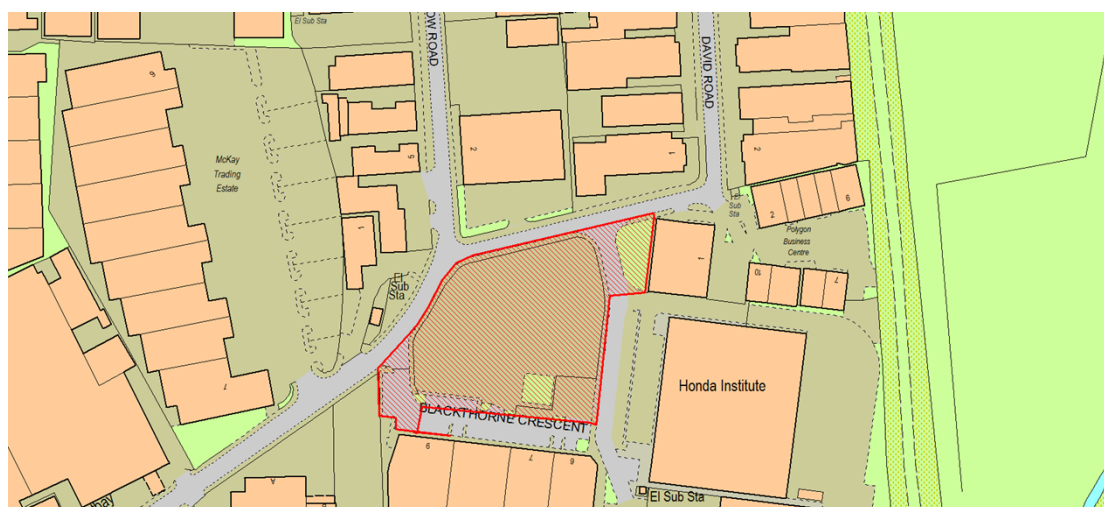


Registration Date:	27-Sep-2019	Application No:	P/09881/008
Officer:	Christian Morrone	Ward:	Colnbrook-and-Poyle
Applicant:	n/a, AIPUT	Application Type:	Major
		13 Week Date:	27 December 2019
Agent:	Mark Evans, PRC Architecture & Planning Ltd 12 Warren Yard, Warren Park, Milton Keynes, MK12 5NW		
Location:	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, landscaping, vehicular access, and highway works. Solar wall to south elevation and PV panels on roof.		

Recommendation: Delegate to Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

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

A) For approval subject to:-

- 1) the satisfactory the highway changes set out in paragraph 12.16;
- 2) a satisfactory surface water drainage strategy in consultation with the Lead Local Flood Authority;
- 3) the satisfactory competition of a Section 106 to secure the dedication of private land as public highway;
- 4) agreement of the pre-commencement conditions with the applicant/agent;
- 5) finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 15th April 2020 unless a longer period is agreed by the Planning Manager, following consultation with the Chair of the Planning Committee.

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

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the construction of a new two storey building to accommodate a warehouse for light industrial, storage and distribution, ancillary offices, loading yard, car parking, landscaping and boundary treatment. The proposal is for a 24 hour operation.

- 2.2 The internal floor areas have been allocated as follow:

	B1c, B2, B8 (sqm)	Ancillary Offices (sqm)
Net Ground floor:	2,047	0
Net First Floor:	0	282
Net Total: (2,865sqm)	2329	

- 2.3 The external areas of the site would accommodate:

- 5no. lorry loading bays
- 32no. car parking spaces (including 1no. disabled bay and 4 EV bays)
- 8no cycle spaces (external)
- Landscaping
- Alterations to the existing access into Blackthorne Crescent
- New vehicular access from Blackthorne Crescent

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- Widening of Blackthorne Road
- New substation

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

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, which vary in style and appearance.

4.0 Site History

- 4.1 P/09881/007 Construction of a new industrial unit for uses falling within B1c, B2, and storage and distribution (B8) with associated loading yard, car parking, landscaping, vehicular access, and highway works.
Approved with Conditions; Informative; 20-Dec-2017.
[Not implemented but Extant. Expires Dec - 2020]
- P/09881/006 Erection of 1no non-illuminated free standing sign and 2no non illuminated signs fixed to site hoarding.
Approved with Conditions; Informative; 14-Feb-2014.
- P/09881/005 Continuing use of land for car parking for a further period of 6 months.
Refused; Informative; 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.

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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 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), following revised plans, site notices were displayed outside the site on 08/11/2019 and the application was advertised as a major application in the 08/11/2019 edition of The Slough Express. Neighbour letters were sent out on 30/09/2019 and following amendments on 31/10/2019 to the following addresses:

In Time Wholesale Express Limited, 1, David Road, Poyle, Slough, SL3 0DB, Unit 12, Blackthorne Crescent, Poyle, Slough, SL3 0QR, U P S Freight Services, Blackthorne Road, Poyle, Slough, SL3 0DA, Fritz House, Blackthorne Road, Poyle, Slough, SL3 0DA, Newmec Combi, Blackthorne Road, Poyle, Slough, SL3 0AL, Isl House, 3, Willow Road, Poyle, Slough, SL3 0BS, Units 8 And 9, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Unit 14, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Unit 11, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Blackthorne House, Blackthorne Road, Poyle, Slough, SL3 0QU, Unit 15, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Blackthorne House, Unit B, Blackthorne Road, Poyle, Slough, SL3 0QU, Unit 1, Blackthorne Road, Poyle, Slough, SL3 0AR, Unit 13, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Unit 10, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Unit 16, Blackthorne Crescent, Poyle, Slough, SL3 0QR, Honda Institute, Blackthorne Road, Poyle, Slough, SL3 0DA, Arco, 1, Willow Road, Poyle, Slough, SL3 0BS, Units 6 And 7, Blackthorne Crescent, Poyle, Slough, SL3 0QR, David House, David Road, Poyle, Slough, SL3 0DB, Modulas House, Blackthorne Road, Poyle, Slough, SL3 0DQ, Telecommunications Mast At Sou, Blackthorne Road, Poyle, Blackthorne House, Unit A, Blackthorne Road, Poyle, Slough, SL3 0QU

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

6.0 Consultations

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

6.1 Local Highway Authority

Scope of response:

- Transport impacts on external road networks and other external transport networks if applicable (pedestrian and cycle networks, public transport).

