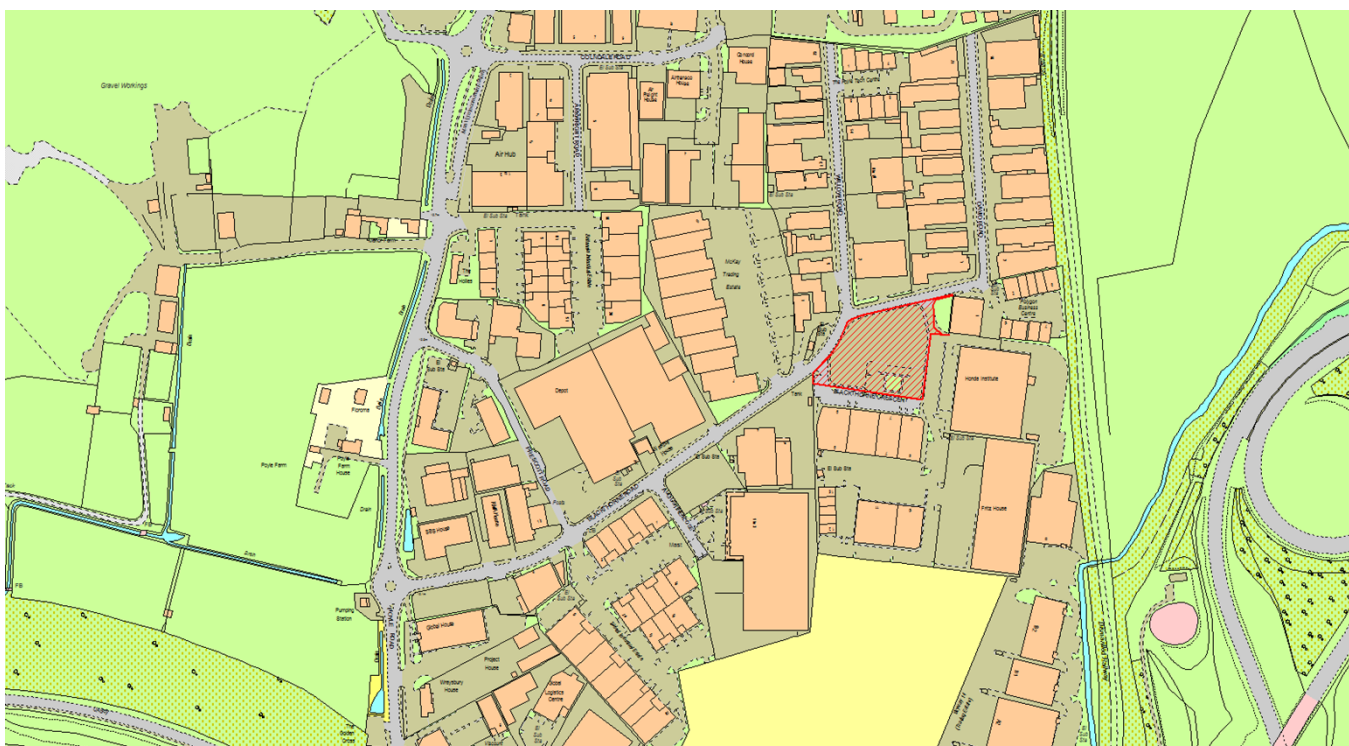


| | | | |
|--------------------|---|-------------------|----------------------|
| Registration Date: | 03-Mar-2017 | Application No: | P/09881/007 |
| Officer: | Christian Morrone | Ward: | Colnbrook-with-Poyle |
| Applicant: | Mr. Fraser Green, AIPUT Industrial GP Ltd | Application Type: | Major |
| | | 13 Week Date: | 2 June 2017 |
| Agent: | Mr. Nicholas Chrispin, Chapman Taylor LLP Chapman Taylor, 10, Eastbourne Terrace, Marylebone, W2 6LG | | |
| Location: | Unit 3, Blackthorne Road, Slough, SL3 0DA | | |
| Proposal: | Construction of a new industrial unit for uses falling within B1c, B2, and storage and distribution (B8) with associate loading yard, car parking, and landscaping. The application also includes vehicular access, the widening of Blackthorne Road, widening of the corner junction by the application site, and other associate highway works. | | |

Recommendation: Delegate to Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to revised plans to address highway issues, consideration of any requirements from the Lead Local Flood Authority, Thames Water, Environment Agency, Contaminated Land Officer, Heathrow Safeguarding, finalising conditions and satisfactory completion of Section 106 Agreement.

1.2 Under the current constitution this application is being brought to Committee for decision as it is a major planning application.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the construction of a new two storey building to accommodate a warehouse for industrial manufacturing storage, and distribution unit with ancillary offices, a loading yard, and car parking. The internal floor areas have been allocated as follow:

| | B1c, B2, B8 | Ancillary Offices |
|-------------------|-------------|-------------------|
| Ground floor: | 2,324sqm | 52sqm |
| Fisrt Floor: | 0 | 337sqm |
| Total: (2,865sqm) | 2,324sqm | 389sqm |

The external areas of the site would accommodate:

- 3no. lorry loading bays
- 2no. additional lorry parking bays
- 28no. car parking spaces (including 2no. disabled bays)
- 8no cycle spaces (covered and secure)
- Landscaping

2.2 The application has been submitted on behalf of AIPUT who specialise in owning and managing warehouses at major UK Airports. The future occupier is yet to be secured, so the specific industrial and manufacturing processes can not be identified.

