

P/00827/032

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Subject to the expiry of the press notice and having considered the relevant policies set out below, and any comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager, for approval; in order to finalise conditions and agree pre-commencement conditions; and any other minor changes.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 1,000 square metres in floor space.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for:
- Redevelopment of the site by the construction of a single two-storey building.
 - Provision of some 2993sq.m. of floorspace to cater for employment uses.
 - Surface parking providing 36 spaces, including accessible spaces - four of the total number would be provided with electric charging facilities).
 - The provision of a secure cycle storage facilities for eight cycles.

3.0 Application Site

- 3.1 The application site lies between Poyle Road on its west side, Mathisen Way on its northern side, Millbrook Way on its eastern side and the Poyle Channel flows along the southern side.
- 3.2 The site is currently occupied by two office blocks set in landscape and car parking areas. The northern office block comprises Motor Sports House and the southern office block comprises Windsor House. Each is

now unoccupied.

- 3.3 The ground levels are generally level across the site; though there is an incline on Millbrook Way, as it rises towards the south to cross the Poyle Channel, so that there is a level difference between the site and the footway outside.
- 3.4 To the west of the application site, lies the six-storey Hilton Hotel, set in landscaped car parking areas.
- 3.5 To the east lies a large footprint, two-storey commercial building occupied by KWE.
- 3.6 To the north lies a large footprint, two-storey building formerly occupied by BancTec, which has Prior Approval to be converted to residential accommodation.
- 3.7 To the south, across the Poyle Channel, is another two-storey commercial building.
- 3.8 Access to the application site is taken from Millbrook Way
- 3.9 For completeness, it should be noted that the site lies within the Colne Valley Park and the Public Safety Zone for Heathrow Airport. There are no Tree Preservation Orders, heritage assets or conservation areas affected by the proposals.

4.0 **Relevant Site History**

- 4.1 There is no relevant planning history.

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 three site notices were displayed – on lampposts immediately surrounding the perimeter of the site - each dated 30/06/2021. The application was advertised as a major application in the 27/08/2021 edition of The Slough Express.
- 5.2 No responses were received.

6.0 **Consultations**

6.1 **Local Highway Authority:**

Introduction

This document provides Slough Borough Council's consultation response regarding Highways and Transport for application P/19460/000 at Riverside Park, Millbrook Way, Poyle, SL3 0HG. A Transport Assessment (TA) has been submitted by Stunt Consulting, the Transport Consultant for the application. The Proposed Site Plan is Drawing No. PL-101-P1, dated May 2021.

SBC Highways and Transport previously provided comments in writing on 27th July 2021, by email dated 9th August and by phone on 10th August 2021.

Application Description

The proposed development is the demolition of all existing buildings and the redevelopment of the site, including a change of use from office use, for flexible light industrial, general industrial and storage and distribution employment floor space.

The site is currently occupied by two separate B1a office buildings totalling 2,637.55sq.m with associated car parking and servicing. Planning permission is sought for 2,994sq.m of flexible E, B2 and B8 Land Use.

Vehicular Access

The TA includes an assessment of the collision record for the roads in the vicinity of the site. The assessment is based on publicly available data within CrashMap.

At the request of SBC Highways and Transport, Stunt Consulting have updated the Proposed Site Access Drawing (Drawing No.B2108_001 dated 29/07/2021) to display a width of 9.8 metres, corner radii of 9 metres and 2.4 metres x 43 metres of visibility in accordance with the Manual for Streets requirements for a 30mph speed limit.

Stunt Consulting have also confirmed that the applicant will provide dropped kerbs and tactile paving across the proposed site access junction, as shown on Drawing No.B2108_001 dated 29/07/2021.

A revised Stage 1 Road Safety Audit has been submitted to SBC as the Overseeing Organisation for review and is now agreed with SBC Highways and Transport as the overseeing organization.

Full collision records have been provided from the Local Highways Authority and analysis of the results has been completed. The collision records were obtained for the public highway extending 250m either side of the proposed site access into Riverside Park.

Two slight accidents were recorded at the junction of Poyle Road and Bath Road approximately 200m north of the site. Two slight injury accidents were recorded approximately 300m south of the site at the Poyle Road / Hilton Road

/ Colndale-Road Roundabout. The police reports identified human error as the key causal factors which contributed towards the accidents.