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- Initial assessment of access, car park and loading/servicing areas. These are reviewed as described in the appropriate sections below. Further assessment of designs will be required as the application is progressed.
- Planning History. The site has been the subject of previous planning applications for commercial development including:
 - P/09881/003 which was an application for approximately 2,700m² of B2/B8 floorspace, approved on 9th April 2009 (permission lapsed); and
 - P/09881/007 which was an application for 2,865m² of B1(c)/B2/B8 floorspace, delegated to planning manager for approval on 3rd March 2017. This was then given planning consent with conditions on 20 December 2017, subject to Conditions.
- The proposed development has a slightly smaller floor area (2,587m²) than the previously approved layout which was 2,865m². The previously approved layout included 5 lorry loading/parking bays, 28 car parking spaces and 8 cycle covered cycle parking spaces.
- Review of Transport Statement and Drawings.

This review does not cover these issues:

- Compliance with Construction Design and Management (CDM) Regulations.
- Internal design of buildings etc.

Access

1. It is proposed to provide a new access to the development from the site's northern boundary, with the western access providing HGV access. Swept path analysis has been provided which demonstrates a 16.5m articulated vehicle can access and egress the site in a forward gear. The swept path analysis is only provided for one HGV parking space.
2. The Proposed Site Plan (Drawing No. PL_002-Rev A) demonstrates that the western access benefits from visibility splays of 2.4m x 43m in accordance with the post speed limit of 30mph. The eastern access benefits from visibility splays of 2.4m x 37m to the west and 2.4m x 30m to the east, which the applicant asserts were accepted as part of the previous application.
3. Widening of the Blackthorne Road to allow HGVs to pass one another is proposed, as proposed in the approved application. This was considered necessary to prevent conflict between large vehicles as the previous scheme provided HGV access to the north.
4. The Local Highways Authority has the following comments to make regarding vehicular access:
 - a) Please provide written confirmation of acceptance of the sub-standard visibility splays in the previous application, preferably to include the reason for this allowance
 - b) The visibility splays for the current application will need to be verified with CAD plans that show the extent of visibility.
5. A dedicated pedestrian access is shown on the northern boundary, west of the

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vehicular access. A zebra crossing is shown into the site. The existing footway on Blackthorne Road is being widened to two metres as part of the widening work.

Parking:

6. The Proposed Site Plan (Drawing No. PL_002) displays 38 car parking spaces, with 6 accessed from Blackthorne Crescent to the south of the site, as well as five loading bays for HGVs. Paragraph 4.10 of the TS states: 'Under either B2 or B8 use, the site requires a minimum of five HGV parking spaces' and that 'five Loading bays are provided which double as parking for HGVs in accordance with the minimum standard'.
7. Four parking spaces are demarcated for Electric Vehicle Parking, provided by two double car charging points. 8 cycle parking spaces are shown, in the form of 4 Sheffield hoop stands. Only 1 disabled parking space is proposed on site.
8. Of the 38 car parking spaces shown on the Proposed Site Plan, several of these conflict with the movement of an HGV and therefore could only be used on occasions when HGVs are not required to access the site. However, the TS states that the proposed provision is 26 spaces; our comments are based on the assumption that 26 car spaces will be provided.
9. The TS states that under a B2 use the site would require 52 car parking spaces while a B8 use would require 13. The proposed provision is 26 spaces, split between a formal car park and an informal parking area within the service yard. Of these one is a disabled space.
10. The Transport Statement says that "This provision strikes a balance between the requirements of the two use classes"; and furthermore that "it is anticipated that if a B2 operator were to occupy the building that there [sic] requirement for loading doors would be greatly reduced from that of a B8 users meaning some of the loading doors would be taken out of operation into to provide additional car parking in the yard area".
11. There is a requirement to ensure 5% of parking provision is designed to an accessible parking standard.
12. The Local Highways Authority has the following comments to make regarding parking provision:
 - a) Requirements for B1c HGV parking are the same as for B2; therefore, this is acceptable, regardless of which of the three use classes is implemented.
 - b) Vehicle tracking for the HGV spaces is only provided for one space.
 - c) If the site were used for B1 (c) use, then the SBC parking standards would require "no overall increase" in car spaces as the site is an existing business area.
 - d) The Transport Statement correctly states the car parking requirements for B2 and B8 use, while acknowledging that the provision for B2 use

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falls short. However, while the justification for the shortfall appears fairly reasonable, we require drawings demonstrating how the removal of some of the loading doors would free up sufficient parking to make up the shortfall.

- e) 5% of spaces provided should be designed with accessibility of disabled users in mind. A total of 2 disabled parking spaces are required.
- f) The required cycle spaces would be 10 for B1 (c) but five for B2 or B8 use. Two more cycle spaces are therefore needed.