2.3 The application also includes vehicular access, the widening of Blackthorne Road, widening of the corner junction by the application site, and other associate highway works.

3.0 **Application Site**

- 3.1 The application site is located on the south/ east side of Blackthorne Road and is bordered along its southern and eastern boundaries by Blackthorne Crescent. It is essentially an island site within an existing industrial/ business park. The site is located in the centre of the Poyle Industrial Estate.
- 3.2 The site was formerly occupied by 5 no. two storey industrial units which had planning permission for Use Class B1(a) / B1(b) (offices, research and development). The units were arranged in a crescent formation and positioned toward the Blackthorne Road frontage (northern and western boundaries). A large area of parking which served the units was located to the rear of the buildings with access from Blackthorne Crescent. The buildings are now demolished and the site enclosed by hoardings.
- 3.3 The site is located within the Poyle Estate which is an Existing Business Area as identified in the Adopted Local Plan. The estate is characterised by predominantly medium to large one and two storey industrial buildings, the majority of which were built between 1970 and 1990. The site is located just outside the flood zones 2 and 3 as identified on the Flood Zone map, March 2008, but is located within the HSE consultation zones for a nearby major hazard site (Aarque Systems Ltd, Bowles House, Blackthorne Road, Colnbrook)..

4.0 **Site History**

- 4.1 P/09881/005 CONTINUING USE OF LAND FOR CAR PARKING FOR A FURTHER PERIOD OF 6 MONTHS.
Refused; Informatives 27-Jan-2014
- P/09881/004 APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE EXTANT PLANNING PERMISSION REFERENCE P/09881/003 DATED 9TH APRIL 2009 FOR: DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND REDEVELOPMENT TO PROVIDE A SINGLE INDUSTRIAL BUILDING FOR USE WITHIN CLASSES B1 (C) /B2/B8 USE (LIGHT INDUSTRIAL/GENERAL INDUSTRIAL/STORAGE AND DISTRIBUTION) WITH ANCILLARY OFFICES, SERVICING AREAS, CAR PARKING, REFUSE STORAGE AND LANDSCAPING
Approved with Conditions; Informatives 25-Apr-2013
- P/09881/003 DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND REDEVELOPMENT TO PROVIDE A SINGLE INDUSTRIAL BUILDING FOR USE WITHIN CLASSES B1 (C) / B2/ B8 USE (LIGHT INDUSTRIAL/GENERAL INDUSTRIAL/STORAGE

AND DISTRIBUTION) WITH ANCILLARY OFFICES,
SERVICING AREAS, CAR PARKING, REFUSE STORAGE
AND LANDSCAPING

Approved with Conditions; Informatives 09-Apr-2009

5.0 **Neighbour Notification**

5.1 1 WILLOW ROAD, POYLE TRADING ESTATE, COLNBROOK.BUCKS.,
BLACKTHORNE HOUSE, BLACKTHORNE ROAD, COLNBROOK, SLOUGH,
BERKSHIRE, SL3 0QU, UNIT 8-9, BLACKTHORNE CRESCENT,
COLNBROOK, SLOUGH, BERKSHIRE, SL3 0QR, Newmec Combi,
Blackthorne Road, Colnbrook, Slough, SL3 0AL, Unit 1, Willow Road,
Blackthorne Road, Poyle Trading Estate, Colnbrook, Honda Institute,
Blackthorne Road, Colnbrook, Slough, SL3 0DA, Norsk European Wholesale
Ltd, 2, Willow Road, Colnbrook, Slough, SL3 0BS, N F T Logistics Ltd, David
House, 1, David Road, Colnbrook, Slough, SL3 0DB, Connexion World
Cargo, 1-2, Mckay Trading Estate, Blackthorne Road, Colnbrook, Slough, SL3
0AH, Warehouse rear of, 2, Willow Road, Poyle, Slough, SL3 0BS, Modulas
House, Blackthorne Road, Poyle, Slough, SL3 0DQ, In Time Wholesale
Express Limited, 1, David Road, Poyle, Slough, SL3 0DB, Units 6 and 7 ,
Blackthorne Crescent, Poyle, Slough, SL3 0QR, Telecommunications mast at
Southern Electricity Sub Station, Blackthorne Road, Poyle, Slough, Unit B,
Blackthorne House, Blackthorne Road, Poyle, Slough, SL3 0QU, Unit A,
Blackthorne House, Blackthorne Road, Poyle, Slough, SL3 0QU, Scan
House, 3, Willow Road, Poyle, Slough, SL3 0DA

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

6.0 **Consultations**

6.1 **Local Highway Authority**

Scope of Assessment

- The Gross External Floor area is 2,865m²;
- A Transport Statement has been provided.

