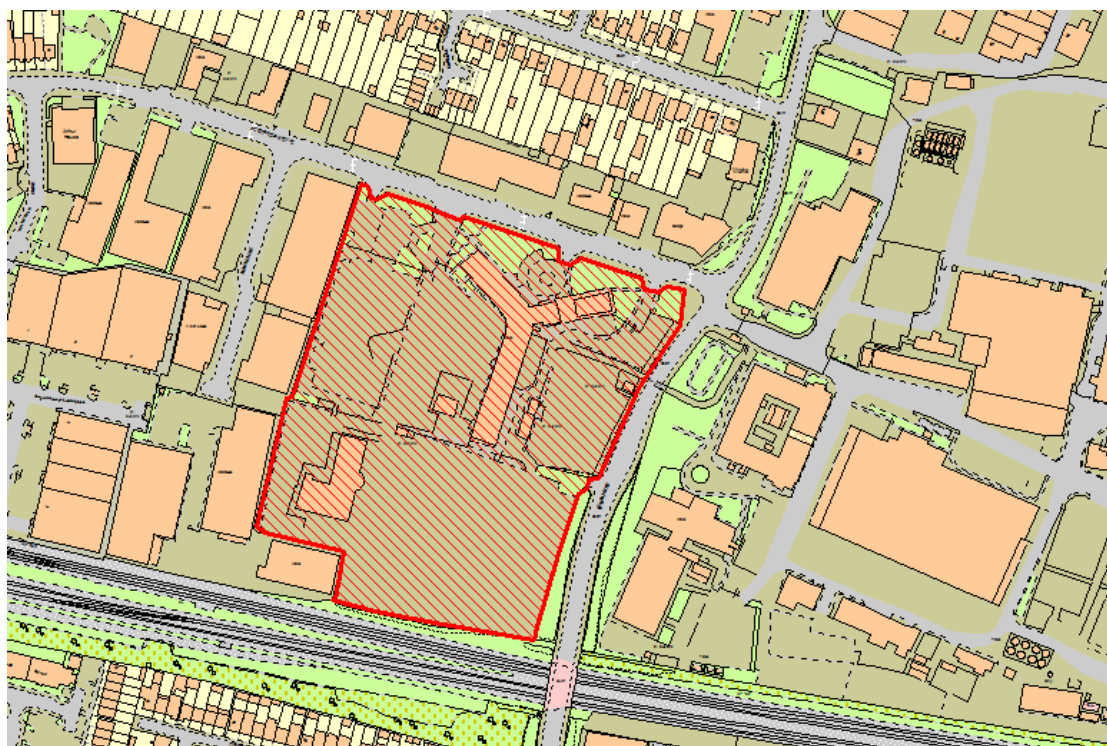


Registration Date:	09-Jun-2020	Application No:	P/00072/097
Officer:	Christian Morrone	Ward:	Central
Applicant:	Ms. Fiona McLachlan, AkzoNobel	Application Type:	Major
		13 Week Date:	8 September 2020
Agent:	Mr. Jeff Carter, BAM Design Limited Centrium, Griffiths Way, St Albans, AL1 2RD		
Location:	Akzonobel Decorative Paints, Wexham Road, Slough, SL2 5DB		
Proposal:	Refurbishment of existing building B154 incorporating R&D Laboratories and write-up areas. Construction of a four storey plant addition known as the Common Utility Building (CUB) providing the servicing requirements for the lab areas and a new purpose built store is proposed to replace an existing temporary facility that will be removed.		

Recommendation: Delegate to the Planning Manager



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) a satisfactory surface water drainage strategy in consultation with the Lead Local Flood Authority;
- 2) agreement of the pre-commencement conditions with the applicant/agent;
- 3) finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 14th January 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 Under the current constitution, this application is being brought to Committee as it is a major planning application due to the site area being over 0.5 hectares

PART A: BACKGROUND

2.0 Proposal

2.1 This application seeks to relocate the research and development which is currently undertaken within the industrial site to the east.