Traffic Impact:

13. The car trip generation of the site has been assessed in the TS by a combination of person trip rates from TRICS, as well as 2011 Census data on mode of travel to work. The site's impact has been assessed for the morning peak (08:00 – 09:00) and evening peak (17:00 – 18:00). The trip generation assessment forecasts that the site will generate 21 two-way car trips (20 arrivals plus 1 departure) during the AM peak hour, 19 two-way car trips (1 arrival plus 18 departures) during the PM peak hour and 88 two-way car trips (44 arrivals plus 44 departures) across the 12-hour day (07:00 – 19:00).
14. For HGVs, TRICS was also used to determine the trip generation. Based on this, the TS states that 8 two-way trips (4 arrivals and 4 departures) are expected between 0700 – 1900 (1 of which is expected in the AM peak hour).
15. The trips rates used were from Land Use 02 – Employment / Category C – Industrial Unit within TRICS. The five survey sites used to produce the trip rates comprised five industrial facilities consisting of AV Specialists, Thermal Processing, Engineering, Industrial Glass and an Aviation Company.
16. Paragraph 5.6 of the TS highlights that the increase in trip generation equates to approximately 1 vehicle every three minutes. The assessment is based on a typical industrial unit, which could potentially be occupied by a wide variety of different end users. Whilst it is possible a more trip intensive B1c/B2/B8 use might occupy the site, the previous application was approved with a larger floor area under a B1c/B2/B8 use. As such, we consider that the above quoted trip numbers are reasonably accurate as ball-park figures and acceptable given that the extant consent would generate similar, or slightly higher traffic volumes.

Accidents:

17. Personal Injury Accident (PIA) data for the five-year period covering 2014 – 2018 was obtained from Crashmap. One Collision, which was classified as serious, occurred adjacent to the access to the neighbouring development, Motion have provided the full accident report within Appendix B of the TS.
18. The serious accident occurred on Blackthorne Road approximately 250m south of the site when a goods vehicle collided with a pedestrian in the carriageway. The accident occurred on 23rd of December 2014, during

Summary:

19. In summary, the LHA requires the following additional information to support the application:

- a) We assume that the car parking provision will be 26 spaces, as stated in the TS (not the 38 shown on the Proposed Site Plan, as several of these conflict with the movement of an HGV).
- b) As requested in response to the previous application, the proposed site layout (Drawing No. PL_002-Rev A) should be amended so that both vehicle barriers/gates are set back 6m from the back of the footway. The drawing currently shows the western and eastern gates 2.0m and 3.8m respectively from 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 point of view.
- c) The LHA requires the provision of vehicle tracking which demonstrates that all five HGV spaces can be ingressed/egressed by a 16.5m articulated vehicle. At present tracking is only provided of one HGV space.
- d) We require drawings demonstrating how the removal of some of the loading doors would free up sufficient car parking to make up the shortfall in parking provision for the potential B2 use.
- e) 5% of spaces provided should be designed with accessibility of disabled users in mind. The LHA requires the provision of 2 disabled parking spaces on site.
- f) The required cycle spaces would be 10 for B1 (c) but five for B2 or B8 use. Two more cycle spaces are therefore needed.
- g) The highway-related Conditions applied to the previous consent P/09881/007 – as listed under 'Planning History' – should be applied to any new consent if given to the current application.
- h) Please provide written confirmation of acceptance of the sub-standard visibility splays in the previous application.
- i) The visibility splays for the current application will need to be verified with CAD plans that show the extent of visibility.
- j) Changes to the highway and access design will of course be subject to further assessment as the application is progressed.

6.2 Thames Water

Waste Comments:

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water will contact the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No properties shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A housing and infrastructure phasing plan has been agreed with Thames Water. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Following initial investigations, Thames Water has identified an inability of the existing SURFACE WATER infrastructure to accommodate the needs of this development proposal. Thames Water will contact the developer in an attempt to agree a position for surface water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents." The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water will contact the developer in an attempt to

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agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

6.3 Lead Local Flood Authority:

We have not received all the information we requested hence we still have the following comments:

- The Microdrainage calculations still indicate approx. 11.5m³ of flooding for 1 in 100 year plus 40% CC storm event. The drainage system can be flooded for 1 in 100 year plus 40% CC storm event, however the flood water must stay within the site boundary. The Drainage Proposals drawing indicates that some of the flood water leaves the site which is not acceptable.
- The provided TW letter we have only confirms the foul water discharge from this site to their public sewer system. We need evidence to confirm that TW is happy with 2 l/s surface water discharge to the public foul water sewer system.
- We understand that the applicant provides oil interceptor, however it is not clear to us whether the provided oil interceptor can treat hydrocarbons, heavy metals and suspended solids. Therefore we need information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753 (consult chapter 26 of Ciria). Please provide your assessment as per Simple Index method which is detailed in chapter 26 of Ciria SuDS Manual (C753).

6.4 Contaminated Land Officer:

I have reviewed the relevant documents submitted to support the application at the site above, and made following comments:

- Land Quality Statement (Ref. no. P9525J862b/SRC), dated 5th July 2019, and prepared by Jomas Associates Ltd.
- Geo-Environmental & Geotechnical Assessment (Ground Investigation) Report (ref. no. P9525J862), dated 28th July 2016, and prepared by Jomas

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Associates Ltd.

- Geo-environmental Desk Study/Preliminary Risk Assessment Report (Ref. no. P9525862), dated 1st June 2016, and prepared by Jomas Associates Ltd.

Please see my comments below:

The Geo-environmental Desk Study/Preliminary Risk Assessment identified a potential medium to high risk associated with the site, and thus recommended further site investigation works to be carried out.

The intrusive site investigation was carried out in July 2016, and it identified no contaminants exceeding their respective assessment criteria, no asbestos fibres and no need for gas protection measures likely to be required. The investigation did not rule out the potential of unidentified hotspots, which need to be assessed appropriately by a suitable qualified person, should they be encountered.

Based on the above, I recommend that the following standard Watching Brief Condition is placed on the decision Notice:

6.5 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, we would like to make the following observation:

Lighting:

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>. Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

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/>)

Landscaping:

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike

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hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

6.6 Berkshire Archaeology

Historically Berkshire Archaeology has recommended archaeological evaluation at this site, ahead of any development works proceeding. However the application was submitted with a Desk Based Assessment (DBA), which, through historic mapping and geological bore hole survey sets out compelling evidence for previous use of the site having had a serious detrimental impact on potential archaeology.