Service Yard Access

- The proposed access is directly onto Blackthorne Road, which is not ideal in this location, but is considered acceptable;
- Usually a site access of this size would be required to have visibility splays of 2.4m x 43m in accordance with Manual for Streets guidance, however a previous expired consent was granted on the basis of visibility splays of 2.4m x 33m in both directions;
- In respect of this application, the proposed visibility splays are 2.4m x 37m to the west and 2.4m a 30m to the east, which is considered acceptable;
- The fence-line and the sliding gate which is set behind does seem to conflict with the 2.4m distance and therefore some minor adjustments

to the positioning of the fence and gates is required to ensure the visibility splays are achieved;

- Pedestrian visibility splays of 2.4m x 2.4m required either side of the access. This is currently not shown on the drawings, but is achievable and therefore the plans can be amended and will therefore be secured by condition. These should be measured into the site from the back of the footway, in front of which no obstructions exceeding 600mm in height is to be permitted;
- It is proposed that the main site access will be provided as a vehicle crossover, this is not appropriate given the weight of vehicles using it and therefore it should be provided as a reinforced bell-mouth junction with the kerb-line extending back into the site, although level with the yard surface. The detail of this will need to be agreed as part of the highway schedule.

Gates

- It is noted that the main access will have security gates (sliding gates). Many of the sites in this area are operated as secure sites, as this development is widening the road to allow 2 HGVs to pass each other then it is considered acceptable that the security gates are likely to be closed while the site is operating.

Western Car Park Access

- The existing west end of Blackthorne Crescent which is an unadopted estate road will be closed to through traffic and given over to parking for the proposed unit. This will result in all estate traffic using the single entrance to the east, which is acceptable.
- The access to the car park, which is currently in the form of a bell-mouth is proposed to be reduced in size, which is welcomed, but this should go further to convert it to a vehicle crossover i.e. where pedestrians have priority, as it is proposed to serve only 7 parking spaces.
- The footway width should be maintained at a minimum of 2m. Visibility splays of 2.4m x 43m can be achieved in both directions from this access and this should be covered by condition.
- A barrier control is proposed at this access, set 4.2m within the site. The vehicle barrier should be set back 6m from the back edge of the footway, as the drawing currently shows it closer to the highway meaning that pedestrians would have to walk into the road to pass a vehicle waiting at the barrier, which is not acceptable from a highway safety perspective. This will need to be covered by condition.
- Pedestrian visibility splays of 2.4m x 2.4m will be required which may influence the type of vegetation proposed.

Realignment of Blackthorne Road

- Blackthorne Road outside of the proposed access is proposed to be widened from 5m to up to 8.17m to allow for an HGV waiting to access the site to pass another HGV and maintain traffic flow. Blackthorne

Road is protected by double yellow lines in this location so vehicles waiting to access the site can only be for a short period of time;

- The footway along the northern and eastern boundaries of the site and along the east side of Blackthorne Road should be a minimum width of 2m and therefore the existing footways require some widening;
- The priority junction of Blackthorne Road/Blackthorne Road to the east of the site is proposed to be widened and realigned. It is intended to improve vehicle access turning, and will provide opportunity to rebuild the collapsed drain to reduce the incidence of flooding. This widening is acceptable however the realigned boundary of the site obstructs the forward sight-line of the proposed pedestrian crossing of the widened Blackthorne Road junction. Where the letter A is shown on the drawing circa 16m to the south of the existing kerb-line this section of the boundary fence cannot extend this far. It must be brought back to the boundary of the existing carriageway.
- The proposed widened priority junction does appear too wide at 25m (maximum distance) and therefore the developer should re-consider its width at detailed design stage to reduce the crossing distance for pedestrians and place unnecessary maintenance costs on the local highway authority. Tracking drawings showing 16.5m long articulated HGVs manoeuvring in and out have not been provided as requested at pre-application stage.

Land North of Blackthorne Road

- There is a small part of the site that falls onto the north side of Blackthorne Road and this houses a landscaping area including a number of trees, which shields an electricity sub-station. It is proposed to increase the size of the sub-station and this will mean the loss of some trees.
- A number of trees already overhang the footway and therefore the local highway authority would welcome these trees being removed to prevent this from occurring in the future. Ideally the whole area would be landscaped, subject to comments from the Council's tree officer;
- The new sub-station proposed should not impinge on the forward visibility splay along Blackthorne Road. Drawings have not been provided as part of the submission to show the forward visibility splay, and these are required and are outstanding;
- The proposed location of the new sub-station impinges on the required visibility splay for the existing north-eastern access from the Arco site therefore the electricity sub-station cannot be located within the visibility splay and will need to be re-sited circa 5m further to the north, which is still within the applicant's control. So as currently proposed the electricity sub-station is unacceptable;
- The applicant will need to advise as to how the sub-station will be accessed from.

Accident Data

- A review of relevant accident data within 100m of the site has been obtained by the transport consultant from Crashmap for the 2013-15 three year period. This showed no accidents occurred within the area for the three year period.

