposal would comply with the Development Plan and the NPPF when considered as a whole and should therefore be regarded as sustainable development. As such, the application is recommended for approval subject to conditions and completion of the section 106 agreement.

23.0 PART C: RECOMMENDATION

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

A) For approval subject to:-

- 1) receiving the consultation from the Environment Agency and addressing any issues raised that would not result in any substantive changes to the proposal;
- 2) the satisfactory completion of a Section 106 to secure the following:
 - a) To enter into a highways agreement for the highway works
 - b) Dedication of private land as public highway if required by the Local Highway Authority
 - c) To secure and monitor the travel plan
- 3) agreement of the pre-commencement conditions with the applicant/agent;
- 4) finalising conditions; and any other minor changes.

B) To return the application to the Planning Committee in the event that addressing any issues raised by the Environment Agency would result in any substantive changes to the proposal.

C) Refuse the application if the above have not been finalised by 19 March 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

21.0 PART D: LIST CONDITIONS AND INFORMATIVES

Not yet finalised or agreed with the agent

1. Commence within three years

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

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

2. Approved plans

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

- a) Drawing No. 0504 Rev P1; Dated 11/04/2023; Rec'd 27/04/2023
- b) Drawing No. 0601 Rev P13; Dated 11/07/2023; Rec'd 27/04/2023
- c) Drawing No. 1001 Rev P3; Dated 11/04/2023; Rec'd 27/04/2023
- d) Drawing No. 1003 Rev P2; Dated 11/04/2023; Rec'd 27/04/2023
- e) Drawing No. 1101 Rev P2; Dated 11/04/2023; Rec'd 27/04/2023
- f) Drawing No. 1102 Rev P2; Dated 11/04/2023; Rec'd 27/04/2023
- g) Drawing No. 1301 Rev P3; Dated 11/04/2023; Rec'd 27/04/2023
- h) Drawing No. 1002 Rev P3; Dated 11/04/2023; Rec'd 27/04/2023
- i) Drawing No. 0703 Rev P2; Dated 11/04/2023; Rec'd 27/04/2023
- j) Drawing No. 0704 Rev P3; Dated 07/07/2023; Rec'd 17/07/2023
- k) Drawing No. 0706 Rev P2; Dated 11/04/2023; Rec'd 27/04/2023

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

3. Ecology

The development hereby approved shall be carried out in accordance with the paragraphs 5.3.2. & 5.3.3. of the Ecological Assessment by Ecology Solutions (ref. 11329.EcoAss.vf1); Dated April 2023; Rec'd 27/04/2023.

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2021.

4. Contamination

The development hereby approved shall be carried out in accordance with the following:

- a) Phase I Environmental Assessment (Project No. 7010678), dated 11th October 2022, and prepared by WSP UK Ltd.
- b) Outline Remediation Strategy (Ref. No. 70106611-ORS), dated June 2023, and prepared by WSP UK Ltd.

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

5. Contamination Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Outline Remediation Strategy (Ref. No. 70106611-ORS), dated June 2023, and prepared by WSP UK Ltd shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy 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.

6. Surface Water Drainage

Before any above ground works commence a detailed design of surface water drainage scheme for the site pursuant to the submitted flood risk assessment and based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed, maintained and retained thereafter.

The scheme shall include:

- i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures
- ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for

urban creep.

iii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.

iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.

v) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON: To reduce the risk of flooding both on and off site in accordance with Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

7. Drainage maintenance

No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter.

Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including access points, maintenance access easements and outfalls.

Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.

Details of expected design life of all assets with a schedule of when replacement assets may be required.

REASON: To reduce the risk of flooding both on and off site in accordance with Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

8. Drainage Verification Report

No occupation or first use shall take place until the Verification Report for the installed surface water drainage system for the site based on the Flood Risk Assessment & Drainage Strategy Report Issue No. 3; Dated 19/04/2023 has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority The report shall include:

The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) Any As-Built Drawings and accompanying photos
- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

The approved details shall be implemented prior to first occupation, maintained and retained thereafter.

REASON To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework 2021.

9. Submission of construction waste measures

No development shall commence until a waste management plan for the construction phase has been submitted to and approved in writing by the Local Planning Authority. The waste management plan shall include measures to:

- a) Minimise, re-use and re-cycle waste and materials
- b) Dispose of unavoidable waste in an environmentally acceptable manner

The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

10. Construction Traffic Management Plan

Prior to any construction works (excluding demolition) taking place a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- a) A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
- b) Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.

- c) Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
- d) Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
- e) Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
- f) Details of dust control measures and wheel washing facilities to be provided on site.
- g) Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location: <https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.

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

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

11. Working Method Statement

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

- a) Control of noise
- b) Control of dust as set out in the Air Quality Assessment, Rev 4.0; by BWB; Dated 18/04/2013
- c) Control of water run-off
- d) Appropriate hoarding to site boundaries
- e) Proposed method of piling for foundations
- f) Construction working hours between 08:00 - 18:00 hrs Monday to Friday, 09:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays

The development hereby permitted shall thereafter be carried out in accordance with the approved Working Method Statement.

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

12. Samples of materials

Prior to any construction works above ground floor slab taking place, a virtual materials pallet (including, reference to manufacturer, specification details, rust proofing, and positioning on building) to be used in the construction of external

envelope, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved.