Therefore, in line with the conclusions within the DBA, I believe there should be no requirement for further archaeological mitigation in relation to these development proposals.

6.7 Environmental Quality (Noise and Air Quality):

No comments received. Should any comments be received they will be issued on the Amendment Sheet to Committee.

6.8 Landscape Advisor:

The proposed landscape general arrangement plan provides a good level of soft landscape around the development. There are no trees on the site, so this scheme will be a significant improvement to the existing.

There is concern that there is insufficient rooting space for trees in the long bed along side Blackthorne Road where 10 trees have been proposed. To ensure good tree establishment this area must be increase in width to at least 2.5m wide, if this impacts on vehicle movements the use of below ground supporting root cells must be considered.

The proposed: landscape management and maintenance plan provides enough maintenance direction, if fully implemented to ensure the successful establishment of the soft landscape, subject to the above amendments.

Recommendations:

Increase size (width) of boundary soft landscape feature to 2.5m wide or proved on site below surface rooting system or the introduction of a root barrier along the pavement edge is a good idea and should be included on the plan. Details of such systems can be found here: www.tdag.org.uk Trees in the hardscape (open source document).

Reason to ensure successful establishment of trees and shrubs.

7.0 Policy Background

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

The revised version of the National Planning Policy Framework was published on 19th February 2019.

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

National Planning Policy Framework 2019:

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 8: Promoting healthy and safe communities

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)

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping
- EMP2 – Criteria for Business Developments
- EMP9 – Poyle Estate
- T2 – Parking
- T8 - Cycling Network and Facilities

- 7.2 The planning considerations for this proposal are:

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- Planning History
- Land Use
- Impact on Visual Amenity
- Impact Neighbouring Properties
- Traffic and Highways Implications
- Surface water drainage
- Land Contamination
- Equalities Considerations
- Impact on biodiversity and ecology
- Health and Safety
- Water Infrastructure
- Presumption in favour of sustainable development

8.0 Planning History

- 8.1 The planning history is a material consideration. The previous planning application (ref. P/09881/007) for a new industrial unit for uses falling within B1c, B2, and storage and distribution (B8) with associate loading yard, car parking, landscaping, vehicular access, and highway works was approved on 20th December 2017. Although this development has not been implemented its planning permission does not expire until December 2020 and therefore at the time of writing this previous planning permission could still be carried out before the planning permission expires.

Differences with previous application:

The main differences compared to the previously approved extant scheme (ref. P/09881/007) are set out below:

Subject of Change	Previous Approval	Current Proposal
Size of Building	2,865sqm (GEA)	2,478sqm (GEA)
Layout	Building positioned to south with HGV yard and parking to north.	Building positioned to east with HGV yard and parking to west.
	Ancillary first floor offices facing west.	Ancillary first floor offices facing north.
	Modest but improved landscaping over existing situation.	Further improved landscaping with 10m ten trees to the north by Blackthorne Road.
HGV Loading Parking /	3no. lorry loading bays and 2no. additional lorry parking bays.	5no. lorry loading bays.

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Car Parking	28no. car parking spaces (including 2no. disabled bays).	32no. car parking spaces (including 1no. disabled bay).
Cycle Parking	8no cycle spaces (covered and secure).	8no cycle spaces (external).
Site Access	Alterations to the existing access into Blackthorne Crescent to provide car access.	Alterations to the existing access into Blackthorne Road to provide HGV access.
	New vehicular access from Blackthorne Crescent to provide HGV access.	New vehicular access from Blackthorne Crescent to provide car access and separate HGV access.
	Pedestrian access from west.	Pedestrian access from north.
Substation	New substation tom grass verge on northern side of Blackthorne Road.	New substation relocated southern part of site.

- 8.2 When considering the impacts of the proposed development, due consideration should also be given to this previously approved and extant scheme (ref. P/09881/007).

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 B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Poyle Estate. Additional independent B1(a) office floor space will not be permitted in this location.
- 9.4 The site is located within the defined Poyle Estate Business Area. The loss of offices to create B1(c) light industrial, B2 general industrial and B8 storage has already been establish within the planning history and this can be carried out

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under the previous planning application (ref. P/09881/007). Significant weight is allocated towards this.

- 9.5 The proposal would fall within the uses set for this area sought by the Local Development Plan and would bring a vacant site back into an appropriate employment business. This would build on the strength and potential of this Business Area. The proposal is therefore considered to comply with the objectives of the local development plan and the National Planning Policy Framework.
- 9.6 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.
- 10.2 The proposal is for one large rectangular shaped unit with a gently sloping curved roof. The building, whilst large in terms of its footprint and size, is considered to be in keeping with the scale of other large buildings found within the estate and similar to the scale of the previously approved building (ref. P/09881/007). The proposed building would be positioned to the eastern end of the site with the north elevation incorporating the ancillary office windows and pedestrian entrance into the building which result in an active office type frontage. To the west of the building would incorporate the HGV loading bays. Given a distance of approximately 9 metres would be retained from the street frontage together with the mass and scale being similar to other buildings in area, along with regard to what has previously been approved on the site, the proposed scale and layout is acceptable.
- 10.3 The proposed building would be clad in metallic silver profiled steel cladding. Detailing includes a high level white feature band of matching cladding; smaller gauge profile cladding to the main entrance; grey aluminium window frames, parapets capping, gutters and rainwater pipes. A solar wall is proposed on the southern elevation at high level, which comprises an additional skin of metal profiled cladding with tiny perforations. The materials and finishing colour would be the same as those on the other elevations, however the solar wall would sit slightly proud of the elevation and have increased textures due to the perforations. These are considered to be materials of an appropriate quality and would complement the form and style of the proposed building and those in the surrounding area.
- 10.4 The site would incorporate a good level of soft landscaping when compared to the existing situation. 21 new trees along with densely planted beds and hedges are proposed most of which would be along the boundary of the site. A relatively small but important piece of landscaping comprising a tree and dense shrubbery would be positioned to the northern frontage of the building. The proposed landscaping and tree planting would provide benefits to the appearance of the proposal and the surrounding area. The landscaping scheme includes 131no. Hebe Rakaiensis which are important for the ecological gains as they attract Bumble Bees.