Trip Generation

- The future tenant is unknown and therefore the application includes B1c, B2 and B8 use. It is for industrial warehouse accommodation with ancillary offices (in a split of 2,441sq.m. warehouse; 424sq.m. office).
- It is considered that B2 or B8 use could potentially generate quite a significant number of trips.
- The Transport Statement has included a trip generation assessment for the site for both B2 and B8 scenarios. This includes the morning and evening peak hour and daily vehicle and total person arrivals and departures.
- An assessment of trip generation has been undertaken by interrogating the TRICS database. Only 2 sites have been used to derive trip rates, which is a very small sample;
- The resulting trip rates and trips from the TRICS analysis are shown in the table below, based on the proposed 2,865m² floor area, rather than 2705m² that is presented in the TS. The peak hours selected are those with the highest trip rates for each respective land use.

B2 Industrial Use – Vehicle Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|----------------------------|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak (0600-0700) | 0.443 | 0.164 | 0.607 | 13 | 5 | 17 |
| PM Peak (1700-1800) | 0.088 | 0.414 | 0.502 | 3 | 12 | 14 |
| Daily Total | 2.274 | 2.069 | 4.343 | 65 | 59 | 124 |

B2 Industrial Use – Total Person Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|----------------------------|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak (0600-0700) | 2.672 | 0.098 | 2.77 | 77 | 3 | 79 |
| PM Peak (1700-1800) | 0.056 | 1.58 | 1.636 | 2 | 45 | 47 |
| Daily Total | 5.677 | 3.618 | 9.295 | 163 | 104 | 266 |

B8 Warehousing Use – Vehicle Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|--|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |

| | | | | | | |
|----------------------------|-------|-------|-------|----|----|-----|
| AM Peak (0800-0900) | 0.626 | 0.109 | 0.735 | 18 | 3 | 21 |
| PM Peak (1700-1800) | 0.213 | 0.62 | 0.833 | 6 | 18 | 24 |
| Daily Total | 3.254 | 3.048 | 6.302 | 93 | 87 | 181 |

B8 Warehousing Use – Total Person Trips

| | Trip Rates (per 100sqm) | | | Trips | | |
|----------------------------|-------------------------|------------|-------|----------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak (0800-0900) | 0.857 | 0.109 | 0.966 | 25 | 3 | 28 |
| PM Peak (1700-1800) | 0.231 | 0.821 | 1.052 | 7 | 24 | 30 |
| Daily Total | 4.162 | 3.67 | 7.832 | 119 | 105 | 224 |

- The above tables show that the total person trips are much higher for B2 use than B8 use, although the results show that the vehicle trips are not so different between each proposed use.
- I cannot accept that the proposed vehicle trip rates are accurate for a site that does not have good access to public transport and does not benefit from existing safe cycle routes to the site. The residential catchment area is limited therefore there is no evidence suggest that workers to this site will travel by any other means than by the private car;
- The site will operate 24 hours and therefore the trip rates have been under-estimated as the surveys of the other TRICS sites do not cover a full 24 hour period. The developer’s transport consultant has assumed that the trip rates derived from TRICS will be distributed across the operational hours, this is incorrect, there will be additional trips across those hours not covered by surveys;
- The TS includes the HGV trips and as expected these are higher for B8 use across the day;
- In summary, I conclude that the vehicle trips to the site by private car are likely to be under-estimated with a smaller under-estimation of the HGV trips.

HGV Routing

- HGVs will access/egress the site to/from the South, which is via the local road network connects to Junction 14 of the M25. Therefore, HGVs will not be permitted to pass through the village of Poyle, as agreed with the local highway authority. This routing agreement will be secured as part of the s106 agreement.

Car Parking

- The parking spaces provided are of the required dimensions;
- There are a total of 28 car parking spaces proposed as part of the scheme, 7 of which would be located separately and accessed from

the existing western access to Blackthorne Crescent, a further 6 accessed from Blackthorne Crescent and 15 sited within the main yard. The total provision includes 2 DDA accessible spaces;

- The Slough Developers Guide part 3 (<https://www.slough.gov.uk/downloads/developers-guide-part-3.pdf>) provides the parking standards for B2 and B8 developments in business areas. For B2 this is set at 1 space per 50m², and for B8 it is 1 space per 200m². This means that the number of parking spaces will be acceptable for B8 use but would need to increase to at least 57 spaces if it were to be B2 use;
- If it is to be B2 use the proposal would not be acceptable as it would not be compliant with policy. Whilst a case is put forward in the TS that assumes staff will travel by other means to the site, the case that this will happen is not well made within the TS;
- It is well known that the Trading Estate has limited accessibility to other modes of transport and hence why there have been in the past and continue to be so many existing parking problems on the Trading Estate.
- The TS states that there will be 72 inbound person trips on the 0600-0700 peak hour, presumably this is before the start of a shift, but oddly this accords to only 12 vehicle trips;
- Whilst reference is made in the TS to parking accumulation exercise this was not clearly set out for checking and therefore I have not considered it;
- There is plenty of evidence on the existing Poyle Trading Estate that demonstrates that there is a high demand from car based travel and as the B2 use class for sites can vary so much, and the parking requirement must be in line with parking policy.
- The local highway authority is already concerned that overflow parking could spill onto surrounding roads causing further unsafe parking on the wider Trading Estate, which would not be acceptable;
- It would appear that the site could accommodate another 7 spaces to the east of three HGV docks and if the applicant wants to resubmit a revised plans showing these for B1c and B2 uses then this will be taken into consideration;
- On the submitted basis there are 28 parking spaces and this is acceptable for B8 use;
- For B1c and B2 use the maximum proportion of the GFA for these uses classes is 900m² with the remainder of the floor area provided as B8 use. This should be secured by condition.
- Electric vehicle charging equipment shall be provided at one space per 1000m² of commercial floor space thus three spaces in accordance with IAQM guidance May 2015.