This application seeks planning permission for:

- Construction of a four storey high extension to the southern end of the existing building to serve the accommodate plant for Research and Development purposes.
- Detached store to the western side of the main building and northern side of the existing ammonia plant to accommodate general material storage and consumables for Research and Development purposes. Store would be 4.9 metres in height to the eaves (max) and 7.2 metres in height to the ridge (max).

3.0 Application Site

3.1 The site is located on a corner plot on the western side of Wexham Road and southern side of Petersfield Avenue. The existing site comprises a large part 4 part 5 storey flat roofed building which is Y shaped on plan, used as the AkzoNobel Main Office building.

3.2 Also within the site is existing plant (Ammonia Plant) to the western side of the building, and to the southwest of the site there is a detached building used as a training academy for AkzoNobel. The remaining site comprises surface level car

parking and vehicle access.

- 3.3 The site is located within a defined Business Area, and is urban in its character. Adjoining the site to the south is the Great Western Railway line (south). To the east on the opposite side of Wexham Road is the large industrial site has been used in combination with this application site, which is proposed to be developed for residential in the south and business uses tom the north. To the north and east are mostly one and two storey buildings used for business purposes. To the northwest is a five storey block of flats.

4.0 Site History

- 4.1 The planning permission for the original building pre dates planning records.

- P/01493/013 INSTALLATION OF A CENTRALIZED HEATING AND COOLING SYSTEM FOR BUILDING 154 (AKZONOBEL HEADQUARTERSBUILDING).
Approved with Conditions; Informatives; 19-Jun-2014
- P/01493/012 STATIONING OF PORTAKABINS TO BE USED AS STAFF CHANGING ACCOMMODATION
Approved with Conditions; Informatives; 28-Mar-2011
- P/01493/011 INSTALLATION OF CORPORATE BRAND SIGNS (18 NO. TOTAL) COMBINING HIGH LEVEL ILLUMINATED SKYLINES AND GROUND MOUNTED NON-ILLUMINATED DIRECTIONAL SIGN
Approved with Conditions; Informatives; 23-Dec-2008
- P/01493/010 INSTALLATION OF DOORS AND WINDOWS TO BUILDING
Approved with Conditions; Informatives; 14-May-2004
- P/01493/009 INFILLING OF GROUND FLOOR VOID TO PROVIDE ENTRANCE FOYER AND FORMATION OF NEW PARKING SPACES
Approved with Conditions; 29-May-1992
- P/01493/008 ERECTION OF STORAGE ENCLOSURE FOR WATER-BORNE PRODUCTS. (35 SQ M).
Approved with Conditions; 06-Apr-1984
- P/01493/007 ERECTION OF SMALL EXTENSION AS A DEGREASING ENCLOSURE AND CANOPY (45SQM).
Approved with Conditions; 31-Jan-1984
- P/01493/006 ERECTION OF CANOPY OVER AIR HANDLING UNITS
Approved with Conditions; 30-Sep-1982
- P/01493/005 ERECTION OF EXTENSION FOR USE AS STORE FOR PETROLEUM SPIRITS.

Approved with Conditions; 30-Jul-1981

P/01493/004 ERECTION OF EXTENSION FOR USE AS STORE FOR PETROLEUM SPIRITS.

Approved with Conditions; 21-May-1981

P/01493/003 ERECTION OF BUILDING FOR ANCILLARY DIESEL GENERATOR

Approved with Conditions; 21-April-1976

P/01493/002 FORMATION OF CAR PARKING SPACES

Approved with Conditions; 06-Dec-1976

P/01493/000 DISPLAY OF ILLUMINATED DIRECTION SIGN

Approved with Conditions; 20-Aug-1968

The large industrial site to the east on the opposite side of Wexham Road has been combination with this application site has the following live application:

P/00072/096 Outline planning application (to include matter of principal points of access), to be implemented in phases, for mixed use development comprising:

- a) Demolition of existing buildings and structures and preparatory works (including remediation) and access from Wexham Road;
- b) up to 1,000 residential dwellings (Use Class C3); along with flexible commercial uses including all or some of the following use classes A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), D1 (Non-residential Institutions) and D2 (Assembly and Leisure); car parking; new public spaces, landscaping; vehicular and pedestrian access; and
- c) the provision of commercial floorspace including all or some of the following use classes B2 (General Industry), B8 (Storage or Distribution) and sui generis data centre (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.