SBC Highways and Transport accept the conclusion of Stunt Consulting that the surrounding highway network does not have an existing highway safety problem which would be exacerbated by the introduction of the proposed development.

Trip Generation

The TA includes a forecast of the site's vehicular trip generation based on TRICS data, TRICS is the National Database containing trip surveys of existing development sites.

Stunt consulting have revised the trip generation calculation based on comments made by SBC Highways and Transport. SBC requested the recalculation of the trip rates based on TRICS survey sites which were closely comparable with the proposed development in terms of location and accessibility by sustainable travel modes.

The trip survey sites for the proposed use now include more comparable sites located in Edge of Town locations similar to the proposed development site and those trip rates are now agreed with SBC Highways and Transport.

The revised trip generation calculation concludes that the proposed development would generate approximately 24 two-way trips during the AM Peak Hour (0800 – 0900) and 19 two-way trips during the PM Peak Hour (1700 – 1800), generating 246 two-way vehicle trips during a 12 hour day (0700 – 1900).

The TA calculates the net traffic generation by removing the trips associated with the existing office. Therefore the construction of the proposed development is expected to cause a net reduction in trip generation of 31 two-way trips during the AM Peak Hour and 34 two-way trips during the PM Peak Hour.

Access by Sustainable Travel Modes

The site cannot be considered easily accessible by sustainable travel modes. The 305 Bus Service provides a bus once every 2 hours from the Poyle Road Bus Stop between Poyle, Colnbrook, Horton, Wraysbury, Hythe End and Staines.

The 81 and 703 Bus services are higher frequency services which can be accessed from the Bath Road bus stops 350m (5 minutes) walk from the site.

The nearest train station to the proposed development site is Wraysbury which is 3500 metres (1 hour 13 minutes walk) and therefore not an attractive option for regular travel.

Site Layout

At the request of SBC Highways and Transport, Plan 11362_PL_131 has been provided to demonstrate a safe pedestrian route which will prevent pedestrians mixing with Heavy Goods Vehicles in the loading area. The applicant has also

confirmed that signage will be provided to prevent employees walking across the service yard.

SBC Highways and Transport have no objection to the proposed site layout.

Car Parking

Three loading bays are proposed along with 36 car parking spaces.

The Slough Borough Parking Standards would require the provision of 53 parking spaces if [the entire] 2,637sqm [were to be used as] B2 Industrial Land Use on site. [Whereas] 13 parking spaces would be required in the event that the entirety of the 2,637sqm is B8 Warehousing.

In the event that the land use is unrestricted and allows the site to be completely developed as B2 Industrial Land Use, the proposed 36 spaces would be a shortfall of 17 parking spaces, given the Slough Borough Council Parking Standards require 53 parking spaces.

Stunt consulting have provided a calculation of parking demand based on the trip survey data which forecasts that a maximum of 33 vehicles will park on-site between 10:00 – 10:30 and 12:00 – 12:30. The parking demand calculation is based on the trip survey data from TRICS agreed with SBC.

EV Parking

Two dual Electric Vehicle Charging Points are proposed, which would provide 4 EV Charging sockets. This number is considered compliant with the Slough Low Emissions Strategy (2018 – 2025) which requires that 10% of parking spaces are fitted with Electric Vehicle Charging Points (EVCP) for industrial developments.

It is recommended that the EV Parking provision is secured by a suitably worded condition.

Cycle Parking

The applicant proposes 10 secure and covered cycle parking spaces to support the proposed development.

SBC Highways and Transport have no objection to the proposed cycle parking. Further details of the cycle stores design and housing should be secured by condition.

Refuse Collection and Deliveries

SBC Highways and Transport require the provision of a Delivery Servicing Plan for the site. It is recommended that this is secured by planning condition.

SBC Highways and Transport also wish to make the applicant aware that SBC have a committed scheme for a bus gate on Poyle Road immediately north of the junction of Poyle Road and Mathiesen Way. As a result, any HGVs or construction traffic associated with the site will be required to arrive/depart the site to the south using Poyle Road as the bus gate will prevent HGVs from travelling northbound along Poyle Road.