HGV Parking

- The loading yard will provide 5no. articulated HGVs parking spaces, 3 of which are docks to the building;
- HGV parking standards for B1c and B8 use is 1 space per 500m² up to

2,000m² and then 1 space per 1,000m². This site requires 5 spaces and the submitted drawings show 5 spaces;

- HGV parking for B2 use is 1 space 500m²;
- The service area has been assessed and vehicle swept path analysis, shows that a 16.5m articulated vehicle can enter and exit the site in forward gear;
- Provision of lorry driver WC and there should be a shower and refreshment facilities on-site. is a minimum requirement and should be covered by a condition;

Cycle Parking

- It is stated that covered and secure cycle parking will be provided for 8 bicycles. This is shown on the plans located close to the main entrance, on the western side of the development, and covered by natural surveillance. However, the shelter must be sited within a secure area, which it is not and this needs to be rectified by rotating the shelter 90 degrees so that shelter abuts boundary fence of the site. It can then be secured within a lockable area;
- In line with the standards within the Slough Developers Guide if the site were to be used for B2 or B8 then one cycle parking space per 500m² would need to be provided, which in this case would total 6 spaces. The proposed no. of racks is acceptable as is the spacing of stands are spaced 0.9m apart.
- There will also be a shower for those that commute by bicycle, however this is not shown on the plans and therefore will need to be covered by condition;

Refuse and Servicing

- Refuse and recycling waste will be stored within the unit and brought out into the yard for collection;

Recommendation

No highway objection is raised to the application, although the following changes should be made application together with the inclusion of the s106/s278 obligations, planning conditions and informatives. Required changes prior to determination:

- Relocate the electricity sub-station so it does not impact on the visibility splays from the Arco access including detailed forward and junction visibility drawings along Blackthorne Road demonstrating that the location of the electricity sub-station can be achieved without impact visibility;
- Provide details of where the sub-station is to be accessed from;
- Revise the site plan to realign the proposed site boundary on the east side of the development so it conforms to no further forward than the carriageway boundary;
- Amend the design of the service yard access to ensure visibility splays can be achieved when the gates are open;
- Set back the vehicle access barrier 6m at the western car park access;

- Amendments to the alignment, siting and security of the cycle parking;

The applicant may wish to submit a revised car park plan for additional spaces to the east side of the HGV docks for the B1c and B2 land uses if this works on a practical basis to increase the amount of floor area available for these 2 uses and therefore Condition 7 could be amended.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the transport, air quality and highways schedules.

The transport schedule includes:

- Contribution to amendment of any waiting restrictions in the vicinity of the site;
- Contribution to the stopping up of the southern part of Blackthorne Road;
- Routing plan for HGVs as part of the operational of the site to the site is to be via M25 J14. There shall be no access to the site via Bath Road and Poyle Road north of its junction with Mathisen Way;

Air Quality schedule or by way of condition:

- HGVs operating to and from the site should be a minimum of Euro 6 engines or the latest available engine type;
- Construction HGVs should be minimum of Euro 6 engines or the latest available engine type;

The highways schedule includes:

- Temporary access point;
- Installation of new access junction;
- Removal of existing bell-mouth junction and replacement with vehicle crossover at western access serving the 7 parking spaces;
- Reconstruct the footway fronting the application site;
- Reinstatement of redundant access points to standard to footway construction;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Widen the carriageway of Blackthorne Road to between 7.4m and 8.17m as shown on Drawing No. CTL BAL00(20)2004 Rev.09 and the junction of Blackthorne Road / David Road;
- Widen the footway along the section of Blackthorne Road from the western boundary of the site to the new proposed highway boundary on Blackthorne Road at the location of the existing gates on Blackthorne Road. The footway width will need to be wider than 2m on several sections to ensure adequate visibility at the main site access and on along the section of Blackthorne Road to the east of the site;
- Widen the carriageway of Blackthorne Road to the east of the site to create a larger junction with Blackthorne Road/David Road. At the

detailed design stage the proposed width of the realigned junction should be further considered as it is felt that this does not need to be as wide as proposed;

- Bollards capable of withstanding HGV impact along the footways of Blackthorne Road to prevent vehicle parking on the footways;
- Provide a 2m wide footway along the east side of Blackthorne Road between the end of the adopted highway and the junction bwith Blackthorne Road / David Road;
- Gully cleaning (nearest gullies around the site and site access);
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas;
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s);
- Stopping up of the redundant public highway as necessary;

Ideally the applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

The relevant conditions to support the Local Highway Authority's recommendation are included within the conditions section of this report.