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

13. Cycle Parking

The development hereby approved shall not be occupied until the following details of the secure cycle storage are submitted to and approved the Local Planning Authority:

- In the event of the building being used for storage and distribution purposes (use class B8); details 20 cycle parking spaces pursuant to the cycle storage shown on the approved plans, or;
- In the event of the building being used for Industrial purposes (use class B2); details 29 cycle parking spaces within a secure and covered store.

The approved cycle stores shall then be fully completed prior to first use/occupation and shall be retained thereafter.

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

14. Energy Strategy

No part of the development shall be occupied until details pursuant to the Energy Statement for Planning, Rev F; by CPW; Dated 15/06/2023 of the location, quantity and performance of PV Panels and Solar Thermal Panels, to achieve at least 33 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).

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

REASON In the interest of sustainable development in particular reducing carbon emissions and to ensure the proposal would align with Heathrow Safeguarding requirements in accordance with policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

15. Noise mitigation

No part of the development shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority:

- a) Acoustic barrier pursuant to Figure 2 of the Response to Environmental Health Comments – Noise, Rev p01; Ref. 232244_CR_001; Dated 07/07/2023
- b) Method of noise monitoring and recording of results during operation to proactively control noise levels in accordance with those set out in the Response to Environmental Health Comments – Noise, Rev p01; Ref. 232244_CR_001; Dated 07/07/2023

The acoustic barrier shall be fully installed in accordance with the approved details prior to first use/occupation of the development hereby approved and be retained in good working order at all times in the future.

The approved noise monitoring shall be carried in accordance with the approved details for the lifetime of the development hereby approved. Full details and copies of the monitoring results shall be made available upon request from the Council.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

16. Operational Management Plan

Prior to the first occupation of development hereby permitted an Operational Management Plan (OMP) shall be submitted and approved in writing by the Local Planning Authority (in consultation with National Highways). The OMP will include measures to minimise operational vehicle movements during peak periods.

Reason: To minimise any adverse impact from the development on the M25 Motorway and to ensure that it continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

17. Sustainable Development Design Stage Certificate

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

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

18. Sustainable Development Post-Construction Review Certificate

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

Authority.

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

19. Plant

Prior to the installation of any plant, full specification details including any attenuation demonstrating compliance with the assumptions set out in the Noise Impact Assessment Rev 4; Ref. XXX-BWB-ZZ-ZZ-RP-YA-0001_NIA_S1_P04; Dated 19/04/2023 shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be fully installed prior to first use/occupation of the development hereby approved and be retained in good working order at all times in the future.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework 2021.

20. Boundary treatment

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.

21. EV Charging

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

Underground ducting and cable provision to provide a passive supply for the remaining car parking spaces shall be installed prior to first occupation.

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

22. Landscaping and net gains in biodiversity.

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

a) Drawing No. 1000 Rev 04; Dated 11/07/2023; Rec'd 12/07/2023

Following the implementation of the above landscaping scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority. The landscaping scheme shall thereafter be permanently retained for the stated purposes of net gains in biodiversity.

REASON In the interests of the visual amenity of the area and to provide net gains in biodiversity in accordance with Core Policy 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

23. Landscape management plan

The development hereby approved shall be carried out in accordance with the Landscape and Ecological Management Plan by Stephenson Halliday; Dated 31/03/2023 for the lifetime of the development.

REASON To ensure the long term retention of landscaping within the development and to provide net gains in biodiversity in accordance with Core Policy 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

24. External Site Lighting

No lighting shall be provided at the site other than in accordance with the external lighting scheme set out External Lighting Report Rev P03 by CPW; Dated 18/04/2023.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

25. Vehicle access gates

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

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

26. Ancillary offices

The offices hereby permitted shall be used ancillary to the main use only and shall at no time be used as independent offices falling within and E(g)(i) of 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) 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.

27. No change of use

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

REASON In order protect the amenities of the area and to ensure an appropriate use within a defined business area comply with Core Policies 5 and 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

28. No change of use to residential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), the land uses hereby permitted falling within B2 and / or 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.

29. No additional floor space

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

REASON: In the interest of ensuring there is adequate parking provision for the proposed B8 and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

30. Facilities

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

REASON: To facilitate sustainable modes of travel to the development hereby permitted such as walking, cycling, jogging and thereby reducing travel by car in accordance with Core Policies 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

31. Gas-fired boilers emissions

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

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

REASON to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2021.

32. Parking

The car parking spaces, loading bays, roadways, and manoeuvring areas as shown on the approved plans shall be provided prior to first use/occupation of the development hereby approved and be retained at all times in the future for such

purposes.

REASON: To ensure that adequate on-site parking provision, access, and manoeuvring space is available to serve the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework 2021.

33. Bin Store

The bin store as shown on the approved plans shall be provided prior to first use/occupation of the development hereby approved and be retained at all times in the future for such purposes.

REASON: To ensure that adequate on-site parking provision, access, and manoeuvring space is available to serve the development in accordance with Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework 2021.

34. Access

The means of access pursuant to the approved plans and as agreed through a highways agreement with the Local Highway Authority shall be fully completed prior to first occupation of the development hereby approved.

REASON: To ensure that adequate access, is available to serve the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework 2021.

35. Forklift Restriction

During the operational phase and for the lifetime of the development, no more than one forklift shall be in operation at any one time during the night time (23:00 - 07:00hrs) and weekends.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. The Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local

Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

2. Planning Obligations

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

3. Highways:

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

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

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

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

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

4. Soakaways:

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

5. Thames Water:

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

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

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

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

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

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

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

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

6. Aircraft Safeguarding

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