(Matters of Scale, Layout, Appearance, and Landscaping to be dealt with by reserved matters).

The following application relates to the neighbouring site to the west:

P/00072/093 Creation of new 'trans shipping' area replacing part existing visitor car park and ground floor slab of previously demolished building. Widening of existing vehicular junction with Petersfield Avenue to enable articulated lorries and 12 tonnes lorries to access and egress. Tarmac vehicular accessible areas of site to falls connecting into existing on site and adjacent soakaways. Construction of ancillary buildings comprising; Portakabin office, Portakabin washrooms, Storage unit for vehicle maintenance, open sided canopy for temporary goods storage and small 1m³ Cat 5

water supply tank.

Approved with Conditions; Informatives; 10-Jul-2020

5.0 Neighbour Notification

5.1 In accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed outside the site on 29/06/2020. The application was advertised in the 31/07/2020 edition of The Slough Express.

No letters of representation have been received.

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

Access

No objection is raised to the vehicular access arrangements for the proposals. The site benefits from existing access junctions on Petersfield Avenue which benefit from good visibility. A review of publicly available accident information suggests there are no accident clusters in proximity to these junctions.

Footways are provided along both sides of Petersfield Avenue, which benefit from street lighting and connect to footways on Wexham Road. Cycle lanes are present along Wexham Road. Therefore the site can be said to benefit from a good level of accessibility for pedestrians and cyclists.

Highway Capacity

The proposed development is not expected to have a detrimental impact on highway capacity given the proposals see the relocation of staff from the east side of Wexham Road to the west. As a result, employees are not expected to change their route to work and traffic patterns on the surrounding highway network will be unchanged by the proposed development.

Parking

No objection is raised to the proposed parking arrangements. A Design and Access Statement has been submitted which contains a 'Transport Statement' section which details the parking arrangements. No change in parking provision is proposed. There are 440 spaces on site, with 50 currently occupied by the temporary XPO Operation. The Design and Access Statement and the application forms state that the site currently has 390 parking spaces and no increase is proposed. The documents submitted state that currently 350 vehicles park for the Research and Development facility, but the relocation of the R&D facility will reduce commuter traffic by approximately 40 cars. The applicant has confirmed

there are 5 motorcycle parking spaces on site.

Refuse Collection Arrangements

No change is proposed to the refuse collection arrangements for the existing site. The site benefits from a wide bellmouth access junction and a large car parking area where vehicles can circulate internally. This would enable a refuse vehicle to draw clear of the public highway, collect and then turn within the site before departing.

Cycle Parking

The agent has demonstrated that cycle parking is provided on site for employees which will facilitate sustainable journeys to the site. Therefore the cycle parking arrangements are accepted.

Summary and Conclusions

The applicant has provided confirmation regarding the number of parking spaces in use on site, accessible parking, cycle parking, motorcycle parking and has provided vehicle tracking for vehicles accessing the site.

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

Construction Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy Guidance. The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to highway users and in the interests of Air Quality and to ensure minimal disruption is caused to existing businesses in the shopping Centre in accordance with Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework

Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

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

Informatives

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.

6.2 Thames Water

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses

6.3 Lead Local Flood Authority:

In order for us to provide a substantive response, the following information is required:

- 1) Confirmation is required that the existing surface water soakaways are functioning and that no historical flood events have occurred on site.
- 2) Existing soakaways to be clearly identified upon the drawings.
- 3) No new surface water drainage is shown for the, 'Construction of a four storey plant addition

Case Officer Note: The applicant is in the process of addressing these issues and the Lead Local Flood Authority will be re consulted once the information is submitted

6.4 Contaminated Land Officer:

No comments received.