Drainage Engineer

A full surface water drainage strategy including a layout and calculations will need to be provided for approval. The strategy should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer. Surface water discharge from the site will be restricted. Any Consent to Discharge Section 106 Agreement is to be enter with Thames Water who are to confirm their approval to the connection as well as the allowable discharge rates to be agreed with all parties including Slough Borough Council.

6.2 **Thames Water**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.3 **Lead Local Flood Authority**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.4 **Environment Agency**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.5 **Contaminated Land Officer**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.6 **Heathrow Safeguarding**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.7 **Berkshire Archaeology**

The richness and significance of the buried archaeological heritage of this landscape has been demonstrated by large scale excavations in the vicinity of Poyle.

Excavations in the early 2000s in advance of the construction of Terminal 5, Heathrow, revealed an extraordinary palimpsest of archaeological remains over an area in excess of 70 hectares. Notably part of the excavations took place within the former Perry Oaks sewage sludge works, where it might reasonably have been assumed that there would be minimal survival of buried remains but the excavations showed that even here buried remains survived.

The earliest evidence of human activity was a handful of pits which were dug in the 7th millennium BC. Later features included part of the Stanwell *cursus*, a rare and important prehistoric monument, other prehistoric monuments, and settlements and field systems constructed and used throughout most of the Bronze Age, Iron Age and Roman periods. A rare find was the discovery of a late Roman lead tank with Christian motifs, one of only around 20 found in Britain to date. Other excavations include those at Kingsmead Quarry, Horton, which revealed several Early Neolithic (4,200 – 3,500 BC) dwellings, the remains of some of the earliest domestic houses recorded in England, as well as extensive Bronze Age and Iron Age settlement and field systems. While to the west of Poyle 14, exploratory excavations at Berkyn Manor Farm revealed evidence for a Late Iron Age and Roman (200 BC – AD 400) settlement.

These excavations and other archaeological research have demonstrated the widespread survival, longevity and significance of prehistoric and later settlement, agricultural and burial on the gravel and brick earth terraces in this landscape. They demonstrate that this was one of the most intensively settled and farmed prehistoric landscapes in the region. This is counter-balanced by the extent of modern development, gravel extraction and infrastructure, much of which was undertaken prior to the 1990s with little or no archaeological monitoring, which has significantly diminished the extent of areas where important buried remains may still survive.

On this basis, it is recommended that, should this proposal be permitted, it is subject to a condition requiring a programme of archaeological work. This is in accordance with Paragraph 141 of the NPPF which states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this

evidence (and any archive generated) publicly accessible'. A condition has been recommended.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **National Planning Policy Framework (2012) and the Planning Practice Guidance**

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport

Chapter 1: Building a strong, competitive economy

Chapter 7: Requiring good design

Chapter 11: 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)

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping
- EN24 – Protection of Watercourses
- EMP2 – Criteria for Business Developments
- EMP9 – Poyle Estate
- T2 - Parking

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS
Self Assessment Checklist

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 Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

7.2 The planning considerations for this proposal are:

- Principle of the redevelopment/ change of use
- Design and Appearance
- Impact on the working conditions of adjoining industrial units
- Traffic and Highways Implications
- Drainage Implications
- Land Contamination
- Health and Safety

8.0 **Principle of redevelopment / change of use**

8.1 The proposal is for the redevelopment of the site to form a single industrial building of Classes B1(c)/B2/B8 with ancillary offices, service areas, car parking and landscaping. Demolition of the 5 no. B1(a) offices has already taken place after a long period of vacancy.

8.2 The proposal to redevelop from 5 no. B1(a) units to 1 large multi-use industrial unit within the existing Poyle Estate business area is supported in principle by Policy EMP9 (Poyle Estate) of the Local Plan, which states "*B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road estate, Galleymead Road and the Poyle estate. Additional independent B1(a) office floor space will not be permitted in this location*". The proposal is also consistent with Policy EMP2 (Criteria for Business Developments) of the Local Plan which requires that "*g) the proposal would not significantly reduce the variety and range of business premises*". The proposal, through the proposed change of use and increase in floor space, will increase the flexibility of the use of this site and therefore enhance the offer of industrial facilities within the Poyle Estate and contribute to the long term improvement of the Estate. It will also make better use of an existing under utilised employment site with the creation of 40 new jobs. Lastly, the proposal is supported in principle by Policy CP5 (Employment) of the Core Strategy which seeks that "*The location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy. Intensive employment generating*

uses such as B1(a) offices be located in the town centre in accordance with the spatial strategy”; and “Major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road”.

8.3 The Spatial Vision of the Slough Local Development Framework, Core Strategy 2006- 2026, has as strategic objectives:

- *“Make the best use of existing buildings, previously developed land and existing and proposed infrastructure.*
- *To ensure that the existing business areas continue to provide sufficient employment-generating uses in order to maintain a sustainable, buoyant and diverse economy.*
- *To encourage investment and regeneration of employment areas.”*

The proposal would be consistent with all of these objectives.

