

Registration Date:	22-Mar-2021	Application No:	P/00908/012
Officer:	William Docherty	Ward:	Cippenham Green
Applicant:	Mr. Simon Allen, Big Yellow Self Storage Company Limited	Application Type:	Major
		13 Week Date:	21 June 2021
Agent:	Stacey Swanson, DWD 6, New Bridge Street, London, EC4V 6AB		
Location:	361, Bath Road, Slough, SL1 5QA		
Proposal:	Construction of a part two, part three and part six storey building comprising a self storage facility (Use Class B8) together with vehicular access, service yard, parking, associated works and landscaping		

**Recommendation:** Delegate to Planning manager for Approval



## **P/00908/012**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to the satisfactory agreement of conditions:

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 The application is for full planning permission for the redevelopment of the site for the construction of a part two, part three and part six storey building comprising a self storage facility (Use Class B8) together with vehicular access, service yard, parking, associated works and landscaping.
- 2.2 The proposals include:
- Erection of a part 2, part 3 and part 6 storey building with a maximum ridge height of 20m from ground level.
  - 3,167 m<sup>2</sup> of self storage (B8) floorspace, increasing to 12,580m<sup>2</sup> including the 5 demountable mezzanine floors
  - Raised ground floor level, parking area and access to allow for the flow of flood water. Internal ground floor levels to be approximately 1m above external ground level to the front and 1.2m – 1.6m to the rear.
  - Access from Bath Road
  - Automatic gate
  - 14 Parking spaces including 2 accessible bays and one parent and child bay and 2 Electric Vehicle charging points
  - Extensive landscaping
  - Solar Panel Array on southern roof elevation (300m<sup>2</sup>)
  - 8 Cycle Spaces
  - Means of enclosure
  - Waste Storage area

### 3.0 **Application Site**

- 3.1 The site is located on the southern side of Bath Road and covers an area of approximately 0.79 hectares (1.96 acres). The site is bounded by residential uses (comprising of both houses and flats) to the south, a car dealership to the west with large commercial stores beyond this. Brook Path is to the east, which provides vehicular access south to Bower Way, with further commercial uses located to the east of Brook Path. To the north is Bath Road with a vacant site to the opposite side which is the subject of pre-application discussions.
- 3.2 The site is currently hard surfaced with some portable buildings on and was previously used by a vehicle rental business, with the associated parking of vehicles. The site has been used for vehicle sales and rentals for over 15 years. Vehicular access to the site is gained via Bath Road and there are currently three dropped kerbs in front of the site.
- 3.3 The site is located within flood zone 3a and in an area susceptible to surface water flooding. The western side of the of the site is allocated within the Slough Proposals Map as being within the Bath Road Business Area and also notes the site as forming part of an Area of Change as set out in the Core Strategy and a Selected Key Location for Comprehensive Regeneration (SKL1) as set out in the Local Development Framework Site Allocations DPD. Land to the front and east of the site has been proposed for future road widening. The site forms part of the Trade Sales Site as noted on the Brownfield register.

### 4.0 **Relevant Site History**

- 4.1 P/00908/011 Screening opinion request for the construction of a part two, part three and part six storey building comprising a self storage facility (Use Class B8) together with vehicular access, service yard, parking, associated works and landscaping

Decision: EIA Not required 27/04/2021

- 4.2 P/03484/020 Change of use of land to a vehicle hire depot incorporating use of existing modular building adjacent to western boundary to be utilised as reception and sales cabin and removal of two modular buildings.

Approved: 10-Dec-2013

- 4.3 P/03484/018 Use of land for vehicle display / sales (sui generis) including siting of modular office building with decking, provision of staff and customer parking, access from bath road (part-retrospective).

Approved: 29-May-2013

- 4.4 P/00908/006 Erection of three storey office block (outline) Subsequent application to extend consent for a further three years approved (ref. P/00908/009) in 1997  
Approved: 10/11/1993

- 4.5 P/00908/007 Use of part of the site as a workshop  
Approved: 22/03/1993

- 4.6 P/00908/008 Erection of car showroom and workshop  
Withdrawn: 02/06/1998

20 Mason's Court:

P/00545/019 Variation of condition no. 4 of planning consent p/00545/016 dated 20/08/2009 to allow windows to be added.

Approved: 18-Oct-2011

- 4.7 Pre- Application Advice issued October 2020

*Development considered:*

Construction of a part three and part five storey building comprising a self storage facility (Use Class B8) and part four and part five storey flexi office accommodation (Use Class B1) and the construction of 3 blocks of three to five storeys to provide 49 self-contained flats (Use Class C3) together with vehicular access, service yard, parking, associated works and landscaping.

Advice Provided:

The residential element of this advice has been removed from the proposed scheme and therefore this is not included below. The advice recommendations in relation the proposed storage unit are noted below:

- Concerns with impacts of a more intensive B8 storage use; LPA happy to review a method of restricting this use
- Concerns with impacts of storage unit on highways and living conditions for existing and any future residential development with unit being used 24 hours a day
- Principle of any development on this site will be led by the flooding issues
- Potential Overbearing impact on properties to the rear
- Close positioning for the storage unit to the rear gardens of Mason's Road result in poor visual amenity for residents.
- Potential sterilisation of future residential development within SKL1

resulting from the storage facility being close to the western boundary

The advice has been taken into account in the submission with alterations made to the location of development, hours of use and proposed design.

## 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 six site notices were displayed – 2 on Bath Road to the front of the site, 1 on Brook Path, 1 on the fence between 19 and 20 Mason's Court and 2 on Mason's Road - each dated 31/03/2021. The application was advertised as a major application in the 30/04/2021 edition of The Slough Express.

5.2 No responses have been 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/09811/0012 for a Big Yellow Storage Facility measuring 12,580sqm at 361 Bath Road, Slough. A Transport Statement (TS) has been prepared by i-Transport. The Proposed Ground Floor Site Plan is shown on Mountford Piggot Drawing No. 2102-P01-H (Dated: 08/02/2021).

Preapplication advice was provided by Highways Officers during August 2020. Initial comments were provided on 12th May 2021. i-Transport provided Technical Note ITL14431-005A-TN on 15th June in response. An amended proposed Site Plan has been submitted displaying a 2 metre wide strip along the site's boundary with Brook Path for future dedication as public highway, a new lighting column on Brook Path and dropped kerb and tactile paving.

#### **Application Description**

The site is currently occupied by a vehicle hire company (Van Minster, specialising in van hire) and comprises surface level vehicle storage with some small temporary buildings. The proposed building would have permanent ground floor space of 3,167sqm and 5 demountable mezzanine floors, enabling self storage of up to 12,580sqm. The site has three existing vehicular access/ along the site frontage, taken from Bath Road.

#### **Access**

It is proposed to rationalise the existing three accesses into one main access, in accordance with SBC's spatial strategy. The existing bellmouth for Brook Path and Van Minster are poorly separated at present and will be separated into two separate bellmouth junctions. The applicant will be required to enter into a Section 278 agreement for the detailed design. The applicant has also offered dropped kerbs and tactile paving for the crossings of the site access and Brook Path, as show on i-Transport Drawing ITL14431-GA-026-D, dated 11th June 2021.

In addition, the applicant has offered to provide a 2 metre wide strip of land on Brook Path along the site's eastern boundary and provide a lighting column, at the request of SBC Highways and Transport. The 2 metre strip and lighting column are shown on Mountford Piggot Drawing No. 2102-P01-H, dated 12.02.21.

A separate legal agreement for the 2 metre strip of land would enable SBC to dedicate the land as public highway in future. SBC could use the land to widen and further upgrade Brook Path in future, should further funding become available from other funding sources or developments.

i-Transport Drawing ITL14431-GA-026-D provides visibility splays from the proposed site access, with a splay of 120m to the left and 45m to the right. Visibility splays of 2.4m x 120m are required for a 40mph speed limit by the Design Manual for Roads and Bridges (DMRB), therefore the existing right-hand visibility splay is sub-standard. SBC accept the existing visibility splays shown on i-Transport Drawing ITL14431-GA-026-D on the basis that the proposed development is expected to reduce the number of vehicles arriving/departing the site compared to the site's previous use as a car hire centre.

It is proposed that the service yard will be raised and accessed by a 1:18 ramp. The ramp is required because the site sits within Flood Zone 3 and the site will be raised 660mmm due to a requirement for the site to be raised at least 600mm above the highest flood zone level. The proposed access ramp is considered acceptable by SBC Highways and Transport.

The TS includes collision data obtained from AccStats for the 5 year period between 01/01/2014 – 31/12/2018, which is at least 2 years out of date.

At the request of SBC Highways and Transport, i-Transport have obtained collision data for the most recently available 5-year period. Collision data was provided for the A4 Bath Road and it's junctions with Elmshott Lane, Station Road, the Retail Park Signal Junction, Stowe Road and Burnham Lane. A total of 10 collisions resulting in injury were recorded within the study area, comprising nine slight and one serious injury accidents. No fatal accidents were recorded.

No accidents were recorded at the site access junction in the most recent 5-year period. The proposed development is unlikely to worsen the existing collision rate given the proposed use is forecast to generate fewer vehicle trips than the previous land use.

Therefore SBC Highways and Transport have no objection to the planning application based upon the collision recorded in the area.

#### Access by Sustainable Travel Modes

The site benefits from reasonable opportunities for employees to travel to work by sustainable travel modes.

The site benefits from being located 220m from bus stops on the A4 Bath Road, which functions as a key bus route within Slough. There are further stops on Bower Way, which is located 420m from the site. The No. 4 service provides 2 buses per hour between Maidenhead, Slough and Heathrow between Monday and Friday. The No. 5 service provides 2 buses per hour between Slough and Cippenham between Monday and Friday.

A Study into Public Transport Access Level (PTAL) in Slough was undertaken by Atkins in 2018. This section was given a rating of '1b' for Public Transport Access Level, which denotes a low level of public transport accessibility.

Burnham Station is located approximately 780m from the site and offers 4 trains per hour to London Paddington and Reading during the peak hours.

#### Trip Generation

The net change in the site's trip generation has been forecast by subtracting the existing trip generation from the forecast trip generation. The existing trip generation of the site was estimated by using data from TRICS, the national trip generation database.