6.5 Environmental Quality (noise):

The noise assessment is based on a survey undertaken 8th Nov. 2018 (no need to worry about covid representativeness etc).

Plant associated with the development may operate day and night, so noise limits must take this into account.

Typical background noise levels are 50dB, 48dB and 46dB during the day, evening and night, respectively. The noise limit is suggested as 10dB below background levels, met with all plant running simultaneously. Taking this into account along with plant information, the following sound pressure level limits are given for each plant to ensure this background limit is achieved:

Table 5.5. Plant Noise Emission Limits for each Plant Item as a Sound Pressure Level at 1m from each External Termination

External Plant Termination	Sound Pressure Level at 1m from the Façade at Octave Band Frequency Centres (Hz)								dBA
	63	125	250	500	1k	2k	4k	8k	
AHU Exhaust	56	65	64	64	60	58	54	49	66
AHU Intake	62	67	66	61	48	49	44	37	62
AHU Breakout	72	74	70	59	48	50	45	30	64
LEV Exhaust	70	66	58	58	58	54	48	46	62
LEV Breakout	79	71	61	52	43	39	41	35	59
GF LEV Exhaust	78	74	66	66	66	62	56	54	70
GF LEV Breakout	82	74	64	55	46	42	44	38	62
Compressors	71	67	64	60	56	49	40	39	62

- The report states that these limits will be reviewed once specific plant selection has been undertaken, therefore I am expecting submission of a new assessment at a later date.
- It is stated in the report that the nearest noise sensitive receptors are 151m and 161m away.

There is not any consideration of noise generated by use of the new store and I am not clear on the proposed operational activities of the store. If it will be containing plant, the same noise limits will apply.

6.6 Environment Agency:

Limited information has been provided with this application however historical maps show this area was mainly allotments and recreational areas and something called Petersfield Avenue Camp prior to development as the current building in the

1960s as a paint manufacturing R&D lab. While we might not expect gross contamination, it is possible that some pollution has occurred over the history of the site. We accept that much of the current site will remain in its current form, however we would expect that some site investigation is carried out particularly in areas where intrusive works will occur in the vicinity of the new store and the CUB building. Therefore we are requesting the following planning conditions

- The previous use of the proposed development site as a paint R&D
- laboratory presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 3 located upon a principal aquifer and a secondary aquifer A.

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy.

Case Officer Note: The applicant is in the process of addressing these issues and the Environment Agency will be re consulted once the information is submitted.

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

The revised version of the National Planning Policy Framework was published on 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

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Slough Local Development Framework Core Strategy 2006-2026 Development

Plan Document policies:

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

The Adopted Local Plan for Slough 2004 (Saved Policies)

Policy EN1 Standards of Design

EN2 – Extensions

EMP2 - Criteria for Business Developments

EMP12 - Remaining Existing Business Areas

EN1 – Standard of Design

T2 – Parking

T8 - Cycling Network and Facilities

Supplementary Planning Documents and Guidance

National Planning Practice Guidance

Slough Borough Council Developer's Guide

Proposals Map

7.2 The planning considerations for this proposal are:

- Planning history
- Land use
- Design & impact on the character and appearance of the area
- Impact on neighbouring uses/occupiers
- Economic impact
- Impact on highways and parking
- Contaminated land
- Surface water drainage
- Equalities Considerations
- Decision Making

8.0 Planning History

8.1 The planning permission for the original building appears to pre date planning records and there are no conditions limiting the use of the site.

9.0 Land Use

9.1 The planning permission for the original building pre dates planning records, and therefore there are no planning conditions restricting the use of the building. The existing building is used as commercial offices which fall within the B1 Use class. The proposal to incorporate an element of Research and Development within the building would not lead to a change in its B1 use.