8.4 The National Planning Policy Framework states that *“The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”.*

8.5 No objections are raised to the principle of development in relation to Core Policy 5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policies EMP2 and EMP9 of the Adopted Local Plan for Slough nor the National Planning Policy Framework.

9.0 **Impact on Visual Amenity**

9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that planning should:

Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

9.2 Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

All development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate

change. With respect to achieving high quality design all development will be:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

- 9.3 Policy EN1 of the adopted Local Plan requires development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees.
- 9.4 The proposal is for one large rectangular shaped unit with a gently sloping roof which would comprise a ground floor unit with ancillary office space at the mezzanine level. The building, whilst large in terms of its footprint and size, is considered to be in keeping with the scale of other large industrial units found within the estate. The building would also be similar in terms of overall floor area and height to the previously approved planning application (ref P/09881/003).
- 9.5 The applicant has agreed that the building would be built and finished in high quality modern materials however, other than the composite aluminium cladding to the elevations, it is not clear which specific materials are proposed. A condition has been included to secure appropriate finishing materials, and subject to this the building is considered to be in keeping with the style of other modern industrial buildings found within the estate.
- 9.6 The external areas to the western side of the building would be landscaped in good quality pavers, landscaping, benches, and low level hoarding for future signage. The site would be bounded by black open mesh fencing, gates, and vehicle barriers. A condition can be included to require the submission of further details of these items.
- 9.7 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.
- 10.0 **Impact on the working conditions of adjoining industrial unit**
- 10.1 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.

- 10.2 Policy EMP2 of the Adopted Local Plan states that proposals for business developments should not result in significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building
- 10.2 The proposed building would be northern and western facing and therefore would face out towards the main road away from the neighbouring sites. The access to the unit would be from the northern elevation with only fire egress to the rear (south). As such, the activity associated with the use of the unit would be focused on the northern side of the building away from their neighbours.
- 10.3 In terms of noise and disturbance, the rear elevation of the building would be proposed within close proximity of the neighbouring building to the south. As the future occupier is yet to be secured, the specific industrial and manufacturing processes can not be identified, and therefore, noise levels can not be appropriately assessed. If recommended by the Neighbourhood Enforcement Team, a condition can attached to an approval to control noise levels at the when measured from the neighbouring office building, an update will be provided on the Amendment Sheet. No air conditioning or other plant has been indicated on the proposed elevations. A condition is recommended to require that no machinery, plant, ducts or other openings be allowed without the prior written approval of the Local Planning Authority.
- 10.4 Subject to advice from the Neighbourhood Enforcement Team, no objections are raised in terms of the impacts on adjoining commercial properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.
- 11.0 **Traffic and Highways Implications**
- 11.1 The Local Highway Authority have found that although there would be enough vehicular parking on-site to serve to serve a B8 use (storage and distribution), there would not be sufficient on-site vehicular parking to serve a B2 use (general industry). The proposed parking provision of 28 spaces is appropriate for the B8 use and a limited floor area 900 square metres of B2 use within the proposed building to run alongside the B8 use.
- 11.2 Should the applicant wish to increase the B2 element, officers consider further parking can be incorporated within the site for a further 7 spaces which can then be allocated to an increased B2 element.
- 11.3 This mix in floor area use could be controlled through revised floor plans showing relevant floor areas allocated to each use, and be secured by condition.

11.4 Subject to a number of changes as listed within the Local Highway Authority along with their recommended conditions, no objections are raised regarding impacts on highways and parking.

12.0 **Drainage Implications**

12.1 The development would be required to comply with SuDS and it is proposed to use soakaways for site drainage. The site has previously been identified as being potentially contaminated, so this will need to be taken into account in the drainage strategy. No comments have been received from the Lead Local Flood Authority or the Environment Agency at the time of writing. Within the previous approval, drainage and ground water pollution issues were addressed by condition. Therefore, subject to advice from the Lead Local Flood Authority and the Environment Agency, drainage for the site can be addressed through appropriate conditions.

13.0 **Land Contamination**

13.1 The site has previously been identified as being potentially contaminated, which can normally satisfactorily addressed by conditions. Therefore, subject to advice from the Council's Land Contamination Officer and the Environment Agency, drainage for the site can be addressed through appropriate conditions.

14.0 **Health and Safety**

14.1 The site is located within the Health and Safety Executive (HSE) consultation zones for a nearby major hazard site (Aarque Systems Ltd, Bowles House, Blackthorne Road, Colnbrook). HSE were consulted in connection with previous planning applications and advised at the time that they would not advise against this application on the basis that the proposed change of use would result in a less vulnerable use on the site. Officers are not aware of any changes in circumstances since that previous assessment was undertaken.

15.0 **PART C: RECOMMENDATION**

15.1 Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to revised plans to address highway issues, consideration of any requirements from the Lead Local Flood Authority, Thames Water, Environment Agency, Contaminated Land Officer, Heathrow Safeguarding, finalising conditions and satisfactory completion of Section 106 Agreement.

PART D: DRAFT LIST CONDITIONS AND INFORMATIVES

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing numbers

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

TBC

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. Contaminated Land

TBC

REASON: To ensure that any ground and water contamination is identified and adequately assessed and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

4. A programme of archaeological work

No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work, which may comprise more than one phase of work, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.