For existing Trip Generation, the TS estimated that the existing vehicle hire company generates around 24 two-way vehicle trips in the morning peak hour and 35 two-way vehicle trips in the evening peak hour. Across a 12-hour day, it is estimated to have generated some 400 two-way vehicle trips.

For the proposed use, the TS forecasts Trip Generation using data collected from an existing Big Yellow store totalling 8,623sqm in New Cross, London. The trip rates per square metre derived from this survey site have been used to forecast 4 two-way trips during the AM Peak Hour and 7 two-way trips during the PM Peak Hour, for a facility comprising 12,580sqm. This is equivalent to one trip every 9 to 15 minutes.

The TS forecasts that the development will generate 20 fewer two-way vehicle trips during the AM Peak Hour and 28 fewer two-way vehicle trips in the PM Peak Hour. Over a full day, the development is forecast to generate 209 fewer two-way vehicle trips.

Furthermore the peak hours of operation for self-storage facilities do not coincide with traditional highway network peak hours and the peak for the Big Yellow Store at New Cross was between 1400 – 1500.

SBC Highways and Transport accept the forecast trip generation presented in the TS for the proposed development. No objection is raised based on the proposed development's impact on highway capacity.

### Parking

14 Car Parking Spaces are proposed, including one disabled space and one parent and child space.

At the request of SBC, the applicant has increased the size of 5 parking spaces to dimensions of 2.7 metres x 5.2 metres (with an additional 1.2m hatched area).

The revised parking layout is displayed on Drawing No. ITL14431-GA-026-D. Three loading bays are also provided within the servicing yard for larger vehicles. Swept path analysis has been provided on Drawing No. ITL14431-GA-021-D and Drawing No. ITL14431-GA-022-D which demonstrates the three loading bays can accommodate 10m long vans or a 16.5m long articulated lorry in the unlikely event this is required.

The TS has provided an estimate of parking demand based upon survey data of a big yellow storage facility measuring 8,623sqm in New Cross. The TS states that at the New Cross store there was a maximum parking accumulation of 11 vehicles during any 15-minute period across the whole survey day.

SBC Highways and Transport accept the 14 proposed parking spaces.

### Cycle Parking

Four Sheffield stands providing eight parking spaces are proposed to serve the site. This would fall below the number required by the SBC Parking Standards; however the nature of the storage facilities as a use does not attract many cycle trips given the need to transport items to/from the storage units. The cycle parking provided is likely to be used solely by staff of the proposed unit.

SBC Highways and Transport accept the proposed number of Sheffield stands / cycle parking spaces.



### Servicing and Refuse Collection

The TS states HGV trips will be infrequent; although the turning yard has been designed to allow sufficient turning space for a 16.5m articulated vehicle for instances when an articulated vehicle needs to access the site. Swept paths have been provided on Drawing No. ITL14431-GA-021, dated 30/11/2020 which demonstrates that an Articulated Vehicle measuring 16.48m in length can ingress and egress the site. Drawing No. ITL14431-GA-029, dated 16/03/2021 demonstrates that a Phoenix 2 Duo Recycler Refuse vehicle measuring 11.2m in length can ingress and egress the site to complete refuse collection. The swept paths are accepted by SBC.

### Summary and Conclusions

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

#### 6.2 Thames Water:

No objections subject to informatives

##### Waste Comments

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to SURFACE WATER network 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](http://thameswater.co.uk/buildingwater).

##### Supplementary Comments

Comments are based on the assumption that Foul and Surface water will drain by gravity (Surface water attenuated to 2l/s) to manhole connections to the east of the site (either SU94805903, SU94805902 or SU94814001 for Foul.... and either SU94814050 or SU94805952 for Surface water).

#### 6.3 Lead Local Flood Authority (Hampshire CC)

The LLFA have reviewed the following:

- Ground Floor Site Plan As Proposed Drawing No. 2102-P01-B Rev B Date 01.03.21 Prepared by Mountford Pigott
- Topographic Survey Drawing No. 17042/T/02-02 B Date April 2018 Prepared by EDI Surveys Ltd
- Thames Water Asset Location Plan
- Drainage Strategy and Maintenance Statement Document Reference No. 12904-CRH-ZZ-XX-RP-C-0002\_DS P2.docx

No objections to the proposals.

#### 6.4 Environment Agency

##### Initial Objection (Consultation reply 1) – 25<sup>th</sup> May 2021

The submitted FRA does not comply with the requirements of paragraph 163 of the National Planning Policy Framework (NPPF) and for site-specific flood risk assessments, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the planning practice guidance. The FRA does not therefore adequately assess the flood risks posed by the development. In particular, the FRA fails to:

- take the impacts of climate change into account
- Flood risk mitigation measures to address flood risk for the lifetime of the development included in the design are inadequate because they will not make the development resilient to the flood levels.  
Consequently the development proposes inadequate:
  - Flood storage compensation:
  - Voids
  - Volumetric compensation scheme

This objection is also supported by Core Policy 8 of the Slough Local Development Framework Core Strategy. 2006-2026 (adopted December 2008).

##### Overcoming our objection

We are satisfied with the elevated ground floor level and the modelling that this is based on, however we would like to see more detail regarding the design of voids that will go below the ground floor. The void openings should be a minimum of one metre wide. Their minimum height, for the full one metre width of the opening, should be up to the predicted depth of flooding (including climate change and freeboard allowance), extending from the existing ground level. There should be one opening in every five metre length of wall on all sides.

Voids should be open and maintained as such in perpetuity. If the void openings are a security risk, then vertical steel bars placed at 0.1m centres can be installed. To overcome our objection, the applicant should submit a revised FRA which addresses these points. The applicant should provide a design or written description that the building will meet these specifications.

In order to provide a full understanding of the flood compensation scheme, the applicant should provide information on the current built footprint within the site, and how this compares to the proposed built footprint of the self storage facility. If this cannot be achieved, we are likely to maintain our objection. Please re-consult us on any revised FRA submitted and we'll respond within 21 days of receiving it.

#### Fencing design

Walls and fences can have a significant impact on the flow and storage of flood water, especially if they are constructed across a flood flow route. This can lead to higher levels of flood water on the upstream side of the fence or wall which will potentially increase the flood risk to nearby areas. Therefore walls and fences should be permeable to flood water.

We recommend the use of post and rail fencing, hit and miss fencing (vertical slats fixed alternately on each side of horizontal posts) or hedging. If a solid wall is proposed there must be openings below the 1% annual probability (1 in 100) flood level with an appropriate allowance for climate change to allow the movement of flood water. The openings should be at least 1 metre wide by the depth of flooding and there should be one opening in every 5-metre length of wall.

#### Second Objection (Consultation reply 2) – 5<sup>th</sup> August 2021

In the absence of an acceptable Flood Risk Assessment (FRA) we maintain our objection to this application and recommend that planning permission is refused.

Reasons: The submitted FRA does not comply with the requirements of paragraph 167 of the National Planning Policy Framework (NPPF) and for site-specific flood risk assessments, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the planning practice guidance. The FRA does not therefore adequately assess the flood risks posed by the development.

In particular, the FRA fails to take the impacts of climate change into account:

- Flood risk mitigation measures to address flood risk for the lifetime of the development included in the design are inadequate because they will not make the development resilient to the flood levels.  
Consequently the development proposes inadequate:
  - Flood storage compensation: Voids

This objection is also supported by Core Policy 8 of the Slough Local Development Framework Core Strategy. 2006-2026 (adopted December 2008).

### Overcoming our objection

We appreciate the additional information provided which satisfies our concerns over the fencing and floodplain compensation scheme.

However on review of the image and description of the proposed voids under the building, we do not find that it meets the required specifications for an appropriate void as set out in our previous objection. We have no problem with the mesh screen that will provide security but allow the free flow of water. However, the soffit of the void needs to be set at a minimum height of the predicted flood extent level plus climate change and there needs to be 1 metre wide openings for every 5m length of wall under this soffit. If the soffit of the void is below the castellated beam, then the beam needs to be raised above the flood extent level plus climate change. If the soffit of the void is above the beam, then there need to be adequate openings of a minimum of 1 metre width every 5 metres throughout the length of the beam.

In order to overcome the objection, the applicant will need to raise the beam so that the underside is above the flood extent level plus climate change, or change the design of the openings in the castellated beam so that there are 1 metre wide openings in every 5 metres of wall on all sides.

To overcome our objection, the applicant should submit a revised FRA which addresses these points. The applicant should provide a design or written description that the building will meet these specifications. If this cannot be achieved, we are likely to maintain our objection.

### Removal of objection (Consultation reply 3) – 29<sup>th</sup> September 2021

We have reviewed the following documents:

- Response to objection dated August 2021, reference: FGAfga12904-20210809-EA P3

- Fence and Void Details as Proposed 2102-P10-B (dated 02/08/2021)

In the response to the Environment Agency objection letter, it is noted that the beam has been redesigned so the castellation is removed and is therefore clear from obstruction. The lower edge of the beam is also raised above the 1% AEP plus 35% climate change flood level. The newly submitted drawing of the void demonstrates that the beam is now completely open without holes.

The submitted information satisfactorily addresses our earlier concerns.

Subject to the condition, number 31, below, we therefore withdraw our previous objection.

### Environment Agency position

The proposed development will only meet the National Planning Policy

Framework's requirements in relation to flood risk if the following planning condition is included.

6.5 SBC Scientific Officer

No objections subject to conditions

The scientific officer reviewed the "Geotechnical and Geoenvironmental Desktop Study" (Project Number: 12904), dated March 2021 and prepared by Campbell Reith Hill LLP.

The following comments were made:

- The preliminary assessment identified the site to have a medium to high sensitivity for hydrogeology, and low sensitivity for human health receptors.
- Potential sources of contaminations have been identified that required further investigation and assessment in order to correctly quantify the risks associated with the development and to future site users.
- The overall site risk in relation to potential contamination issues has been identified as low to moderate. Thus, further investigation is required.