- 10.5 The Council's Landscape Advisor has commented that there may be insufficient rooting space for some of the trees close to the edge of the site and may cause future damage or growth failure. Appropriate repositioning and / or a root barrier along the edge of the site may be required. The applicant's agent has agreed to a root barrier system, the details of which are secured by condition.
- 10.6 The hard standing areas would comprise finished concrete to the HGV service area; grey tarmac for the remaining roadways; charcoal grey block pavers to the parking bays to the north and silver grey to the pedestrian footways. The open areas around the building would be fenced and gated along the boundaries with 2.4 metre high weldmesh fencing. Three lighting columns are also proposed along with nine wall mounted luminaires on the proposed building. These are all considered appropriate given the business / industrial character of the surrounding area.
- 10.7 Based on the above, and subject to addressing the tree positioning / root barrier the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

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 quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2.
- 11.2 The site is located within a defined Business Area. The neighbouring land uses are all used for business purposes and there do not appear to be any residential properties within the vicinity of the site. The proposed building would be positioned approximately 15 metres from the northern elevation of the neighbouring distribution building to the south (Horizon and C.H. Robinson). Although the proposal would impact on the south facing windows in this neighbouring building, the impact would be significantly less compared to the previously approved building (ref. P/09881/007) which incorporated a much longer elevation along the site's northern boundary.
- 11.3 A solar wall is proposed on the southern elevation at high level, opposite the neighbouring building to the south (Horizon and C.H. Robinson). As the solar wall is finished in a steel cladding material similar to the remaining elevations which are similar to the previously approved elevations (ref. P/09881/007), the reflective glare would be significantly greater than previously approved. No objections are therefore raised with regard to reflective glare.
- 11.4 In terms of noise and disturbance, there are no residential properties within the vicinity of the site. No objections or (noise) mitigation were applied in relation to the previously approved and extant development (ref. P/09881/007). Given this is

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a defined business which encourages such uses, a 24 hour operation for the proposed use would unlikely cause unacceptable noise and disturbance issues, particularly when regard is given to the previously approved and extant development (ref. P/09881/007).

- 11.5 This application includes air conditioning plant adjacent to the eastern elevation of the building. A Noise Report has been submitted with the application which is currently being assessed by the Council's Environmental Officer and an update will be provided on the Amendment Sheet to Committee.
- 11.6 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.

12.0 Traffic and Highways Implications

- 12.1 The National Planning Policy Framework 2019 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 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".
- 12.2 Core Policy 7 of the Core strategy and Local Plan Policy T2 seek no overall increase in the number of parking spaces in commercial schemes in this area. Core Policy 7 of the Core strategy provides a relaxation to this if additional parking is required for local road safety or operational reasons. Part 3 of the Developer's Guide contains the following parking standards for this proposal in this location:

B1(c) Light Industry	Existing Business Areas	Policy requirement: (Based on total floor area per use class)
Car Spaces	No overall increase	10 (no increase over P/09881/007)
Lorry Spaces	Min. 1 to 500sqm up to 2,000sqm, then 1 to 1,000sqm	5
Cycle spaces	Min. 1 to 250sqm	10
B2 Industrial		
Car Spaces	Min. 1 to 50sqm	50
Lorry Spaces	Min. 1 to 500sqm	5
Cycle spaces	Min. 1 to 250sqm	10

B8 Warehousing		
Car Spaces	Min. 1 to 200sqm	12
Lorry Spaces	Min. 1 to 500sqm up to 2,000sqm, then 1 to 1,000sqm	5
Cycle spaces	Min. 1 to 500sqm	5

12.3 *Parking:*

Although the proposed plans show 38 car parking spaces, 6 would be provided outside of the site that would replace the spaces lost through the positioning of the proposed substation. This leaves 32 car parking spaces within the site to serve the proposed development, however, the Local Highway Authority believe that that up to 6 may not be achievable due to likely HGV tracking encroaching into these spaces. HGV tracking has since been submitted which shows the 32 car parking spaces can be retained with the HGV tracking, and therefore, unless advised otherwise by the Local Highway Authority, the proposal is assumed to accommodate 32 car parking spaces.

The Local Highway Authority are currently assessing the tracking drawings and an update will be provided on the Amendment Sheet to Committee.

12.4 Based on the above, if the proposal (which includes 32no. parking spaces) were to comprise entirely of B2 Industrial floor space, there would be a shortfall in parking of 18no. car parking spaces. The developer asserts that if a B2 use were to occupy the building, the HGV Loading areas would no longer be required and could be used for parking. Planning Officers do not accept this because B2 uses may still require HGV access. Following discussion with the applicant's agent, it has been agreed to apply a similar condition on the extant planning permission (ref. P/09881/007) to limit the floor area of the B2 element.

12.5 12no car parking spaces are proposed to the north of the site which would serve either a B1(c) Light Industry and B8 Warehousing use. To the west are 20no. parking spaces annotated as 'future parking spaces' which are intended to serve a potential B2 Industrial element. In accordance with the development plan, 20no. car parking spaces would be sufficient to serve 1,000 square metres of B2 Industrial floor area and therefore the B2 element will be limited to this amount.