REASON The site lies in an area of high archaeological potential, particularly in relation to prehistoric and Roman remains. It is likely that an initial phase of exploratory archaeological investigation (a field evaluation) is undertaken through trial trenching, informed by a rapid

assessment of previous impacts on the site. The results of the field evaluation will determine if there are any areas of archaeological interest that require further archaeological investigation either prior to or during development. The applicant is therefore advised to provide for an appropriate period of archaeological investigation prior to the commencement of development, should the scheme be permitted

5. 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 Class B1(c), 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 the interests of the amenities of the area in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

6. Ancillary offices

The offices hereby permitted shall be used ancillary to the main XXX use only.

REASON In order protect the amenities of the area and to comply with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013).

7. Floor area allocation

The maximum floor area for B1c and B2 use shall be 900m² of the Gross Internal Floor area with the remainder of the floor area provided as B8 use with ancillary offices.

Reason: In the interest of ensuring there is adequate parking provision for the proposed B1c 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 Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

8. Samples of materials

Samples of external materials (including, reference to manufacturer, specification details, and positioning) to be used in the construction of

external envelope, access road, pathways and communal areas of development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved. Notwithstanding the submitted plans, an increase in brickwork to the external envelope of the dwellings hereby approved (such as to the ground floors) would be required.

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.

9. Surface Water Drainage (TBC)

No development shall commence until full details of the surface water disposal from within the site including:

- a) Permeability tests to determine if soakaways are sufficient in these locations.
- b) Geotechnical/ ground conditions, infiltration tests and water table information. If these are not available then trial pits will need to be undertaken in accordance with BRE 365, together with information on borehole tests and soil types.
- c) Full surface water drainage design
- d) Measures to prevent ground water pollution

have be submitted to and agreed in writing by the Local Planning Authority. The surface water drainage scheme shall be installed in strict compliance with the details approved before first occupation and retained thereafter.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

10. Landscaping Scheme

No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs. The details shall include boundary treatment.

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

trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority. No house shall be occupied until its associated boundary treatment has been constructed in accordance with the approved details.

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

11. Landscape management plan

No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development.

12. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on 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.

13. External site lighting

No development shall be occupied until a scheme for external site lighting including details of the lighting units, levels of illumination and hours of use has been submitted to and approved in writing by the Local Planning Authority. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

14. Means of Access

No part of the development shall be occupied until the new means of access to the main service yard in the form of a reinforced bell-mouth junction and changes are made to the western access to convert it to a vehicle crossover junction have been sited and laid out in accordance with the approval plans, both accesses should be constructed in accordance with Slough Borough Council's Design Guide.

Reason: To minimise danger, obstruction and inconvenience to users of the highway and of the development.

15. Gate

The western access vehicle ingress barrier /gate serving the 7 parking spaces shall be set back a minimum of 6m from the back edge of the highway.

Reason: To minimise danger, obstruction and inconvenience to users of the highway and of the development.

16. Splays

No other part of the development shall be occupied until the pedestrian visibility splays of 2.4 x 2.4 metres (measured from the back of footway) have been provided on both sides of both accesses and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

17. No part of the development shall be occupied until visibility splays have been provided on both sides of the service yard access between a point 2.4 metres along the centre line of the service yard access measured from the edge of the carriageway and a point 30 metres along the edge of the carriageway to the east and a point 37 metres along the edge of the carriageway to the west measured from the intersection of the centre line of the service yard access. Visibility splays of 2.4m x 43m shall be achieved on both sides of the western car park access taken from the centre-line of the vehicle egress point. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the

existing public highway for the safety and convenience of users of the highway and of the access.

18. EV Charging

No part of the development shall be occupied until 3 electric vehicle rapid charging bays with 3 electric vehicle charging points shall be implemented in full working order. The electric vehicle rapid charging bays and points shall be installed and maintained in accordance manufacturer's requirements, and be made available at all times in the future in association with the development hereby permitted

Reason: In the interest of ensuring satisfactory parking provision and the provision of sustainable modes of transport for occupiers of the development and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

19. Facilities

No part of the development shall be occupied until washroom, shower and changing facilities have been provided for the future occupiers

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 Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

20. Drainage detailed design

Prior to commencement of the development hereby permitted, a full drainage detailed design (including the use of sustainable drainage principles) shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

REASON To ensure that the proposal is provided with a satisfactory means of drainage and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

21. Surface water

The development shall not begin until details of the disposal of surface

water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

22. Construction Traffic Management Plan

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

- Construction access;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

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

Reason: To minimise danger and inconvenience to highway users.

23. Car Parking Spaces

Prior to the development hereby approved first being brought into use, 28 no. car parking spaces and 5 articulated HGV spaces shall be provided and made available for use in connection with the development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

Reason: In the interest of ensuring satisfactory parking provision for the employees and visitors to the development and for the operational use requirements of the development in order to protect the amenity of other land uses in the vicinity of the development from overspill parking on the public highway in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVES:

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. 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. 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 of the unit if this is changing.
3. 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.
4. 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.
5. 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.
6. 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.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
9. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.