9.2 Based on the above, the proposal would be an acceptable use of the land. A condition is included to ensure the store is used for purposes ancillary to the existing use only.

10.0 Design and impact on the character and appearance of the area:

10.1 The National Planning Policy Framework encourages new development 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 Policies EN1, EN2, and EMP2.

10.2 *Extension:*

The proposed extension would continue the height and width of the existing southern wing of the building by approximately 10.15 metres southwards. The scale and form of the extension is considered in proportion with the existing building and its site. The extension would be finished in perforated metal cladding with the only opening being an access door in the west elevation at ground floor. The purpose of this perforated metal design is to allow for air flow into the extension to provide ventilation for the plant it would accommodate. A concrete finished lift overrun is included above the roof.

10.3 The provision of perforated metal cladding with no windows would not coordinate with the style and appearance building and there would be views of this from the surrounding area, particularly from Wexham Road. However, it is acknowledged that this is a defined business area where the particular requirements of a building may not always lend to traditional building forms, and this is such an example. While the extension would not visually coordinate with the existing building, it would be set back from the street and within a site large enough to enable its own character to be created with a degree more freedom compared to smaller sites in closer proximity to the public realm and neighbouring buildings. The cladding material is proposed to be metallic silver aluminium which is of an appropriate quality. The texture, depth, and exact colours can be secured by condition. Given the setting is within an existing business area, and given the material is a suitable quality, the proposed extension would not have unacceptable visual impacts.

10.4 *Store:*

The detached store would be sited to the western side of the main building and northern side of the existing ammonia plant and incorporate a pitched at 4.9 metres in height to the eaves (max) and 7.2 metres in height to the ridge (max).

10.5 The scale and form of the store is considered in proportion with the existing building and its site. The store would be finished in a profiled aluminium roof and aluminium cladding panels in a colour to coordinate with the proposed extension to the existing building. Although the store would be set well within the site and screened from Wexham Road by the existing building, there would be fleeting views of the store from Petersfield Avenue. Given this is an existing business area; such a building would not appear incongruous and given the materials would be a suitable quality, the proposed store would not have unacceptable visual impacts.

10.6 Based on the above, the proposal would have an acceptable impact on the character of the surrounding area and would comply with Policies EN1, EN2, and

EMP2 of the Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

11.0 Impact on neighbouring uses/occupiers:

- 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, EN2, and EMP2.
- 11.2 To the south beyond the railway in Richmond Crescent there are existing residential properties over 130 metres from the proposed extension. To the northwest there is an existing block of flats approximately 80 meters from the proposed store. To the east is the existing industrial site that may come forward for residential development (ref. P/00072/097), with outline plans showing the residential zones positioned approximately 70 metres from the proposed extension. All of these distances are considered to provide enough separation space to mitigate any overbearing impact or significant daylight and sunlight issues.
- 11.3 A noise report has been submitted with the proposal which asserts the plant noise from within the extension would be well below the night time background noise levels at existing residential occupiers. No assessment has been carried in relation to the potential future residential development to the east (ref. P/00072/097) which may come forward. The noise report states there may be a variation in the plant selection before it is installed and in this scenario further assessment would be required. The Council Environmental Quality Officer agreed that both the assessment on the potential future residential scheme to east (ref. P/00072/097) and any changes to plant selection can be secured by condition.
- 11.4 It is noted that the provision of an ancillary store would result in some noise generation through potential HGVs accessing the site, and loading / unloading. However this would not be is not a standalone warehouse where a high number of HGV movement would likely occur, but an ancillary storage building to support the B1 use of the site. In addition, high levels of HGV movements have not been observed in relation to the existing research and development facility. As such the proposed store is not considered to result in significant noise and disturbance issues within this business area.
- 11.5 Although the construction phase would result in some noise and disturbance for the neighbouring occupiers, this is expected to be for a limited period and given the separation distances from residential neighbours which are well separated from the site. A construction management plan can be secured by condition to ensure working hours are do not take place during times that would cause unacceptable noise and disturbance issues for nearby residents.
- 11.6 Based on the above, the proposal would have an acceptable impact on the neighbouring Uses/Occupiers and would comply with Policies EN1, EN2, and EMP2 of the Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