12.6 Given the interchangeability that could take place between the uses, the car parking provision may not quite meet the development plan requirements for the B1(c) Light Industry and B8 Warehousing. As shown in the table below, the overall parking ratio for this proposed application is 1 parking space per 77sqm, while the ratio on the extant planning permission (ref. P/09881/007) is 1 parking space per 102sqm:

	Previous Approval	Current Proposal
Size of Building	2,865sqm (GEA)	2,478sqm (GEA)
Car Parking	28no.	32no.
Ratio	1 space per 102sqm	1 space per 77sqm

- 12.7 Over a floor space of 2,478sqm this change in ratio is not considered significant enough to lead to severe impacts on the highway network and this has been verified by the Local Highway Authority. Regard should be given National Planning Policy Framework which places significant weight on the need to support economic growth and productivity and Core Policy 7 allows for relaxation in these parking standards for operations reason provided they would not have an impact on highways safety. Given the proposal would bring a vacant site back into an appropriate business use and that the Local Highway Authority has not objected to the proposed quantum of parking qualifies for the relaxation set out in Core Policy 7.
- 12.8 The applicants agent has agreed to provide one additional wheelchair accessible parking space and the plans are currently being revised. An update will be provided on the Amendment Sheet to Committee.
- 12.9 The application proposes 8no. sheltered cycle parking spaces to the northern edge of the site. The Local Highway Authority has requested 10 cycle parking spaces cover for a potential B2 use, however, given the B2 element would be restricted to 900sqm 8no. cycle parking spaces would be sufficient. In accordance with the Developer's Guide, staff cycle parking should be covered and secured. This was agreed within the previously approved planning permission (ref. P/09881/007) and has been requested to the developer. An update will be provided on the Amendment Sheet to Committee. Shower and changing facilities are provided within the building to encourage cycle use for commuting to work.
- 12.10 *Access:*
- A Transport Statement has been submitted with the application which uses Census data and record from a similar site (TRICS) which forecasts that the proposal will generate 21 two-way car trips (20 arrivals plus 1 departure) during the AM peak hour, 19 two-way car trips (1 arrival plus 18 departures) during the PM peak hour. Across the 12-hour day (07:00 – 19:00) there would likely be 88 two-way car trips (44 arrivals plus 44 departures).
- 12.11 For HGVs, the forecast is 1 one-way trip during the AM peak hour. Across the 12-hour day (07:00 – 19:00) there would likely be 8 two-way car trips (4 arrivals plus 4 departures).
- 12.12 The Local Highway Authority has assessed both the method used to calculate this trip generation and its impacts on the highway network. The Local Highway Authority concludes that the final assessment for traffic generation is based on a typical industrial unit, which could potentially be occupied by a wide variety of different end users. Whilst it is possible a more trip intensive B1c/B2/B8 use might occupy the site, the previous application (ref. P/09881/007) was approved with a larger floor area under a B1c/B2/B8 use. As such, it is considered that the above quoted trip numbers are reasonably accurate as ball-park figures and acceptable given that the extant consent would generate similar, or slightly higher traffic volumes. Planning Officers agree with these findings.

- 12.13 The application proposes alterations to the existing access to the west from Blackthorne Road to provide HGV access. A new vehicular access to the north from Blackthorne Crescent to provide car access with separate pedestrian access to the west of this.
- 12.14 In order to facilitate the access into the site, the Blackthorn Road is proposed to be widened. Manual for Streets guidance on the visibility splays for the proposed accesses would be 2.4m x 43m in both directions. This can be achieved on the western access, but the northern access would achieve 2.4m x 37m to the west and 2.4m x 30m to the east. In response to the initial consultation, the Local Highway Authority was originally concerned over this shortfall from the guidance. However when regard was given to the extant planning permission (ref. P/09881/007) which includes an access in a similar location with similar visibility, the Local Highway Authority compared the proposed access with the extant access and has not raised any new highway issues that could be caused over and above the access within the extant planning permission (ref. P/09881/007).
- 12.15 Each of the two proposed accesses would be gated. The western gate would be set back from the highway by 3.8 metres and the eastern gate 2 metres. At these distances pedestrians would have to walk into the road to pass a vehicle waiting at the barrier, to which the Local Authority has objected to. Following further discussions with the Local Highway Authority, it is agreed that western gate which serve as the HGV access could remain as proposed because positioning them further within the site would still not achieve HGVs blocking the highway if waiting for a gate to open. The Local Highway Authority and Planning Officers accept that these gate could easily and would likely be managed by the site operators who would open them on the expected arrival of HGVs
- 12.16 The eastern gate which would provide car access would be used more intensively and less predictably. To address the blocking any pedestrians using the footway, the Local Highway Authority recommend the gated access is positioned within the site to provide at least a 6 metre space from the back of the footway. This has been requested to the developer. An update will be provided on the Amendment Sheet to Committee.
- 12.17 Based on the above, the following issues are required to be addressed for the proposed application to have an acceptable impact on the highway network:
- a) Parking provision to coordinate with HGV tracking
 - b) Remove note on plans which refers to future car parking spaces
 - c) One additional wheelchair accessible parking space
 - d) Cycle parking should be covered and secured.
 - e) The eastern gated access to be positioned within the site to provide at least a 6 metre space from the back of the footway.

13.0 Surface water drainage

- 13.1 Paragraph 165 of the National Planning Policy Framework requires major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy

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requires development to manage surface water arising from the site in a sustainable manner.

13.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

13.3 The application includes a drainage strategy which has been assessed by the Lead Local Flood Authority who has requested further information. The developer has noted the information required and revised the drainage strategy. This has recently been sent onto the Lead Local Flood Authority for assessment and comments are due shortly. The planning application should not be approved with the agreement with the Lead Local Flood Authority. An update will be provided on the Amendment Sheet to Committee.

14.0 Land Contamination

14.1 The site has previously been identified as being potentially contaminated. An intrusive site investigation was carried out in July 2016, and it concluded the ground conditions are suitable for the proposed use. This has been assessed by the Council's contaminated Land Officer who commented that the investigation did not rule out the potential of unidentified hotspots, which need to be assessed appropriately by a suitable qualified person, should they be encountered. A contaminated land watching brief is therefore secured by condition.