Summary and Conclusions

I confirm that I have no objection to this application from a transport and highways perspective. Highways set out conditions covering Access, Visibility, Gates, Layout, Parking Provision, EV Charging Points, Cycle Parking, Delivery & Servicing Plan, Bin Storage, together with Informatives. These are included below at 21.0].

6.2 Thames Water:

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.

6.3 Lead Local Flood Authority

The general principles for the surface drainage are acceptable; we would recommend further information on the proposals be submitted as part of a more detailed design phase. Therefore we recommend [a condition - as set out below at 21.0].

6.4 SBC Scientific Officer

No response received for this application. Any comments received will be reported into the Amendment Sheet.

6.5 Heathrow Safeguarding

We have now assessed the application below against safeguarding criteria and can confirm we have no safeguarding objections to the proposed application. However, we would like to make the following observations:

Cranes

Given the nature of the proposed application, it is possible that a crane may be required. 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'.

[An Informative has been set out below at 21.0]

Public Safety Zones

This site, or part of this site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 'Control of Development in Airport Public Safety Zones' for further information.

6.6 SBC Landscape Officer

No response received for this application. Any comments received will

be reported into the Amendment Sheet.

6.7 SBC Noise and Air Quality Officer

No response received for this application. Any comments received will be reported into the Amendment Sheet.

6.8 Environment Agency

No response received for this application. Any comments received will be reported into the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published in July 2021.

The National Planning Policy Framework 2021 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Planning Officers have considered the revised National Planning Policy Framework 2021 which has been used together with other material planning considerations to assess this planning application.

National Planning Policy Framework:

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 6: Building a strong, competitive economy

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

Section 15: Conserving and enhancing the natural environment

The Slough Local Development Framework, Core Strategy 2006 – 2026,
Development Plan Document, December 2008

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 7 - Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural, built and historic environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

CG1 - Colne Valley Park

EMP2 – Criteria for Business Developments

EMP9 – Poyle Estate

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

T2 – Parking Restraint

T8 – Cycle Network and Facilities

The Emerging Preferred Local Plan for Slough 2016 – 2036:

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

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

- *Accommodating the proposed third runway at Heathrow and mitigating the impact;*
- *Promoting the northern expansion of Slough in the form of a “Garden Suburb”.*

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

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

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

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

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

Other Relevant Documents/Guidance

Department of Transport Circular 01/2010 – Control of Development in Airport Public Safety Zones

7.2 The planning considerations for this proposal are:

- Land Use including siting in a PSZ for Heathrow (section 8.0)
- Impact on Visual Amenity (section 9.0)
- Impact on neighbouring properties (section 10.0)
- Traffic and Highways Implications (section 11.0)
- Air Quality (section 12.0)
- Surface water drainage (section 13.0)
- Land Contamination (section 14.0)
- Archaeology (section 15.0)

- Impact on biodiversity and ecology (section 16.0)
- Sustainable Design and Construction (section 17.0)
- Equalities Considerations (section 18.0)
- Presumption in favour of sustainable development (section 19.0)

8.0 **Land Use including siting in a Public Safety Zone for Heathrow**

8.1 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.

8.2 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 and rail network”.

8.3 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.

8.4 The site is located within the defined Poyle Estate Business Area. The proposal would see a 338 square metre increase in employment floor space (existing: 2506sq.m.; proposed: 2844sq.m.) to provide the following uses:

- Light Industrial - Class E(g)(iii)
- General Industrial - Class B2
- Storage and Distribution – Class B8
- Ancillary Offices

These land uses fall within the uses sought by Local Plan Policy EMP9, and subject to restricting these uses to those specified, the proposed land uses would comply with the Development Plan for this location. The proposal would build on the strength and potential of this Business Area and is therefore considered to comply with the relevant objectives of the National Planning Policy Framework.

8.5 The application site lies in a Public Safety Zone. The advice in DoT Circular 1/2009 has been followed in this assessment. From the foregoing details of the mix of the scheme it has been assessed that there would be a net reduction in employees, which is in line with the

thrust of the policy to avoid putting people at risk in a PSZ. A set of appropriate conditions are set out below at 21.0 to ensure that the basis for permitting this particular scheme upon specific details of the proposal are not varied by changes in mix of use, increases in floorspace or conversion to residential accommodation, without further consideration by the LPA.

8.5 Based on the above the proposed land use would be acceptable.

9.0 **Impact on visual amenity**

9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1, EN3, and EMP2. Policy CG1 states that is within the built up area of the Colne Valley Park, any development that would have a significant visual impact on the Park should be appropriately mitigated.

9.2 As described above, the local area is characterised by two-storey commercial buildings, most with a large footprint; albeit that one has now an unimplemented approval for residential use.

9.3 As a replacement building for those existing, it would be in-keeping with the form of development locally. It would reflect the height and footprint of the adjacent buildings. As such, it is considered that the development would not be out-of-place in this setting.

9.4 In terms of design and style, the proposals are considered to be crisp and contemporary – simple but unassuming. Contrasting silver and black facing panels are broken by fenestration and loading bay shutters, which provide animation, ordering through horizontal and vertical features based on a functionality of purpose, as well as a restrained number of panels in orange to introduce some modest eye-catching detail.

9.5 The siting of the proposed structure enables the retention of the most important existing trees and landscaping on the southern margins of the site i.e. adjacent to the Poyle Channel. Some further soft and hard landscaping – mostly on the western and northern parts of the site - would ensure the scheme would complement the general feel and visual amenities of the locality.

9.6 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with

Policies CG1, EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2021.

10.0 **Impact on neighbouring properties**

10.1 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.

10.2 As more fully described above, the scheme entails a new building that would match the general height and massing of adjacent buildings. Given the degree of separation between the application site and those adjacent neighbouring premises, it is considered there would be no adverse impact on the amenities of the occupants of those buildings, in terms of overshadowing, loss of any privacy, noise or disturbance.

10.3 In conclusion, as it is considered that there would be no adverse harm for neighbouring properties, the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EMP2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2021.

11.0 **Traffic and Highways**

11.1 The National Planning Policy Framework 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, T8, EMP2 and EMP9. 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”.

11.2 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.

- 11.3 Whilst the site access point will remain more or less in the existing place, there are to be detailed modifications to satisfy the Highway Authority in terms of visibility and the provision of dropped kerbs and tactile paving.
- 11.4 Further to discussions between the traffic consultants for the applicant and the Highway Authority, it has been concluded that there would be a reduction in traffic generation between the previous use of the site and that of the proposed scheme.
- 11.5 The Highway Authority have concluded in discussions with the applicant's transport consultant that their provision of 36 car parking spaces and three lorry loading spaces would be satisfactory, subject to a limitation on the split of use between B2 and B8. Furthermore, the offices within the scheme must be ancillary only and thus not used independently. This is because the parking requirement for the use of the proposed new building for B2 or B1 would exceed the proposed parking provision. Accordingly, conditions reflecting the need to restrict the amount of B2 and B1 offices are set out below at 21.0.
- 11.6 The Highway Authority has confirmed it is satisfied by the proposed provision of two EV Charging points (serving four vehicles), cycle and bin storage, subject to conditions as set out below, which also require a Delivery Plan and a prohibition on any gates or barriers without prior approval from the LPA.
- 11.7 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

12.0 **Air Quality**

- 12.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result

in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

- 12.2 The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy (LES) is a material planning consideration but it does not form part of the current local development plan.
- 12.3 The site is not located within a designated Air Quality Management Area and the expected trip generation for the proposals indicated a reduction in traffic arising from the use of the site.
- 12.4 The scheme will provide EV Charging facilities pursuant to a condition – set out below at 21.0 - in line with the LES.
- 12.5 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework 2021.

13.0 **Surface Water drainage**

- 13.1 Paragraph 169 of the National Planning Policy Framework requires major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.
- 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 agrees with the general principles for the surface water drainage proposals and have recommended a condition to secure the detailed design, which is set out below at 21.0.

14.0 **Land Contamination**

14.1 The application documents set out the geo-environmental conditions at the site. These do not indicate any particular issues with contamination. Given the close proximity of the site to the Poyle Channel, a watching brief condition is set out below at 21.0.

15.0 **Archaeology**

15.1 The applicant has had a desktop study into the archaeological significance of the site. This notes that:

- There are no nationally designated World Heritage sites, Scheduled Monuments, Historic Battlefield or Historic Wreck sites within the vicinity of the application site
- The application site does not lie within an area identified by the LPA of archaeological priority

It concludes that “In view of the recent development history of the site, it would appear unlikely that any archaeological remains will now be present.”

16.0 **Impact on biodiversity and ecology**

16.1 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.

16.2 The application site does not fall within a designated Special Protection Areas, Special Areas of Conservation or Site of Special Scientific Interest and is not an agricultural building or barn.

16.3 A habitat survey was carried out in February 2021 in order to ascertain the general ecological value of the site and identify the main habitats and the associated plant species located within the site. Special attention was paid to any particular use of the site by protected species, priority species or other notable species. Whilst specific surveys were conducted for the presence of any bats or badgers.

16.4 No signs of bats, badgers, water voles, otters, amphibians or reptiles were found.

16.5 The closest SSSI – Wraysbury Reservoir – lies some 0.9km. away. The

submitted report concludes that given the nature of the application site and its development, as well as the distance and intervening habitats, no significant adverse direct or indirect effects are anticipated as a result of the proposals.

- 16.6 The presence of Heathrow requires that no fruit-bearing vegetation is included in the proposed landscape plan. The adherence to the EA guidance for an 8-metre buffer zone for the Poyle Channel ensures there would be no adverse indirect impacts on the watercourse.
- 16.7 In order to enhance the existing ecological value of the site, the proposals include bat boxes, bird boxes, invertebrate “hotels” and log piles, in the southern zone alongside the Poyle Channel.
- 16.8 Based on the above, the proposal would satisfy Core Policy 9 of the Core Strategy and the National Planning Policy Framework.

17.0 **Sustainable design and construction**

- 17.1 The application proposes achieving a ‘BREEAM ‘Very Good’ rating.
- 17.2 Conditions are included to ensure this rating is achieved during construction and prior to occupation.

18.0 **Equalities Considerations**

18.1 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 (e.g.: 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).

18.2 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 under other legislation covering environmental health should be exercised as and when required.

18.3 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.

19.0 **Presumption in favour of sustainable development**

19.1 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.” This report identifies that the proposal would comply with the relevant policies in the Development Plan. The application is therefore recommended for approval subject to conditions.

20.0 **PART C: RECOMMENDATION**

20.1 Subject to the expiry of the press notice and having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval; in order to finalise conditions and agree pre-commencement conditions; and any other minor changes.

21.0 **PART D: 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 and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. 11362_PL_100; Dated May 21; Recd On 16/06/2021
- (b) Drawing No. 11362_PL_101; Dated May 21; Recd On 16/06/2021
- (c) Drawing No. 11362_PL_102; Dated May 21; Recd On 16/06/2021
- (d) Drawing No. 11362_PL_103; Dated May 21; Recd On 16/06/2021
- (e) Drawing No. 11362_PL_104; Dated May 21; Recd On 16/06/2021
- (f) Drawing No. 11362_PL_105; Dated May 21; Recd On 16/06/2021
- (g) Drawing No. 11362_PL_110; Dated Jun.'21; Recd On 16/06/2021
- (h) Drawing No. 11362_PL_120; Dated May 21; Recd On 16/06/2021
- (i) Drawing No. 11362_PL_121; Dated May 21; Recd On 16/06/2021
- (j) Drawing No. 11362_PL_122; Dated May 21; Recd On 16/06/2021
- (k) Drawing No. 11362_PL_131; Dated Aug 21; Recd On 26/08/2021
- (l) Air Quality Assessment by Accon UK ref: A4238/AQ/02; Dated 07.06.2021; Recd On 16/06/2021
- (m) Archaeology Desk Based Assessment by RPS ref: 27287 Version 2; Dated June 2021; Recd On 16/06/2021
- (n) Unnumbered/undated Bird Hazard Management Plan by PRC; Recd On 16/06/2021
- (o) BREEAM Pre-Assessment Report by Cudd Bentley Consulting Ltd. ref: 6125-CBC-RGV-RP-Z-001-P03; Dated 07 June 2021; Recd On 16/06/2021
- (p) Demolition Plan by Shaun Demolition ref: A278/R014a/03; Dated 03/06/2021; Recd On 16/06/2021
- (q) Design & Access Statement by PRC ref: 11362; Dated May 2021; Recd On 16/06/2021
- (r) Ecological Assessment by Ecology Solutions ref: 9655.EcoAs.vf6; Dated August 2021; Recd On 06/08/2021
- (s) Energy & Sustainability Statement by Cudd Bentley Consulting Ltd. ref: 6125-CBC-HM-RP-Z-001-P05; Dated 04/06/2021; Recd On 16/06/2021
- (t) External Lighting Assessment by Cudd Bentley Consulting Ltd. ref: 6125-CBC-AF-RP-E-003 Rev. T04; Dated 03rd June 2021; Recd On 16/06/2021
- (u) External Lighting Plan by Kinfisher Lighting drawing no: 043127/JB/C; Dated 2 June 2021; Recd On 16/06/2021
- (v) Flood Risk & Drainage Impact Assessment by Portland Consulting Engineers ref: 2021035 Rev. A; Dated June 2021; Recd On 16/06/2021
- (w) Framework Travel Plan by Stunt Consulting ref: B2108/TP01; Dated 27 May 2021; Recd On 16/06/2021
- (x) Geo Environmental Report by WDE Consulting ref: 21038R1 Issue A; Dated 27 March 2021; Recd On 16/06/2021
- (y) Landscape Management and Maintenance Plan by PRC ref: 11362; Dated June 2021; Recd On 16/06/2021

(z) Noise Impact Assessment by Accon UK ref: A4238/N/001; Dated 04.06.2021; Recd On 16/06/2021
(aa) Planning Statement by PRC ref: 11362; Dated June 2021; Recd On 16/06/2021
(bb) Topo Survey by Greenhatch drawing no: 39497_T Rev. 0; Dated 24.05.21; Recd On 16/06/2021
(cc) Transport Assessment by Stunt Consulting ref: B2108/TA01; Dated 04 June 2021; Recd On 16/06/2021
(dd) Tree Constraints Plan by Keen Consultants drawing no: 1607-KC-XX-YTREE-TCP01Rev0; Dated March 2021; Recd On 16/06/2021
(ee) Tree Protection Plan by Keen Consultants drawing no: 1607-KC-XX-YTREE-TPP01Rev0; Dated June 2021; Recd On 16/06/2021
(ff) Tree Survey and Impact Assessment by Keen Consultants ref: 1607-KC-XX-YTREE-TreeSurvey-and-ImpactAssessment-Rev0; Dated June 2021; Recd On 16/06/2021
(gg) Utility Survey by Greenhatch drawing no: 39497_UG Rev. 0; Dated 26.02.21; Recd On 16/06/2021
(hh) Proposed site access by Stunt Consulting drawing no. B21000/001; Dated 29.07.2021; Recd On 02/08/2021.

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

3. Contamination 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.

4. Tree Protection

No development hereby permitted shall commence until the tree protection measures detailed in the submitted Tree Protection Plan by Keen Consultants drawing no: 1607-KC-XX-YTREE-TPP01Rev0; Dated June 2021; have been implemented, and these measures shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

5. Drainage (SuDS)

Prior to any construction works above ground floor slab taking place, details of a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall include:

- Final detailed designs of the drainage scheme including invert levels, cover levels, gradients and exceedance routes
- Evidence that the applicant understands the sensitivity of discharge points relating to the receiving water body. Where this is main river or discharging through contaminated land the LPA may have to consult the Environment Agency (EA)
- Evidence of and information on the existing drainage network for previously developed (brownfield) sites
- Evidence that the proposed drainage will follow the same pattern as existing. This avoids directing flows to other directions.
- Information evidencing that the correct level of water treatment exists in the system in accordance with Ciria SuDS manual C753
- Maintenance regimes of the entire surface water drainage system including individual SuDS features, including a plan illustrating the organization responsible for each element.

Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.

- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework 2021.

6. External materials - Development

Prior to any construction works above ground floor slab taking place, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the 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 Policy EN1 of The Adopted Local Plan for Slough 2004.

7. New surface treatments

Prior to any construction works above ground floor slab taking place, the external ground surface materials to be used in the construction of the access and circulation roadways, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved prior to first occupation of the buildings.

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.

8. Boundary Treatment

Prior to the commencement of works on the relevant part of the development hereby approved, details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework 2021.

9. Landscaping Design

The external areas of the development hereby approved shall be landscaped as set out on Drawing No. 11362_PL_110; Dated Jun.'21; Recd On 16/06/2021 and in no other way unless and otherwise approved in writing by the Local Planning Authority.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

10. Access

Prior to the development hereby approved first being brought into use the new means of access shall be altered in accordance with the approved drawing by Stunt Consulting no. B21000/001; Dated 29.07.2021; Recd On 02/08/2021 and constructed in accordance with Slough Borough Council's Design Guide.

REASON To ensure that adequate access provision is available to serve the development to prevent highway congestion and safety issues and to

protect the amenities of the area in accordance with Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the requirements of the NPPF 2021.

11. Visibility

No part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access 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.

12. Layout

The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

13. Cycle parking

Prior to the first occupation of the development hereby approved details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to for approval by the Local Planning Authority. The cycle parking shall be provided in accordance with these details and shall be retained for this purpose.

Reason: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

14. Bin storage

Details of the proposed bin store (to include siting, design and external materials) shall be submitted to for approval by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Local Plan for Slough 2004.

15. Car Parking Provision

Prior to the development hereby approved first being brought into use, 36 no. car parking spaces shall be provided and made available for use in connection with the development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON To ensure that adequate on-site parking provision is available to serve the development to prevent highway congestion and safety issues by overspill of parking onto the surrounding streets in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2021.

16. EV Charging facilities

Prior to the first occupation of the development, the car parking provision shall include a total of 2 Dual Electric Vehicle Charging Points, providing 4 charging sockets. The electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework 2021.

17. Delivery and Servicing Plan

Prior to the development hereby approved first being brought into use, a site servicing strategy and Delivery and Servicing Plan (DSP) for the development including vehicle tracking, shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, silent reversing methods/ location of drop-off bays and vehicle movement in respect of the development. The approved measures shall be implemented and thereafter retained for the lifetime of the development.

REASON: In order to ensure that satisfactory provision is made for deliveries, drop-offs and refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

18. Sustainable Development Design Stage Certificate

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

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

19. External site lighting

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

REASON To ensure the safety of aviation and in the interests of the amenities of the area, in order to comply with Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021

20. Bird Hazard Management

The development hereby approved shall be carried out in accordance with the Bird Hazard Management Plan by PRC; Recd On 16/06/2021 for the lifetime of the development.

REASON To ensure the safety of aviation.

21. Sustainable Development Post-Construction Review Certificate

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

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

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 Class E of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In order ensure that independent offices which are high intensive employment generating uses, are directed towards the Town Centre to promote the long-term vitality and viability of the Town Centre, and to ensure offices are located in the most sustainable locations, in order to comply with Local Plan Policy EMP9, Core Policies 1, 5 and 7 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

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 E(g)(iii), B2, and B8 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

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

24. No change of use to residential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), the land uses hereby permitted falling within E(g)(iii), B2, and B8 as defined by Town and Country Planning (Use Classes) Order 1987 (as amended) (or any Order revoking or re-enacting that Order with or without modification) shall not be used for any residential purposes falling with the C3 Use Class as defined by Town and Country Planning (Use Classes) Order 1987 (as amended)) (or any Order revoking or re-enacting that Order

with or without modification).

REASON: to prevent the loss of employment uses and to prevent poor living conditions by virtue of using of buildings which are not design coded for residential purposes in accordance with Core Policies 4, 5, and 11 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework 2021.

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 2021.

26. Gates

Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 2015 (or any order revoking and re-enacting that Order), no vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems (other than those shown on the drawings hereby approved) shall be installed without first obtaining permission in writing from the Local Planning Authority.

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

27. No new windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any elevations of the development without the prior written approval of the Local Planning Authority.

REASON To ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan

Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2021.

28. Landscape management plan

The development hereby approved shall be carried out in accordance with the Landscape Management and Maintenance Plan by PRC ref: 11362; Dated June 2021; Recd On 16/06/2021 for the lifetime of the development.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021

INFORMATIVE(S):

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. Highways

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

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

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

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

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

3. Thames Water

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based

on the information provided.

Water Comments

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

4 Heathrow Safeguarding

Cranes

Given the nature of the proposed application, it is possible that a crane may be required. 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'.