12.0 Economic Impact:

- 12.1 The site is located within a defined Business Area (Mill Street-Petersfield Avenue-ICI) as identified on the Proposals Map (2010). Core Strategy policy 5 (employment) requires there to be no loss of existing business areas to non-employment uses. Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration to replace any businesses that are lost.
- 12.2 The existing research and development facility would likely be lost due to the redevelopment of the industrial site to the east (ref. P/00072/097) where the justification for such a loss has been assessed within the associated planning application. This application before us proposes to relocate the research and development within this application site.
- 12.3 The application site currently accommodates 246 staff, while the existing research and development facility currently accommodates an additional 160 employees. The transfer to the application site would see as many staff as possible from the existing research and development facility join the 246 members of staff within the application site.
- 12.4 Accommodating the research and development facility within the application would result in the retention of valuable employment within the borough that could otherwise be relocated elsewhere. This therefore weighs in favour of the application.
- 12.5 Based on the above, the proposal would have a positive economic impact on the and would comply with Policy EMP12 of the Local Plan for Slough 2004, Core Policy 5 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework..

13.0 Impact on highways and parking:

- 13.1 The National Planning Policy Framework 2019 requires development 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 access by emergency vehicles. This is reflected in Policies EMP2 and T2 of the Local Plan for Slough 2004, Core Policy 7 of the Core Strategy 2008. Paragraph 109 of the National Planning Policy Framework 2019 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'.
- 13.2 The parking standard set within Local Plan Policy T2 as updated by the Developer's Guide requires no overall increase in parking spaces for B1 uses within existing business areas.
- 13.3 The site in total accommodates 440 parking spaces; however 50 of these have not

been in use due to temporary operations on the site. As a result of the proposal, there would be 390 car parking spaces due to the store being sited on parking spaces. The application site currently accommodates 246 staff site and also provides parking for the existing 196 employees at the research and development facility within the industrial site on the east side of Wexham Road.

- 13.4 The proposal would comply with Policy T2 of the local plan by not increasing in parking spaces on the site, and the loss of 50 parking spaces would be mitigated by the highly accessible location of the site.
- 13.5 The local highway authority has assessed the application and has raised no objection on terms of highway function and safety.
- 13.6 The cycle provision on the site already over provides and as such in agreement with the Local Highway Authority, there would be enough cycle parking for the intensification.
- 13.7 Based on the above, the proposal would have an acceptable impact on highways and parking would comply with Policies EMP2, T2, and T8 of the Local Plan for Slough 2004, Core Policy 7 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

14.0 Contaminated Land

- 14.1 Paragraphs 170 and 178 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. This is reflected in Core Policy 8 of the Core Strategy.
- 14.2 The site is identified as being potential contaminated. The Environment Agency has recommended conditions to ensure there would be no unacceptable risk from, or be adversely affected by high levels of water pollution. Since receiving the recommended conditions, the applicant has been working with the Environment Agency to design an appropriate strategy to address the water pollution risks.
- 14.3 Given the strategy has not been agreed yet, the recommended Environment Agency conditions will be applied, however this may change with the agreement from the Environment Agency. It is considered however that through appropriate conditions any issues relating to contamination can be mitigated and no conflict with the framework would occur as a result.

15.0 Surface Water Drainage

- 15.1 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 requires development to manage surface water arising from the site in a sustainable manner.
- 15.2 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.

- 15.3 The Lead Local Flood Authority has requested further information in relation to surface water drainage. The applicant is currently working to address the issues raised through a revised drainage strategy. Once this is completed, the Lead Local Flood Authority will be further consulted. Planning permission should not be granted until the Lead Local Flood Authority is satisfied with the drainage strategy. Planning Officers are therefore request this matter be delegated back to the Planning Manger to resolve.