15.0 Health and Safety

15.1 The site is located within the HSE consultation zones for a nearby major hazard site (Aarque Systems Ltd, Bowles House, Blackthorne Road, Colnbrook). Although the site does have an official Hazardous Substances Consent, the site has not been used for such a purpose since approximately 2005. The Council will be revoking the Consent in 2020. Furthermore, the Health and Safety Executive were consulted in connection with previous planning applications and commented 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

16.0 Equalities Considerations

16.1 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).

- 16.2 The proposal would provide a new employment facility that would provide employments opportunities. Planning officers sought one extra wheelchair accessible parking space resulting in two wheelchair accessible parking spaces. Wheelchair access from these spaces up to the main entrance can be achieved where the door sets and internal corridors are appropriately sized for wheelchair accessibility. At ground floor a wheelchair accessible W.C. and shower is proposed along with lift to the first floor ancillary offices.
- 16.3 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.
- 16.4 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.

17.0 Impact on biodiversity and ecology

- 17.1 Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 17.2 The application site does not fall within a designated Special Protection Areas, Special Areas of Conservation or Site of Special Scientific Interest. It is not within 200m of ancient woodland, and is not an agricultural building or barn. The site was formally occupied by an office development which was demolished and cleared between October 2008 and December 2010. The site currently contains remaining hardstanding areas, developing weeds and shrubbery, an ornamental Ash, a conifer hedge, and boundary hoarding. The application was submitted with an ecological evaluation and assessment which has found the site has the potential to accommodate nesting birds within the ornamental Ash and / or conifer hedge.
- 17.3 The ecological evaluation and assessment asserts that it would be extremely unlikely the proposals would result in significant harm to any protected, rare or notable species. In order to address this, the ecological evaluation and assessment proposes to avoid the clearance of the vegetation during the

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birdnesting season (1st March to 31st August inclusive). If this is not practicable, any potential nesting habitat should first be checked by a competent ecologist. Any active nests identified would then need to be cordoned off with a suitable buffer and protected until the end of the nesting season or until the birds have fledged. This is secured by condition.

- 17.4 The survey highlights the presence of a small amount of colonising Cotoneaster species. Some Cotoneaster species are included under Schedule 9, Part II of the Wildlife and Countryside Act 1981 (April 2010) which makes it an offence to cause them to grow in the wild. The ecological evaluation and assessment recommends measures to remove and prevent the spread of the species. This secured by condition.
- 17.5 The proposal would result in the loss of some existing developing weeds and shrubbery, an ornamental Ash, and a conifer hedge. The proposed development would introduce 21 new trees along with densely planted beds and hedges are, most of which would be along the boundary of the site. This therefore gives opportunity for ecological habitats, for example the landscaping scheme includes 131no. Hebe Rakaiensis which attract Bumble Bees. Given the quantity of landscaping that would replace the areas to be lost, together with the ecologically focused planting; the proposal is considered to result in a minor net gain for biodiversity.
- 17.6 Based on the above, the proposal would satisfy Core Policy 9 of the Core Strategy and the National Planning Policy Framework.

18.0 Water Infrastructure

- 18.1 Thames Water has recommended conditions to address the capacity issues around the supply and discharge of surface and waste water. The developer has not agreed to the recommended conditions. Given the previously approved and extant scheme (ref. P/09881/007) for a similar scheme with a smaller floor area which do not include these conditions, these conditions are not considered to comply with the pass the six test for conditions (would fail under reasonableness for example).
- 18.2 The developer has been in discussions with Thames Water regarding the surface water and it has been accepted a 2l/s rate would be approved. The drainage strategy proposes this discharge rate.
- 18.3 The National Planning Guidance does not encourage such conditions as it steers these issues towards a more strategic approach.
- 18.4 Based on the above, in instance the recommended conditions would not be appropriate for this proposed development.

19.0 Section 106 Requirements

- 19.1 A Section 106 will be required to ensure the dedication of private land as public highway is secured.

20.0 Presumption in favour of sustainable development

- 20.1 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.”
- 20.2 The report identifies that there is a minor conflict with the parking provision in relation the Development Plan, however this in itself would not lead to sever harm on the highway network. The remaining elements of the proposal would comply with the relevant policies in the Development Plan. The Local Planning Authority therefore consider that the adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 when taken as a whole. On balance, the application is recommended for approval.

21.0 PART C: RECOMMENDATION

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

A) For approval subject to:-

- 1) the satisfactory the highway changes set out in paragraph 12.16;
- 2) a satisfactory surface water drainage strategy in consultation with the Lead Local Flood Authority;
- 3) the satisfactory competition of a Section 106 to secure the dedication of private land as public highway;
- 4) agreement of the pre-commencement conditions with the applicant/agent;
- 5) finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 15th April 2020 unless a longer period is agreed by the Planning Manager, following consultation with the Chair of the Planning Committee.

PART D: DRAFT LIST CONDITIONS AND INFORMATIVES

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. 001 Rev A; Dated Aug 2019; Rec'd 27/09/2019
- b) Drawing No. PL_002 Rev A; Dated Aug 2019; Rec'd 31/10/2019
- c) Drawing No. PL_003 Rev A; Dated July 2019; Rec'd 31/10/2019
- d) Drawing No. PL_004 Rev A; Dated Aug 2019; Rec'd 31/10/2019
- e) Drawing No. PL_006 Rev A; Dated Aug 2019; Rec'd 31/10/2019
- f) Landscape Management and Maintenance Plan (ref.11163); Dated August 2019; Rec'd 27/09/2019
- e) External Lighting Proposals Issue 3 – Planning; Dated 12 August 2019; Rec'd 27/09/2019
- e) Bird hazard management plan (Project No: 11163); Rec'd 27/09/2019
- f) Updated Ecological Appraisal and Assessment under BREEAM 2018, by Aspect Ecology (ref. 1004796 UEABR vf CL JC); Dated 05/08/2019; Rec'd 20/20/2019