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 an extended area and new building to relocate employees from an existing facility that would otherwise be lost. Planning officers are content the proposal contains sufficient wheelchair accessible parking spaces.

- 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 e.g: 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.

20.0 Decision Making

20.1 The application has been evaluated against the Development Plan and the NPPF and it is found the proposal would comply with such relevant policies and the application is therefore recommended for approval.

21.0 PART C: RECOMMENDATION

21.1 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) a satisfactory surface water drainage strategy in consultation with the Lead Local Flood Authority;
- 2) agreement of the pre-commencement conditions with the applicant/agent;
- 3) finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 14th January 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

PART D: DRAFT LIST CONDITIONS AND INFORMATIVES

1. Time Limit

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 and drawings hereby approved by the Local Planning Authority:

- a) Drawing ref. AKZ-BMD-Z1-00-DR-A-11000 P05; Dated 03/07/2020; Rec'd 01/10/2020
- b) Drawing ref. AKZ-BMD-Z1-01-DR-A-11001 Rev P03; Dated 02/06/2020; Rec'd 09/06/2020
- c) Drawing ref. AKZ-BMD-Z1-00-DR-A-11002 P05; Dated 25/09/2020; Rec'd 25/09/2020
- d) Drawing ref. AKZ-BMD-Z1-02-DR-A-10002 Rev P03; Dated 02/06/2020; Rec'd 09/06/2020
- e) Drawing ref. AKZ-BMD-Z1-03-DR-A-10003 Rev P01; Dated 02/06/2020; Rec'd 09/06/2020
- f) Drawing ref. AKZ-BMD-XX-XX-DR-A-10003 Rev P03; Dated 25/09/2020; Rec'd 25/09/2020
- g) Drawing ref. AKZ-BMD-Z1-RF-DR-A-10003 11004 Rev P01; Dated 02/06/2020; Rec'd 09/06/2020
- h) Drawing ref. AKZ-BMD-Z2-1-00-DR-A-11005 Rev P07; Dated 02/06/2020; Rec'd 09/06/2020
- i) Drawing ref. AKZ-BMD-Z2-1-XX-DR-A-12001 Rev P05; Dated 02/06/2020; Rec'd 09/06/2020
- j) Drawing ref. AKZ-BMD-Z2-1-XX-DR-A-13001 Rev P02; Dated 02/06/2020; Rec'd 09/06/2020

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. Samples of Materials

Prior to any of development above ground floor slab of the extension and / or store hereby approved, details of external materials (including, reference to manufacturer, specification details, positioning, colour, texture, depths) to be used in the construction of external envelope of the 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.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2019.

3. Contaminated Land Remediation Strategy

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. The site has had potential contaminative uses which could impact controlled waters.

4. Contaminated Land Verification Report

Prior to each phase of development being occupied, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

5. Surface Water Drainage

TBC

6. Noise assessment

Prior to the installation any plant or machinery with the extension hereby approved, a noise assessment and mitigation in accordance with ProPG: Planning and Noise Guidance and British Standard 8233:2014 to address the potential noise impacts on the nearby residential occupiers and the likely future residential occupiers to the east proposed in planning application P/00072/097 shall be submitted and approved in writing by the Local Planning Authority. The development hereby approved shall be carried in accordance with these details and shall be retained as such at all times in the future.

REASON To protect the amenity of nearby residents meet the objectives of Policies EN1, EMP2, and EMP2 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework

7. Warehouse / storage building to be ancillary

The warehouse / storage building hereby permitted is used for ancillary purposes to the main use of site.

REASON: In order protect the amenities of the area and the impact on highways and parking, in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1, EN2, EMP2, and T2 of the Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework

8. Piling

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in

accordance with the approved details.

REASON: To ensure that the proposed piling does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement of the 'The Environment Agency's approach to groundwater protection'. Piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

INFORMATIVES:

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

2. Thames Water:

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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

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

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses