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

3. Ecology

The development hereby approved shall be carried out in accordance with the Mitigation Measures and Ecological Enhancements set out in Chapter 6 of the Updated Ecological Appraisal and Assessment under BREEAM 2018, by Aspect Ecology (ref. 1004796 UEABR vf CL JC); Dated 05/08/2019; Rec'd 20/20/2019

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

4. Contaminated Land Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

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

5. Samples of materials

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

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

6. 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:

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- 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 in accordance with Core Policy 7 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

7. Working Method Statement

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

- Control of noise
- Control of dust, smell and other effluvia
- Control of surface water run off
- Site security arrangements including hoardings
- Proposed method of piling for foundations
- Construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- The route of construction traffic to the development

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

8. Sustainable Development

No development shall begin until a certificate, from an accredited BREEAM assessor, has been submitted to the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Very Good. The development shall be constructed so as to achieve a standard of BREEAM Very Good and confirmation of compliance from an accredited BREEAM assessor shall be submitted to the Local Planning Authority within three months of completion of the development.

REASON In the interest of sustainable development in accordance with policy

9. Highway Works

No part of the development shall be brought into use until, detailed plans and specifications for the highways works pursuant to the approved plans have been submitted to and approved by the Local Planning Authority. These details shall include:

- Temporary access point
- Installation of new access junctions
- Reconstruct the footway fronting the application site
- Root barrier along the pavement / highway edge to prevent root damage from proposed trees
- 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 and the junction of Blackthorne Road / David Road as shown on approved plans
- 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 with Blackthorne Road / David Road
- Gully cleaning (nearest gullies around the site and site access)
- Stopping up of the redundant public highway as necessary;

The highway works shall be carried out in full accordance with the approved plans and specifications and be completed to the satisfaction of the Local Planning Authority before the development is brought into use.

REASON: To provide adequate level of safety and convenience for users of the highway in accordance with Core Policy 7 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2019.

10. Boundary treatment

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

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

11. Landscaping scheme

No part of the development shall be brought into use until details of a root barrier along the edge of the site edge to prevent root damage outside of the site from the proposed trees has been submitted to and approved in writing by the Local Planning Authority.

The development hereby approved shall then be carried out in accordance with the approved landscaping scheme as shown on Drawing No. PL_006 Rev A; Dated Aug 2019; Rec'd 31/10/2019

The approved landscaping 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.

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

12. EV Charging

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

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

Prior to the development hereby approved first being brought into use the cycle parking shall be fully completed in accordance with the following plans:

TBC

The approved cycle shall be retained at all time in the future.

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

14. Pedestrian visibility splays

No 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 in accordance with Core Policy 7 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

15. Vehicular visibility splays

No part of the development shall be brought into use 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, in accordance with Core Policy 7 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

16. Parking Spaces – B1(c) Light Industry and / or B8 Warehousing

Prior to any of the B1(c) Light Industry and / or B8 Warehousing the 12no. car parking spaces to the north of the proposed site shall be provided and made

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available for the B1(c) Light Industry and / or B8 Warehousing use(s) and be retained for such purposes at times in the future. 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 Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

17. Parking Spaces – B2 Industrial

Prior to any of the B2 Industrial use hereby approved first being brought into use, the 20no. car parking spaces to the west of the proposed site shall be provided and made available for the B2 Industrial use and be retained for such purposes at times in the future. 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 Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

18. Gates - TBC

19. Facilities

No part of the development shall be occupied until the W.C and shower have been provided for the future occupiers. The W.C and shower shall be retained in good working order at all times in the future.

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

20. Landscape management

The ongoing landscape management and maintenance of the development hereby approved shall be carried out in accordance with the approved Landscape Management and Maintenance Plan (ref.11163); Dated August 2019; Rec'd 27/09/2019 at all times.

REASON To ensure the long term retention of landscaping within the development in the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Core Strategy 2008, Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National

21. External site lighting

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

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

22. Ancillary offices

The offices hereby permitted shall be used ancillary to the main use only and shall at no time be used as independent offices falling within and B1a of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In order protect the amenities of the area and to ensure an appropriate use within a defined business area comply with Core Policies 5 and 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

23. No change of use

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended), the development shall only be used for purposes falling within 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 order protect the amenities of the area and to ensure an appropriate use within a defined business area comply with Core Policies 5 and 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

24. Floor area allocation

The maximum floor area throughout the use of the approved development for the B2 use shall be 900 square metres of the Gross Internal Floor area with the remainder of the floor area provided as B8 and ancillary offices.

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

25. No additional floor space

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

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

26. Surface Water Drainage - TBC

The approved surface water drainage scheme shall be installed in accordance with the following details:

TBC

The approved a surface water drainage scheme shall be fully operational prior to first occupation and retained in good working order to the satisfaction of the local planning authority.

REASON to ensure the developed site is adequately drained to prevent the risk of flooding, in accordance with Core Policy 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

27. Bird Hazard Management Plan - Heathrow Safeguarding

The approved Bird hazard management plan (Project No: 11163); Rec'd 27/09/2019 shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with the requirements of the National Planning Policy Framework 2019.

INFORMATIVE(S):

1. In the exercise of its judgement in determining the appropriate balance of considerations, the Local Planning Authority has acted positively and proactively in determining this application proposal, taking into account all material considerations. Material considerations include planning policies and any representations that may have been received preceding the determination to grant planning permission in accordance with the presumption in favour of

sustainable development as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law. The Local Planning Authority is satisfied that its processes and practices in assessing and determining this application are compatible with the Human Rights Act, the decisions of the European Court of Human Rights, and the Equality Act 2010.

2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through providing pre application advice and requesting additional information. 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.
3. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule.
4. 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.
5. Heathrow Safeguarding

Lighting:

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>. Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

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/>)

Landscaping:

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity

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Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)