6.6 SBC Landscape/Arboricultural Officer

Scheme will retain established trees and provide an extensive new landscape that will provide considerable biodiversity net gains. No objection subject to conditions

There are no TPOs on the site. The submitted arboricultural information is sufficient to ensure established trees growing around the development will not be harmed during the construction phases. The implementation of the Tree Protection Plan contained within the submitted; Tree Survey Report and Arboricultural Impact Assessment JSL3903\_770 Tree Survey and Arboricultural Impact Assessment B 09 March 2021 should be a condition of any approval.

The submitted Biodiversity Net Gain Assessment provides of a significant uplift in biodiversity provided that the outline landscape scheme provided within the BIG YELLOW STORAGE : SLOUGH WEST Landscape Design Report 15.03.2021 ref: LN00637. P001 is provided.

6.7 SBC Noise and Air Quality Officer

Air Quality Comments

An air quality assessment, prepared by RPS Group, has been submitted with this application. The proposed development includes 14 parking spaces and 3 loading bays. The transport statement indicates that the proposed development will result in 191 AADT, and 1 HGV AADT. This is under the threshold specified

within the LES, EPUK and IAQM, therefore the proposal is not expected to cause an operational air quality issue. It is also noted that this does not consider the loss of vehicle movements (previous use as vehicle hire depot), therefore operational impact will be very low.

Air quality impacts during construction have also been considered. The assessment determines that the proposal will cause a medium dust impact during the construction phase, however this can be mitigated through the implementation of the CEMP, which has also been reviewed as part of this application. Comments on the CEMP are provided below:

- The CEMP states that non-road mobile machinery (NRMM) will meet stage IIIA of EU Directive 97/68/EC as a minimum. In line with the LES, controls must comply with table 10 of the LES technical report, which specifies the requirement to meet Stage IIIB of the Directive as a minimum.
- The LES also requires all construction vehicles to meet a minimum Euro 6/VI Emission Standard. Detail of this has not been supplied and will require confirmation.
- A construction traffic route plan has been provided however multiple routes are shown. It is requested that traffic access is encouraged to use Junction 7 of the M4 to avoid AQMA 3 and AQMA 4.
- The CEMP states that a Dust Management Plan will be provided, which contains details of PM10 monitoring which is to be agreed with the authority. This will be required via condition.
- Some of the mitigation listed in Section 6 of the air quality assessment has not been replicated within the CEMP. This detail should be included.

The overall impact of the scheme on air quality is minor. As such, the scheme requires the integration of Type 1 mitigation measures, contained within the LES Planning Guidance, in addition to the points highlighted above.

#### Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme includes 14 parking spaces, 2 must have access to electric charging infrastructure to meet the 10% requirement. As two fast chargers are proposed as part of the proposal, this requirement has been met.
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report.

#### Environmental Noise Comments

An environmental noise assessment has been submitted in support of this application, prepared by Sharps Redmore.

As previously arranged with SBC, the baseline noise level has been informed by nearby noise assessments, as the monitoring period would have coincided

with the pandemic and would not have been representative. The noise assessments which have been considered were for developments on Bath Road, including 163, 225, 227, and 392 Bath Road. The background noise levels chosen for the purpose of this assessment are 48dB and 42dB during the day and night, respectively. As the locations where the background noise levels were collected were partially screened from traffic noise sources and this development is more exposed, this follows a conservative approach. The Council will require a verification survey to be completed once traffic levels have returned to normal, to confirm the background noise level at the nearest sensitive receptors.

The report states that typical operational hours are from 08:00-18:00, however access is permitted between 05:00-23:00. Vehicles accessing the site typically includes cars (47% packing, 20% emptying), courier vans (27%) and transit users (7%). Noise data of activity at other Big Yellow sites have been reported and collated with trip data provided by i-Transport, to calculate likely noise levels at 10m from the noise source during both the day and night. This has been calculated during the day as the busiest hour with 15 vehicles using the site, based on the percentage split provided above, and during the night based on 3 light goods vehicles accessing the site during a 15 minute period. This considers a range of noise sources including vehicle movements; movements of trolleys over rough ground; fork lift trucks (where used); door and boots slams; and speech.

The orientation of the proposed development provides noise screening to receptors in the south and existing buildings screen receptors to the east. This results in noise levels highest at receptors to the north of the site which do not benefit from screening, at 36dB LAeq1h and 42dB LAeq 15min during the day and night, respectively. This is equal to or lower than the background noise levels therefore noise impact is expected to be low.

Plant noise sources are expected to include small scale heating/cooling systems and extract fans. Plant details have not yet been specified therefore a planning condition will be imposed which limits future plant noise levels. The noise assessment suggests a more stringent noise condition than that which is required by the Council however as the developer wishes to obtain a credit under the BREEAM scheme, noise limits will be set to 5dB below background noise levels. The exact noise level which will act as the plant noise limit will be confirmed once the verification survey has been completed.

Noise caused by an increase in traffic on the road network has been considered and is expected to be <1dB as traffic increase will not exceed 2%.

Construction details have not been provided at this stage of the application, however a qualitative review of likely noise has been provided. Once full details of the construction phase are confirmed, an environmental noise assessment using the ABC method specified within BS 5228, should be produced and

submitted to the LPA, including details of mitigation required. This is required prior to commencement.

### Summary

- The noise assessment indicates that the noise impact of the development at the nearest sensitive receptors will be low during both the day and night.
- As this assessment was based on noise data from other nearby assessments, it is required that a verification survey is completed once restrictions are lifted and traffic levels have returned to normal (currently scheduled to be post 21st June, subject to government guidelines), to confirm the background noise level at the nearest sensitive receptors, particularly from 05:00-07:00. This will be secured via condition.
- Plant details have not yet been confirmed, therefore plant noise will be limited to 5dB below background noise levels: The rating level of noise emitted by all fixed plant on the site shall not exceed 5dB below background noise levels, at 1m of the sensitive receptor façade. The measurement and assessment shall be made according to BS 4142:2014+A1.
- Once full details of the construction phase are confirmed, an environmental noise assessment using the ABC method specified within BS 5228, should be produced and submitted to the LPA, including details of mitigation required. This is required prior to commencement.

#### 6.8 British Research Establishment Ltd (BRE) – Daylight and Sunlight Consultants

Impacts of the development on daylight and sunlight on surrounding residential uses and the neighbouring potential future development site would be acceptable.

#### 6.9 Buckinghamshire Council

No objections.

#### 6.10 Economic Development Officer

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)

EMP2 - Criteria for Business Developments

EMP12 - Remaining Existing Business Areas

EN1 – Standard of Design

EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN6 – Interference with Telecommunications Signals  
EN34 – Utility Infrastructure  
T2 – Parking Restraint  
T8 – Cycle Network and Facilities  
T9 – Bus Network and Facilities  
T13 - Road Widening

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document
- Planning Practice Guidance (PPG)
- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map 2010
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
- Emerging Local Plan for Slough 2016-2036:
  - Review of the Local Plan for Slough Issues and Options Consultation Document 16 January-27 February 2017(Dated 16/01/2017)
  - Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 01/11/2017)
  - Update on Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 21/02/2018)
  - Local Plan Spatial Strategy Overall Approach (Dated 29th July 2020)
- The National Design Guide (January 2021)
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16). (Air quality).

7.2 The planning considerations for this proposal are:

- Principle of Development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers / uses
- Parking and highway safety
- Flood Risk and Drainage
- Economic impact
- Impact on biodiversity and ecology
- Air Quality
- Crime Prevention and anti-social behaviour
- Contaminated Land
- Sustainable design and construction
- Equalities
- Presumption in Favour of Sustainable Development

## 8.0 **Principle of development**

### Land Use

- 8.1 Paragraph 81 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 Saved policy EMP2 (Criteria for Business developments) states that proposals for business developments will only be permitted if they comply with a set of criteria, including high quality design, no harm to neighbouring amenity, acceptable highways impacts and servicing.
- 8.4 Saved policy EMP12 (Remaining Existing Business Areas) states that a range of business developments will be permitted in the existing business areas which are not included in policies EMP1 and EMP6 to EMP11. B1(a) independent offices will only be permitted in accordance with the sequential test and where there would be no increase in the number of parking spaces provided.
- 8.5 The proposals would involve the construction of a storage unit, specifically for Big Yellow Storage, who have a number of sites throughout the UK. The floor area provided with the unit would be 3,167 m<sup>2</sup> of self storage (B8) floorspace, increasing to 12,580m<sup>2</sup>, which takes into account the 5 demountable mezzanine floors. The demountable floors enable the quantum of floorspace to be increased which has been noted in the supporting documentation as being a practice employed for many years to maximise floorspace and is noted as being adopted in most of their sites.
- 8.6 The western side of the site is located within the Bath Road Existing Business Area, whilst not all of the site is located within the business area, the site context relates to the business area, with the Brook Path acting as a boundary, with businesses and properties to the east of Brook Path being smaller in scale. The site is also located within an Area of Change (Western End of Bath Road) as set out in the core strategy and in the SKL1, Selected Key Location for Comprehensive Regeneration, as set out in the Local Development Framework Site Allocations DPD. This allows for a possible relaxation in policy

for the loss of the existing business area in order to allow for residential or mixed use development.

- 8.7 Policy EMP12 states that a range of business developments will be permitted within the existing business areas not noted in policies EMP1 and EMP6-EMP11, this includes the subject site. The supporting text for the policy notes that B8 distribution and storage would be an acceptable use within these areas. The proposed use would therefore align with this policy.
- 8.8 Policy EMP2 requires business developments to meet a set of criteria, 2 of which relate to high quality design and visual and amenity impact are considered to be met and discussed further in the other sections of this report below. Other requirements including adequate servicing, highways impacts, appropriate landscaping, reduction in range of businesses and reduction in residential and shopping frontages are all considered to be complied with.
- 8.9 Core policy 5 notes that major warehousing and distribution developments, which it is considered this proposal would fall under, should 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. Whilst the site is not located in the east of the Borough, the site is considered to have good access to the strategic road network, being directly located on the Bath Road (the A4), a strategic road, that provides connectivity and links Slough and Maidenhead, with the site being highly accessible to the M4; being positioned between Junction 6 and 7, and a short 3 minute drive to Junction 7 via the Bath Road and Huntercombe Spur. The site is also approximately 800m walking distance from Burnham Railway Station. It is considered that the proposed development would align with the objectives of this policy.
- 8.10 In looking at the objectives of SKL1 and the Major Area of Change, it is specifically noted that a possible relaxation of policy in this area, with residential and mixed use development potentially being permissible, despite the loss of the defined business area, could be allowed. In terms of the reasons noted for the SKL1 allocation, these state that alternative uses may need to be found for the Trade Sales car showrooms and sites in this part of the Bath Road providing the opportunity for the comprehensive redevelopment and regeneration of the area. It is noted in the site objectives that any residential or mixed use redevelopment of the site should improve the appearance of this important main road frontage; provides some family housing at the rear of the site; includes suitable amenity areas or gardens; minimises the number of access points onto the A4; provides for cycleways where appropriate; overcomes all flooding and drainage issues and protects the amenities of adjoining residential areas. It is noted that at pre-application stage a mixed use scheme including residential, flexi office use and storage was proposed, however this approach has not been pursued; it has been noted in the submission that the flood zone has caused difficulties with design and cost. Whilst a mixed use residential scheme has been considered on the site, given

the sites location within the flood zone 3a (The sequential test is discussed further below), a residential development, particularly consisting of family dwellings, would be difficult to accommodate and therefore the applicant has come forward with the current proposal for the site, which whilst not a mixed use or residential development fulfils the other policy context noted above. The proposal would also use a brownfield site and would make an effective use of an underutilised site within an existing business area.

8.11

Overall it is therefore considered that the proposed land use would be policy compliant and acceptable.

#### Sequential Test – Flooding

8.12

Section 14 of the National Planning Policy Framework sets out national policies for 'Meeting the challenge of climate change, flooding and coastal change.' Paragraph 159 states that 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.'

8.13

Paragraph 161 clarifies the approach taken in this regard is to apply the sequential test to steer development away from areas at high risk and towards lower risk areas. If there are sequentially available sites at lower risk, then the exception test is applied.

8.14

Paragraph 162 states that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

8.15

The sequential test approach is required for major development within flood zones 2 and 3 where one has already not been carried out in allocation or other process. As noted above it seeks to direct development away from high flood risk areas, such as the subject site, to areas of lower flood risk. The planning practice guidance notes that: *'For individual planning applications where there has been no sequential testing of the allocations in the development plan, or where the use of the site being proposed is not in accordance with the development plan, the area to apply the Sequential Test across will be defined by local circumstances relating to the catchment area for the type of development proposed'*.

8.16

As part of the submission a Sequential Test was submitted however the search area for alternative sites was considered too narrow, being restricted to a narrow area along the Bath Road. Further to discussions with the applicant a new search area was agreed where the applicant and council would consider the availability of other sites suitable for the proposed development within. The new search area was a lot wider than the original and uses customer catchment areas of existing Big Yellow stores to define the search area, ruling

out areas which are covered sufficiently by their existing businesses. The customer information is collected by big yellow who use their customer postcodes to plot their position in relation to the particular site. This information was collated for the local regional stores a search area defined. The original search area excluded the east of the borough, which as identified in the 'Land Use' section above, core policy 5 notes as the preferred location for warehousing and distribution, and with areas such as Colnbrook and Poyle having large industrial areas it was questioned why this area had not been considered. It was noted that much of Slough is covered by an existing store located at 111 Whitby Road, SE1 3DR which already covers the majority of central Slough and the area to the east, with stores in Uxbridge and the projected customer base of the store under construction in Hounslow covering most of this area.

8.17

With the existing store in Slough it was noted that this store was leasehold, with all of the other stores in the location being freehold, which raised the question as to what the future of this store would be following the construction of the proposed store or whether expansion of this existing site had been considered. This was also of concern as if the existing store was to close, a wide area in the borough had been discounted from the sequential test search area because of its existence. It was confirmed by the applicant that the freehold of this site had been explored, however the site owners, SEGRO, would not consider the disposal of the freehold then or in the future due its position within the trading estate. It was also confirmed that had the store been available, given its level of visibility it would not be a site they would look to extend.

8.18

The loss of the existing store following the construction of the proposed was also addressed. It was noted that Big Yellow's lease of the existing Slough store expires in November 2034 and there is a tenant option to break the lease in November 2029; therefore the store lease does not expire for another 13 years, although there is an option in 8 years to break the lease, It has been also noted that Big Yellow also consider that there is enough business and demand for two stores to trade in Slough and they intend to trade both, with their position being that even if the existing Slough store was to close in 2029 or 2034 that they would most likely at that point look for another store in Central/ East Slough or consider whether other current catchments and available space can adequately cater for that demand. Officers challenged the applicant in respect of operating 2 stores in one town and were advised that it is not uncommon in their operating model as there are a number of towns and cities which have 2 or more Big Yellow stores including Guildford, Bristol, Liverpool and Sheffield, with a number of stores in London located within close proximity of one another. The location of the existing store in Slough has therefore been explored. As the search area identified area relates to the positioning of existing Big Yellow stores, it is considered appropriate that the development should only be used by Big Yellow going forward and therefore a condition requiring any future users of the building to acquire planning consent

before use of the building is to be imposed; this condition will also serve to protect the surrounding areas from more intensive B8 uses also.

8.19

The revised search area identifies land within Slough Borough Council, Royal Borough of Windsor and Maidenhead and the former South Bucks area. The search area is approximately 119 sq km and includes the Slough Industrial Estate. The search of the area utilised sites listed in the Slough Local Development Framework Site Allocations DPD, the Regulation 18 New Local Plan consultation document, the South Bucks Local Plan and the Royal Borough of Windsor and Maidenhead Local Plan Submission Version. The search also included planning applications using all three local planning authority's website search functions and to identify any windfall sites, a search for sites that are available on the open market and that are listed within the Costar Focus and EGi Property Link property databases. Within the search area only sites between 0.3 – 0.8 hectares (larger sites were considered where there may be potential to divide up the site) were considered and sites suitable for development for a self storage facility with associated yard and parking. The purpose of the parameters was to ensure that the site would ultimately be capable of providing the type and character of development required by Big Yellow and which is similar to the application scheme, it is noted in the PPG that *'When applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken.'*

8.20

The search identified 23 sites 10 in Slough, 10 in Windsor and Maidenhead and 3 in South Bucks meeting the criteria within the search area. Appendix 1 at the end of this report highlights the sites identified and a summary of the reasons why these have not been deemed either suitable or available for the development in question. Of the identified sites the majority of were classified as not being available for purchase, with some being developed already and others being pursued by other parties, either for employment/ business uses or residential development. Of the 23 sites identified there were 5 sites that were available or where part of the site was available; 4 of these are available to let and therefore unlikely to be suitable for the proposal's needs and 1 is available freehold. Of these 4 sites, none were considered to be suitable for a self storage facility because it is a site in the Green Belt not suitable for development; the location is not suitable; there is not good visibility; the building area or use or layout is unsuitable; and/ or the shape of the site is not suitable. Therefore following the sequential testing it has been concluded that there are no reasonable available alternative sites in a lower flood risk zone to accommodate the application within the agreed search area.

#### Conclusion on Principle of Development

8.21

In summary it is considered that the land use proposed is policy compliant and the revised sequential test, has been deemed acceptable and concludes that there are no reasonable available alternative sites in a lower flood risk zone to accommodate the proposal. It is therefore considered that the principle of the

use is acceptable.

## 9.0 **Design and impact on the character and appearance of the area**

9.1 Saved policies EN1, EN3 and EMP2 and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves and the character and appearance of the surrounding area. Chapter 12 of the National Planning Policy Framework states “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”.

9.2 The Slough Local Development Framework Site Allocations DPD states that Selected Key Location 1 (SKL1) should be comprehensively planned in a way which improves the appearance of this important main road frontage.

9.3 Paragraph 134 of the National Planning Policy Framework requires development that is not well designed to be refused, especially where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to development which reflects local design policies and government guidance on design and / or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

### Brief Description

9.4 The proposed building is set in an L shape with the eastern section of the building being set back from Bath Road by approximately 40m running along the southern boundary at 3 storey level with an eaves height of 7 -7.5m from ground level with the 6 storey element located towards to the north west of the site projecting forwards being set back from the Bath Road by approximately 10m and having a ridge height of 20m and eaves height of 18.4m. The ground floor of the building will be raised 1m above ground level to the front and between 1.2-1.6m to the rear to allow for flood resilience measures and retain flood capacity. The footprint of the building is sizeable with a footprint of 3,167m<sup>2</sup> comprising mostly storage space with reception and circulation space. The upper floors are to be demountable mezzanine floors -which can be removed – for storage purposes. Landscaping is to be along all boundaries of the site with trees lining the front, rear and western boundaries.

### Layout, Scale and massing



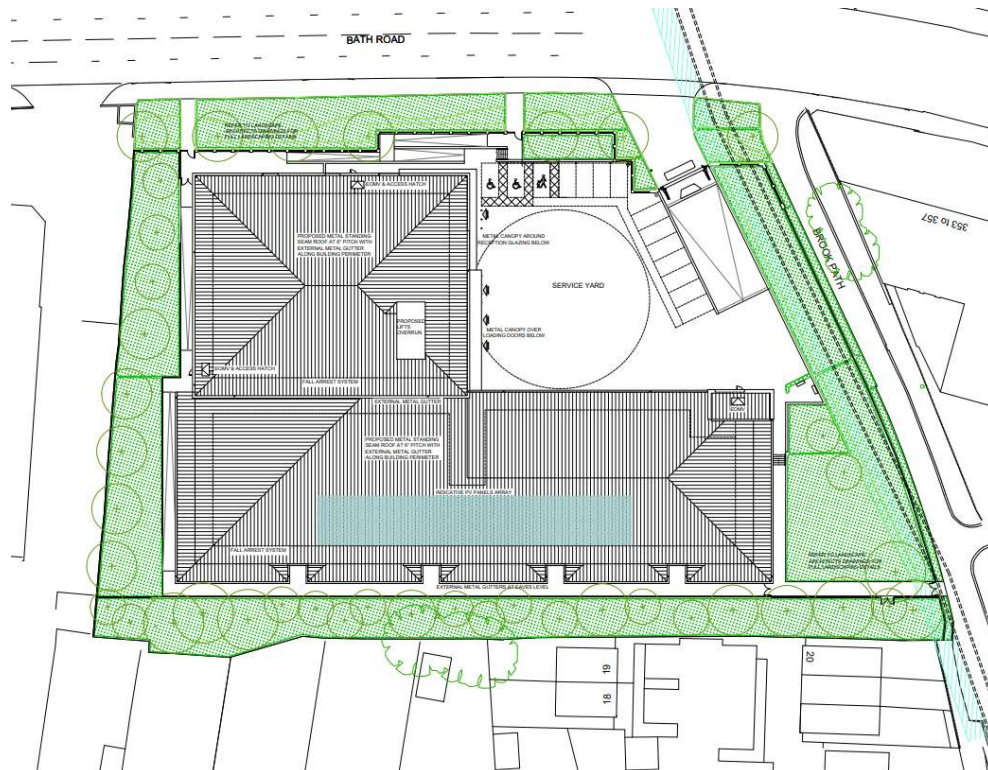


Figure 1 – Roof plan and site layout

9.5 As seen from figure 1 the proposed building would take up much of the site being a sizable structure, with 1 access from bath road to the north eastern side of the site leading to a raised service yard and parking area for 14 cars and vans. This plan also demonstrates the landscaping around the site with a particularly high level of trees located to the southern boundary, separating the building from the rear residential properties. The relationship of the building to Bath Road to the front of the site, Brook Path to the east, the residential dwellings to the south of the site, including 18 – 22 Masons Court to the south east and the rear gardens of 7-15 Masons Road to the south west and the Skoda and Seat garages to the west can also be seen above.

9.6 In the design process for the layout and massing it has noted that the massing has been set away from the southern boundary, pushing the building away from the residential gardens and buildings to the south by between 7.7m and 10m. The built form has been pushed away from the western boundary by between 8.7m and 11.1m, which is designed to ensure that if redevelopment proposals came forward on this site in the future, they will not be constrained or impacted by proposed building. The built form has also been pushed away from the lower part of the site in the south eastern corner to help in part to address issues with flooding around the site and to assist in keeping the proposed building away from some of the residential properties in Mount Court.



Figure 2 – Impression view from opposite side of Bath Road

9.7

The massing of the building is articulated into two distinct volumes, with the main volume closest to Bath Road comprising 6 levels to the northwest corner and the longer and lower volume to the southern elevation of the site. The proposed layout of the building allows for a landscaping strip to its front and despite the 6 storey element of the building being within 10m of public highway, it is considered that this set back is sufficient as to not be overbearing and overall is with the proposed soft landscaping would improve the pedestrian environment and not act as a constraint to possible future widening plans for the road. The building would also be approximately 4m forward of the building line of the existing Skoda/ Seat dealership, however with the 10m set back from the highways and 21m gap between these buildings it is not considered that this would be detrimental to the area.

9.8

The proposed scheme is noted as being at contrast to the existing site, which is essentially a hardstanding with no permanent buildings, and character of the area, which despite being commercial, Bath Road does not have buildings with height and scale as the proposed, being mostly 2 and 3 storeys in scale and a smaller footprint. Notwithstanding, it is noted that this is an Area for Major Change and the comprehensive regeneration provides an opportunity for a different scale of buildings which contrast with the existing character. Whilst the building would be at odds with the existing scale and massing in the area, it is not considered that any harm is significant or demonstrable to warrant the refusal of this application. Moreover in the medium - longer term it is expected that the character of the area along the Bath Road character will change with a likely greater scale of building/intensity of development.



Figure 3 – View from the north east side of Bath Road



Figure 4 – View from the north west on Bath Road

9.9 Looking at the site from the rear, it is acknowledged that the building will be a significant change to the existing situation, which with the site's lawful use as surface parking not having any visual impact on the properties to the rear. The building however has been designed to be articulated into 5 smaller blocks to assist in breaking up the bulk/mass of the lower section, with the mass being 2/3 storeys high with a mansard roof stepping up to the main mass of the building. This can be seen in figure 5 and 6 with the use of brick within these 5 smaller blocks also softening the appearance of this commercial building from the residential area to the rear.

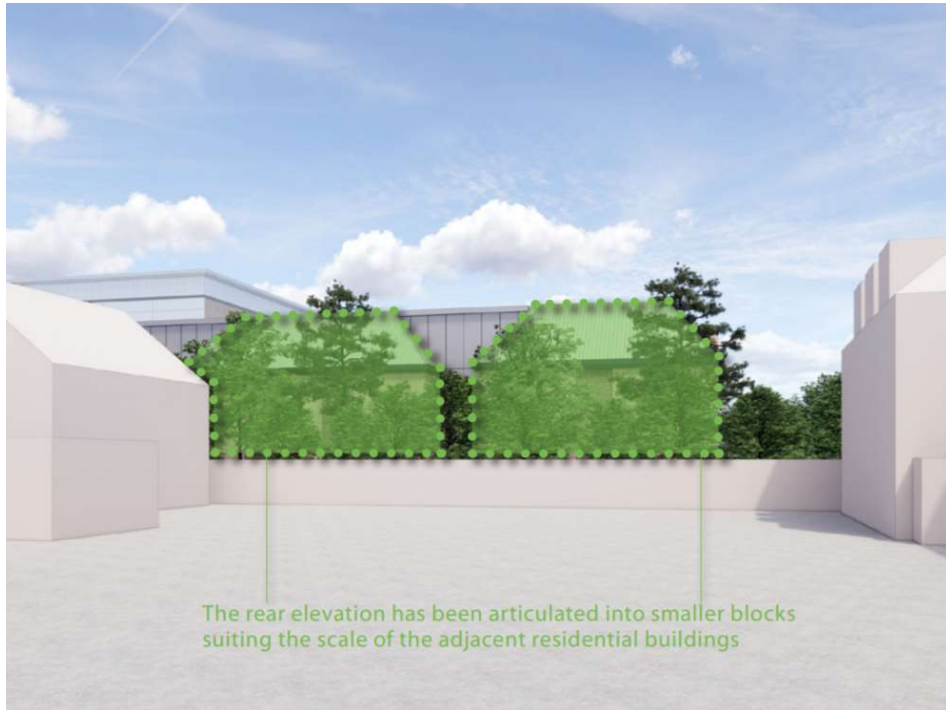


Figure 5 – View from Mount Court to the South East



Figure 6 – View from rear garden of dwelling on Mount Road to the south/south east

9.10 In summary, officers have considered the proposed siting, layout and scale of the commercial building on Bath Road and the residential character to the rear, south of the site. It is acknowledged that the building is of a scale and mass which is at a contrast to the existing context on the Bath Road, however; as noted above the site is located in an Area for Major Change and the comprehensive regeneration provides an opportunity for different scale buildings which contrast with the existing character. With this in mind it is considered the scale, siting and layout of the proposals are acceptable in terms

of the visual relationships and impact on the surrounding area.

### Appearance

- 9.11 The front of the building will form part of the streetscene along Bath Road and is a gateway road into Slough Town Centre to the east and Maidenhead to the west. It will also be an important part of the setting for the future development to the north and west. The main 6 storey section of the building will use a blend of brick, glazing and coloured (Yellow and White) rain screen cladding, with the glazing sections with brick surrounds and a central cladding block of cladding. The glazing sections will reveal the workings of the building behind which are doors leading to storage areas. The roof section will be profiled metal cladding with a shallow pitch. The use of yellow across the building is consistent with the companies (Big Yellows) style and is present across different elements of the building.



Figure 7 - Proposed front, north, elevation of the building

- 9.12 To the eastern side of this part of the building, there is a section of glazing to the northern side framed in light brown brick which sits above the reception area, with a block of darker brick to the southern part, which is set above the loading bays which are surrounded by white metal composite panels. The lower eastern part of the frontage will have a light grey shallow pitched metal standing seam roof with silver grey metal composite insulated panels below with dark grey brickwork. To the eastern end of this section of the building has a block of light brown brickwork with a section of yellow and white cladding to round off this end of the building. The use of brick, glazing and the middle cladding section is considered to be an attractive approach to the building being of high quality design and materials creating an appropriate frontage onto Bath Road. The mix of materials on the eastern side of the building and glazing to front corner section again assists in creating an attractive frontage which can be seen particularly in figures 2 and 3 above. Furthermore, whilst landscaping is discussed in more detail in the next section of this report, the provision of planting to the front of the building will help soften the development and will provide visual benefits to its current barren commercial appearance.



Figure 8 – Eastern elevation, facing towards Brook Path

- 9.13 The rear section of the east elevation has a grey metal standing seam mansard roof with a mixture of light brown brickwork below and dark grey composite cladding, with security mesh on the lower part of the building to restrict access to the flood voids below the building. This section of the building will be between 14m and 21m from the Brook Path and the design and finish of this part of the building is considered acceptable.



Figure 9 – Southern, rear, elevation, facing towards Mason Court and Mason Road

- 9.14 To the southern, rear, elevation the building has 5 articulated blocks, which protrude 2.4m, with each block having a mansard style roof, with light brown brickwork with vertical darker brown brick strips running through to add detail. In the recessed sections of the 5 blocks are grey rainscreen cladding panels with dark grey brickwork to the lower section. A section of dark security mesh will run around the base of the building again to restrict access to the flood voids below the building. To the eastern side of the elevation the roof will pitch to a ridge, with the western side of the building rising to meet the 6 section of the building at the top of the 4<sup>th</sup> floor, where it meets to the rear wall. The rear wall of the 6 storey element is to be clad in silver grey metal composite insulated panels. The impact of this can be seen in figure 6.

- 9.15 The 5 articulated blocks are considered to assist with blending the scale of the

proposal with its residential surrounds to the rear. Whilst there is no getting away that the building is going to be a stark difference from the current situation from the rear of Masons Road and Masons Court, the current site being a hardstanding for vehicles, it is considered the use of brick and the shape of the blocks, mimicking a residential form, reduces the visual impact, with the sections of more commercial style cladding being used in the set backs and the rear of the 6 storey element. The 6 storey element is noted as being approximately 34m away from the rear residential boundaries. Furthermore, whilst the landscaping scheme is discussed in more detail in the next section, the provision of an extensive landscaping strip between the rear boundaries of the residential dwellings to the rear and the building will greatly assist in softening the impact of the scheme. Overall it is considered that proposal would have an acceptable visual impact on the areas to the rear of the site, with the proposed building having been informed by its context.



Figure 10 – Western elevation, facing towards Skoda/Seat dealership

9.16 The western elevation has a mix of dark brown brick and grey cladding to the 6 storey element with the rear section having a grey metal standing seam mansard roof with a mixture of light brown brickwork below and dark grey composite cladding, with security mesh on the lower part of the building to restrict access to the flood voids below the building. This elevation can be seen clearly from the Bath Road as indicated in figure 4. The elevation is considered an appropriate mix of brick and cladding with the cladding section set back 11m from the front elevation. In the existing context of Bath Road this faces onto the Skoda/Seat dealership which is a clad 2/3 storey commercial building. The use of different materials and the step down of the built form ensures an appropriate treatment to this elevation.

9.17 The proposals also include 2.3m high boundary treatments to the front, which consist of low level walling, with brick pillars with visually permeable fencing in between. Whilst this boundary treatment is high, the permeable fencing allows

views through into the site as not to be visually harmful and create a sense of enclosure or blank frontage and this would also be set over 5m away from the pavement behind soft landscaping. The fencing to the other sides and rear is proposed to be 2.4m black weld mesh fence which again would allow for views into the site whilst still providing security and is considered acceptable.

9.18 In summary it is considered that the appearance of the proposal would have an acceptable impact on Bath Road, Brook Path and the residential areas to the south. It is also considered that the design of the development would be compatible with future residential or mixed use development in the area, being of high quality design and materials. Due regard has also been had to the quality of the existing site which is a bleak barren area of hardstanding, with the proposals considered to enhance the site's appearance. Conditions will be recommended to ensure that the materials used are of high quality. Overall the appearance of the scheme is acceptable.

#### Hard and Soft Landscaping

9.20 The scheme includes a comprehensive landscaping scheme which includes planting to all sides of the building, including lawn border and tall hedge to the front, 1m high hedge along eastern boundary, wildflower planting to the east, shade tolerant shrubs to the southern and western boundary and extensive tree planting to around the site with approximately 40 trees proposed. The landscaping scheme can be seen in figure 11 with the tree planting scheme, without key, seen in figure 12, with each coloured circle representing a tree to be planted.

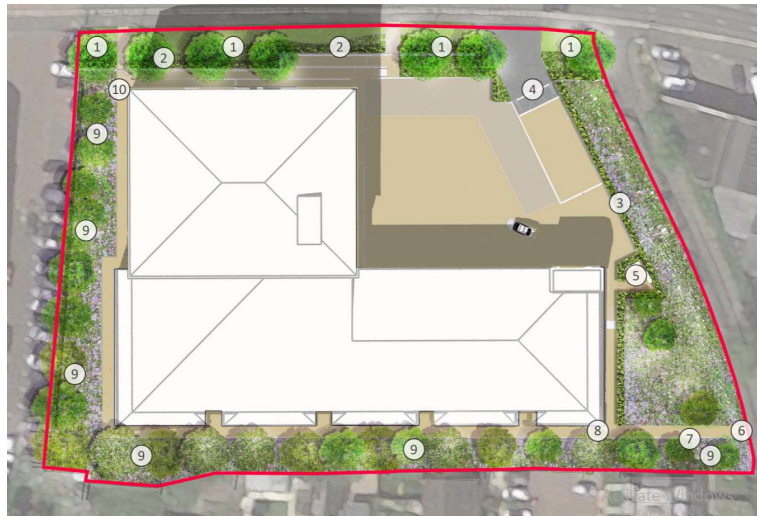


Figure 11 – Planting scheme around the site



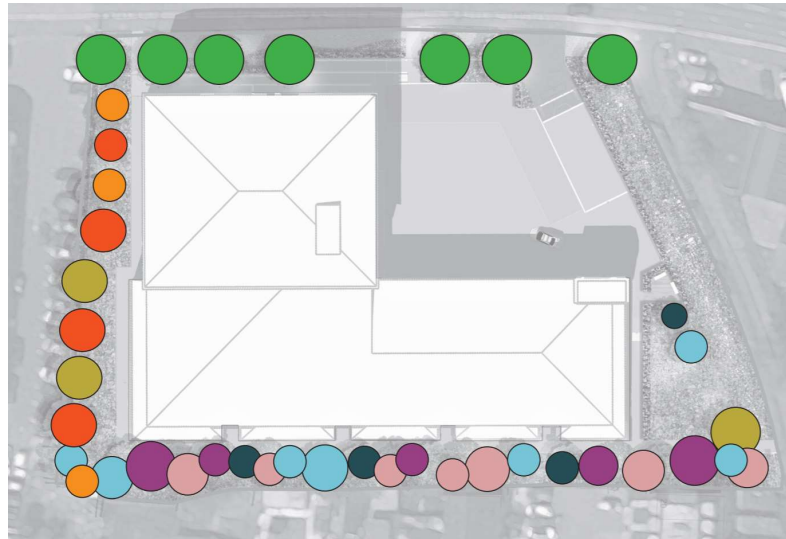


Figure 12 – Tree planting diagram

- 9.21 The landscaping scheme is a welcome addition to the proposals and will soften the proposed building from all elevations, as well as assisting in creating a better environment on Bath Road as part of the wider regeneration of the area, being a significant improvement on the barren hardstanding which currently occupies the entire site. The landscaping along Brook Path will also be a vast improvement, removing the existing fencing and introducing a grass verge improving the pedestrian environment.
- 9.22 The hard landscaping including hardstandings proposed can be seen in the paving strategy in figure 13 with the yellow areas being buff coloured block paving covering the majority of the hardstandings within the site, orange areas being charcoal coloured block paving for the parking spaces, green area being standard black top leading to access and areas of composite decking in the other area. The hard landscaping is considered necessary for the proposed development, with the majority of the hard landscaped areas allowing access and egress from the site in vehicles. The materials proposed are considered to be of high quality and with the integration of the soft landscaping is considered to provide a visual enhancement from the existing site.

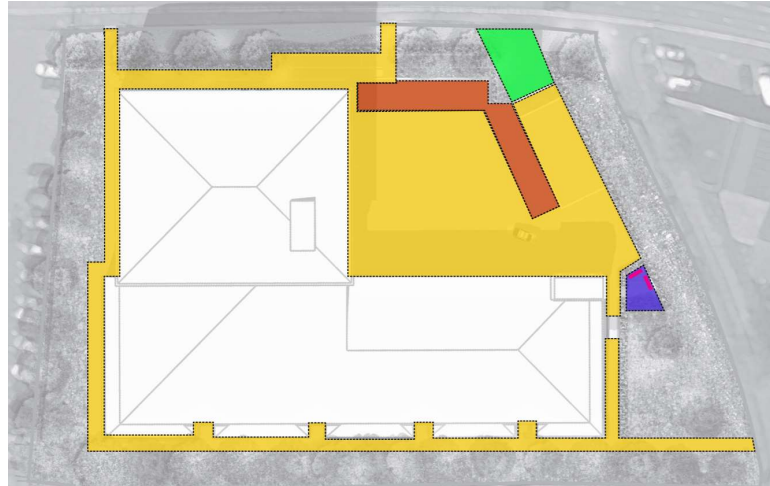


Figure 13 - proposed paving scheme

Conclusion on Design and impact on the character and appearance of the area

9.23 Officers have considered the proposed siting, layout and scale of the building on Bath Road and the residential character to the rear, south of the site. It is acknowledged that the building is of a scale and mass which is at a contrast to the existing context on the Bath Road, however; as noted above the site is located in an Area for Major Change and the comprehensive regeneration provides an opportunity for different scale buildings which contrast with the existing character. With this in mind it is considered the scale, siting and layout of the proposals are acceptable in terms of the visual relationships and impact on the surrounding area. The design of the development is considered to be to a high standard and would be compatible with future residential or mixed use development in the area, being a compatible design and using quality materials. Due regard has also been had to the quality of the existing site which is a bleak barren area of hardstanding, with the proposals considered to enhance the sites appearance. The proposed landscaping scheme will also soften the proposed building from all elevations, as well as assisting in creating a better environment on Bath Road as part of the wider regeneration of the area, being a vast improvement on the existing site. The proposals therefore are considered to have an acceptable impact on the character and visual amenity of the area and comping with Policies EN1, EN3, EMP2 and EMP12 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, the objectives of SKL1 of the Site Allocations DPD 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 Polies EN1 and EMP2.

- 10.2 There are residential properties close to the application site. To the east/ south east are the properties along Brook Path including 1, 3, 5, 7 and 9. Number 1 Brook Path which is the closest to the site of these properties is located 15m away from the site boundary, being 24m away from the proposed building itself. To the south/ south east of the site are to properties of 1 – 21 Masons Court, with numbers 18, 19, 20, 21 and 22 being closest to the site. To the south /south west are the properties 7 – 23 Mason Road, with a new property also built at the land adj to 15 Masons Court, 15a. The properties 7 – 15 all share their rear boundary with the site, with 17 – 23 being located away from the boundary. Next to 7 Masons Court is a part of 367 Bath Road, with a section of 367 extending back to Bath Road. To the east of the site is 367 Bath Road which is a Seat/Skoda car dealership. To the north of the site to the opposite side of Bath Road is a currently vacant site, with properties along Iona Crescent beyond this and a Thrifty Car Rental.

#### Daylight, Sunlight, Outlook and Overbearing impact

##### Brook Path

- 10.3 As part of the submission a daylight and sunlight assessment has been submitted, this has been evaluated by the British Research Establishment Ltd (BRE) – Daylight and Sunlight Consultants. As part of the assessment the impacts of light on 1-3 Brook Path have been evaluated, it was considered that the impact on sunlight and daylight on these properties would be well within the BRE guidelines and it would be negligible. It is also considered given that these properties would be over 24m from lower part of the building that that loss of outlook would be acceptable and would not appear overbearing.

##### Mason Court and Mason Road

- 10.4 The building would have the most impact on the residential properties along Mason Court and Mason Road, being in close proximity to the boundary of the site. It is noted that the development is located to the north of all of these properties. The layout and distances from these properties can be seen in figure 14 below.



Figure 14 – Distances from residential properties to the south

10.5

To the south eastern corner of the site is 20 -22 Mason Court which has dormer windows to its front side and rear, including facing onto the site in a northerly direction at the roof level. It is noted in planning consent P/00545/019 a condition is imposed on these dormer windows as so the dormers shall only be glazed with obscure glass and opening at a level of 1.8m above internal floor level. Notwithstanding the above condition, the dormer window to the north will overlook a landscaped area of the site next to Brook Path and therefore it is not considered that outlook would be affected to this window. The outlook of windows to the front will be affected to some, with the development being within 45 degrees of these windows, however at a 45 degree angle the development is 16m away, with the landscaping area in between. Also it is noted that the current outlook is over a parking lot and therefore collectively the impact is considered acceptable. The daylight and sunlight assessment and the evaluation by BRE notes that impacts of loss of daylight and sunlight would meet guidance and be negligible. It is not considered the proposal would appear overbearing to these properties.

10.6

The dwellings 18 -19 Masons Court would be located closest to the proposed building, with the side wall of 19 Masons Court being 9m away from the rear of the building, and whilst there are no side windows facing towards the site the building will be close to the front and rear windows. The daylight and sunlight review and BRE assessment on both 18 and 19 Masons Court notes the impact on light to be minor and within guidance. The outlook to the north from both properties would be impacted with 19 being more so. At a 45 degree angle from the front and rear the building is approximately 14m away with a trees and landscaping buffer zone in between. The building would also have an impact on the rear garden area, being within 8m, with the relationship between the 2 seen in figure 15. Whilst the proposals will have an impact on outlook to some degree and will be relatively close to the residential area, it is not considered that the impact would be unacceptable, with this being the lower

part of the building, with the landscaping screen in between and separation distances. Also, as with the evaluation of 20-22 Masons Court, it is noted that the current outlook is over a parking lot. Overall it is considered that the impact would be acceptable.



10.7

Figure 15 - The rear of the proposed building on the left and 18 and 19 Mount Court on the right

10.8

The properties along Masons Road, 7-23, would be over 35m away from the proposed building, given the this separation distance a 25 degrees test was undertaken in line with Para 2.2.5 of the BRE guidance which states that states that once you have plotted the 25 degrees line *'if this is less than 25 degrees for the whole of the development then it is unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building'*. The development meets this 25 degree test and therefore it is considered impact on light is acceptable. Whilst there are outbuildings to the rear of these properties these are ancillary space not part of the main dwelling and impacts on these would be acceptable.

10.9

The visual impact of the development on Masons Road can be seen in the visuals in figure 5 and 6 above, with the full extent of the building visible. Whilst the development will be a minimum 8m from the rear boundaries of Masons Road, the inclusion of the landscaping scheme softens this impact and the distance between the main dwellings is over 35m. The 6 storey element of the building would be a further 25m into the site and therefore, whilst it is acknowledged that the building will be a vast change from the existing situation, the development would not be overbearing or result in an unacceptable level of outlook.

10.10

To the west the building is Seat/Skoda dealership, given this is not a residential building, however an assessment on the future development potential of this building is assessed below.

10.11

The development is far enough away from other dwellings to the north to ensure there is no detrimental impact.

10.12

### Noise

A noise impact assessment has been submitted with the application which has been assessed by the councils Environmental Quality team. The noise assessment indicates that the noise impact of the development at the nearest sensitive receptors will be low during both the day and night, with the yard being located at the front of the site, with the proposed building shielding the existing residential receptors, mitigating noise impact on these neighbours to a degree.

10.13

The evaluation of the report notes that typical operational hours are from 08:00-18:00, however access is permitted between 05:00-23:00. Vehicles accessing the site typically includes cars (47% packing, 20% emptying), courier vans (27%) and transit users (7%). Noise data of activity at other Big Yellow sites have been reported and collated with trip data provided by i-Transport, to calculate likely noise levels at 10m from the noise source during both the day and night. This has been calculated during the day as the busiest hour with 15 vehicles using the site, based on the percentage split provided above, and during the night based on 3 light goods vehicles accessing the site during a 15 minute period. This considers a range of noise sources including vehicle movements; movements of trolleys over rough ground; fork lift trucks (where used); door and boots slams; and speech.

10.14

The orientation of the proposed development provides noise screening to receptors in the south/south east and existing buildings screen receptors to the east. This results in noise levels highest at receptors to the north of the site which do not benefit from screening, at 36dB LAeq1h and 42dB LAeq 15min during the day and night, respectively. This is equal to or lower than the background noise levels therefore noise impact is expected to be low.

10.15

Plant noise sources are expected to include small scale heating/cooling systems and extract fans. Plant details have not been specified therefore a planning condition will be imposed which limits future plant noise levels is included. Noise caused by an increase in traffic on the road network has been considered and is expected to be <1dB as traffic increase will not exceed 2%.

10.16

10.17

Construction details have not been provided therefore details of the noise from the construction phase are to be confirmed.

Overall it is considered that the impact from noise of the development on neighbouring residential uses would be acceptable, subject to safeguarding conditions.

10.18

### Privacy Impacts

- There are no windows proposed to the rear with glazing being limited to the front elevation and the front sections of the east and west elevations, it is not considered therefore that there would be any loss of privacy to residential dwellings to the east, south or west. The proposed front elevation will have curtain walling exposing the inner floors, with the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5 floors with views to the front of the site. To the north of the site is a vacant plot but further are the properties to the southern side of Iona Crescent. These properties are located 80m from the proposed building and sit to the north of the vacant Bath Road sites. It is not considered there would be any material impact arising from the proposed development.
- 10.19

### Lighting

- As part of the proposals a lighting scheme has been submitted detailing the lighting around the site, this notes that lighting will only activated between the hours of 05:00 and 23:00 except for safety and severity lighting. The lighting assessment has confirmed that in the 'worst-case scenario' when all external lights are on, and without taking into account the effect of screening by trees or planting, the levels of illuminance will not exceed 5 Lux at the site boundary, complying with relevant standards. This level of illumination will be at the front of the site only, facing on to Bath Road. As such, it is not considered that there would be adverse impacts on the amenity of the adjoining residential neighbours as a result of the proposed lighting strategy, which is consistent with Part 3a) of Core Strategy Policy.
- 10.20

### Solar Panels

On the rear roof slope of the building 300m<sup>2</sup> of solar panels are proposed, these can be seen on roof in figure 1. Whilst they would cover a large area of the rear roof, it is not considered that they would be harmful to neighbouring amenity subject to a condition requiring further details of the solar panels to be agreed via condition prior to installation, ensuring they are raised from the roof by an acceptable degree and do not produce an unacceptable level of sunlight reflection, glare or glint.

### Impacts on future developments

- 10.21 Impacts on future developments in the area need to be considered, including noise impacts on any future residential development, impacts on light and overlooking.
- 10.22 The layout of the building as noted in the noise section above, would reduce any impacts to the site to the west although any intensive B8 use may have impacts on the wider area through comings and goings and larger vehicles, especially to the northern site on Bath Road. As to restrict HGV's a condition visiting the site in unsociable hours, an hours restriction will be imposed on the

unit to stop HGV's entering and existing the site outside of specified hours. A condition requiring the building only to be used by Big Yellow going forward will be recommended to restrict any future intensification of the site by another user and would allow the Council the opportunity to assess such a proposal if one were to come forward on its merits..

10.23 An hours of use condition is also to be on the site to ensure the site does not operate after 23:00 or before 05:00 hours. The proposed use's core hours would be 08:00 – 18:00 with customers being able to pay a premium to access the site between 05:00-8:00 and between 18:00-23:00. Given the majority of the noise associated with the use being vehicle movements, movement of goods, doors, voices etc, with all of the storage space being inside the building, it is considered with the above conditions in place that the use would not be harmful to future residents in the area.

10.24 With regards to the loss of light to surrounding sites, both the submitted light survey (GIA Chartered Surveyors) and the BRE's light assessment (conducted as part of SBC's consultation) have modelled future development on the site. The GIA Chartered Surveyors submitted light survey used a 4 storey block on the site an equal distance from the boundary as the proposed development then undertook a façade study assessment. The study concluded that the development subject of the proposal would not unduly impact future development on the neighbouring site and would be within the BRE guidance tolerances

10.25 The BRE's assessment (conducted as part of SBC's consultation) of the site considered a notional 5 storey building on the site at an equal distance from the boundary as the subject proposals. It is acknowledged by BRE that the built form of a future neighbouring building is unlikely to be identical to that modelled, but the main residential facades of any neighbouring building would be expected to retain a reasonable distance from the site boundary. Following the modelling and calculations it was concluded that '*future residential development on the site at 367 Bath Road would retain the potential to be adequately daylight and sunlit with the proposed development at number 361 in place*'. From the studies carried out it was therefore concluded that the proposals would not harm light to the neighbouring plot to a degree which would stifle its future development.

10.26 There is a section of curtain walling proposed on the western elevation of the building which will be proposed to be obscure glazed to ensure it does not impact any future uses to the west.

10.27 Based on the above, and subject to conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policies EN1 and EMP2 of The Local Plan for Slough, the objectives of SKL1 of the Site Allocations DPD and the requirements of the National Planning Policy Framework.



## 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 and EMP2. 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”. The objectives of SK1 of the Site Allocations DPD include, improvements to the appearance of this important main road frontage and to minimise the number of access points onto the A4.

11.2 As part of the submission a Transport Assessment has been submitted which has been evaluated by SBC’s Highways Department. The assessment of the proposed highways works and impacts are as follows.

### Access

11.3 As part of the proposals it is proposed to rationalise the existing three accesses into one main access, this would, be in accordance with the objectives of SK1 of the site allocation DPD. The existing bellmouth for Brook Path and the existing use are poorly separated at present and will be separated into two separate bellmouth junctions. The applicant will be required to enter into a Section 278 agreement for the detailed design. As part of the scheme dropped kerbs and tactile paving for the crossings of the site access and Brook Path.

11.4 A 2 metre wide landscaping strip along the Brook Path along the site’s eastern boundary is proposed with a lighting column, this is to improve the highway and improve the visual appearance of the site, as well as allowing SBC to widen and further upgrade the Brook Path in the future. A legal agreement has been requested from highways to dedicate this land to the SBC in the future. However this is not considered consistent with national policy and guidance in respect of S106 agreements to be entered into with an applicant as it is not a requirement arising from the scheme to make it acceptable. The land is shown for soft landscaping and the proposed conditions would secure its use as such.

11.5 Visibility spays have been shown on a drawing confirming what can be secured at the proposed site access, with a splay of 120m to the left and 45m to the right. Visibility splays of 2.4m x 120m are required for a 40mph speed limit by

the Design Manual for Roads and Bridges (DMRB), therefore the existing right-hand visibility splay is sub-standard. SBC highways have accepted the existing visibility splays shown on the basis that the proposed development is expected to reduce the number of vehicles arriving/departing the site compared to the site's previous use as a car hire centre. It is proposed that the service yard will be raised and accessed by a ramp which is required due to the flood zone designation, this has not raised any highways concerns by SBC.

- 11.6 The transport statement has provided collision data was provided for the A4 Bath Road and its junctions with Elmshott Lane, Station Road, the Retail Park Signal Junction, Stowe Road and Burnham Lane. A total of 10 collisions resulting in injury were recorded within the study area, comprising nine slight and one serious injury accidents. No fatal accidents were recorded. No accidents were recorded at the site access junction in the most recent 5-year period. It is considered that the proposed development is unlikely to worsen the existing collision rate given the proposed use is forecast to generate fewer vehicle trips than the previous land use.
- 11.7 SBC Highways have not objected to the planning application based upon the collision recorded in the area.

#### Access by Sustainable Travel Modes

- 11.8 The site benefits from reasonable opportunities for employees to travel to work by sustainable travel modes. The site benefits from being located 220m from bus stops on the A4 Bath Road, which functions as a key bus route within Slough. There are further stops on Bower Way, which is located 420m from the site. The No. 4 service provides 2 buses per hour between Maidenhead, Slough and Heathrow between Monday and Friday. The number 5 service provides 2 buses per hour between Slough and Cippenham between Monday and Friday.
- 11.9 Burnham Station is located approximately 780m from the site and offers 4 trains per hour to London Paddington and Reading during the peak hours.

- 11.10 It is therefore considered that the site would be in a moderately sustainable location.

#### Trip Generation

- 11.11 The net change in the site's trip generation has been forecast by SBC's highways by subtracting the existing trip generation from the forecast trip generation. The existing trip generation of the site was estimated by using data from the Trip Rate Information Computer System (TRICS), the national trip generation database. For existing Trip Generation, the transport statement estimated that the existing vehicle hire company generates around 24 two-way vehicle trips in the morning peak hour and 35 two-way vehicle trips in the

11.12 evening peak hour. Across a 12-hour day, it is estimated to have generated some 400 two-way vehicle trips.

For the proposed use, the transport statement forecast Trip Generation using data collected from an existing Big Yellow store in New Cross, London. The trip rates per square metre derived from this survey site have been used to forecast 4 two-way trips during the AM Peak Hour and 7 two-way trips during the PM Peak Hour, for a facility comprising 12,580sqm. This is equivalent to one trip every 9 to 15 minutes. The transport statement forecasts that the development will generate 20 fewer two-way vehicle trips during the AM Peak Hour and 28 fewer two-way vehicle trips in the PM Peak Hour. Over a full day, the development is forecast to generate 209 fewer two-way vehicle trips. Furthermore the peak hours of operation for self-storage facilities do not coincide with traditional highway network peak hours and the peak for the Big Yellow Store at New Cross was between 1400 – 1500.

SBC Highways have raised no objection to the proposal with regards to the impact on highway capacity.

#### 11.14 Parking

14 Car Parking Spaces are proposed, including one disabled space and one parent and child space. The size of 5 of the parking spaces to dimensions of 2.7 metres x 5.2 metres (with an additional 1.2m hatched area) has been increased during the application process by the request of SBC to enable suitable parking for vans and larger vehicles.

Swept path analysis has been provided demonstrating the three loading bays can accommodate 10m long vans or a 16.5m long articulated lorry in the unlikely event this is required.

The transport statement has provided an estimate of parking demand based upon survey data of a big yellow storage facility measuring 8,623sqm in New Cross and states that at the New Cross store there was a maximum parking accumulation of 11 vehicles during any 15-minute period across the whole survey day. SBC Highways department has considered the 14 proposed parking spaces as acceptable.

#### 11.17 Cycle Parking

Four Sheffield stands providing eight parking spaces are proposed to serve the site. This would fall below the number required by the SBC Parking Standards; however the nature of the storage facilities as a use does not attract many cycle trips given the need to transport items to/from the storage units. The cycle parking provided is likely to be used solely by staff of the proposed unit. The number of cycle spaces is considered acceptable.

#### 11.18 Servicing and Refuse Collection

The transport statement notes HGV trips will be infrequent; although the turning yard has been designed to allow sufficient turning space for a 16.5m articulated vehicle for instances when an articulated vehicle needs to access the site. Swept paths have been provided which demonstrates that an Articulated Vehicle measuring 16.48m in length can ingress and egress the site and it has also been demonstrated that a Phoenix 2 Duo Recycler Refuse vehicle measuring 11.2m in length can ingress and egress the site to complete refuse collection. It is also noted that in the management statement that refuse facilities will not be provided to customers, and they will be expected to take their own rubbish, such as boxes etc with them when they leave the site. It is therefore considered that the proposals are acceptable with regards to the servicing and refuse

#### 11.19

##### Electric Vehicle charging points

As part of the scheme 2 electric charging points are proposed, this has been confirmed as acceptable by the borough's highways and environmental quality team and would assist in providing infrastructure for more sustainable methods of transport.

#### 11.20

##### Summary and Conclusions

Based on the above, and subject to the conditions, it is considered that the proposals would not lead to severe harm to highways users. The scheme would also reduce the number of access points onto Bath Road and would improve the pedestrian environment on both Bath Road and Brook Path. The development is therefore considered to be in accordance with the requirements of Policies EMPT2, T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

#### 12.0 **Flood Risk and Drainage**

12.1 Paragraph 159 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

12.2 Paragraph 161 of the National Planning Policy Framework requires all plans to apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk. Paragraph 033 of the NPPG clarifies that any development proposal should take into account the likelihood of flooding from other sources, as well as from rivers and the sea. The sequential approach to locating development in areas at lower flood risk should be applied

to all sources of flooding.

- 12.3 Core policy 8 of the Slough Core Strategy states that development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain; and development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality
- 12.4 The site is located within flood zone 3a, defined as an area with high probability of flooding, noted in the PPG as '*Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding.*'. It is therefore important to assess the flood issues associated with the development.
- 12.5 As the site is located within a flood zone 3a and the development (storage and distribution) is defined as a less vulnerable development, it is required to conduct a sequential test approach, which seeks to direct development away from high flood risk areas, such as the subject site, to areas of lower flood risk. The sequential test conducted is reviewed in the Sequential text section above.
- 12.6 As part of the submission a Flood Risk Assessment, Surface Water and Foul Water Statement and Drainage and Maintenance Strategy has been submitted. The building has also been designed to take into account being located within an area of high risk to flooding, having a raised floor to allow flood water to move underneath the building. Under the building it is proposed that the building will be on stilts with the lower ground floor level set at 26.125m above ordnance datum (AOD) which is more than 0.6m above the highest Flood Zone 3, level of 25.44m AOD and flood free access will be provided from Bath Road which will not impede the flow of floodwaters.
- 12.7 The Environment Agency (EA) and the Hampshire County Council flooding risk team, who act as Slough's lead local flood authority (LLFA), have reviewed the scheme. There have been no objections raised by Hampshire Flooding to the proposals however the Environment Agency have raised objections to the scheme, however through further information submitted and amendments to the scheme these have been addressed to the satisfaction of the EA. Specifically in relation to the fencing and means of enclosure with concerns over flood water movements, it has been clarified that these will not restrict the movements of flood water due to their design, with the weld mesh fence and the pier and railings fencing permeable to water permitting the flow of any flood waters in and around the site. The EA also had concerns regarding the voids underneath the building, where it was still considered that were inadequate and that these needed to be set higher to take into account the predicted flood extent level plus climate change and that there needed to be amendments to the beam. In response to the EAs letter the beam has been redesigned so the

castellation is removed and is therefore clear from obstruction. The lower edge of the beam has also been raised to a sufficient level, without materially affecting the height of the building submitted. The EA are therefore satisfied that the proposed development meets the National Planning Policy Framework's requirements in relation to flood risk, subject to the imposition of a condition regarding flood measures which is has been included.

12.8 Measures to manage surface water and foul water are considered sufficient. The site currently being covered by a hardstanding and the proposals introduce areas of soft landscaping reducing the impermeable areas. The surface water will discharge into the public sewer along the eastern boundary and will be restricted to 2l/s for all storm events with this considered a betterment than the existing situation. With the low waste water flows generated by the self-storage use, it is considered that there will be no adverse effect on the existing foul water regime.

12.9 Overall it is considered that with the imposition of conditions that based on the above, the proposal would not increase flood risk on or elsewhere outside of the application site, and the flood risk and drainage issues would comply with Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

### 13.0 **Economic Impact**

13.1 The site is located within a defined Business Area (Bath Road) 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. Paragraph 81 of the National Planning Policy Framework seeks planning decisions to help create the conditions in which businesses can invest, expand and adapt. Paragraph 83 of the National Planning Policy Framework seeks planning decisions to recognise and address the specific locational requirements of different sectors.

13.2 As part of the submission an Economic and Regeneration Statement has been submitted which identifies employment opportunities as part of the scheme. It is noted that there will be a number of jobs generated during the construction process, which being a sizable structure will employ a large number of workers from the local labour pool. For the size of the building the number of full time employees will be very low being between 3-4 full time staff with the addition of cleaning and maintenance jobs. This is not a positive aspect of the scheme although it is noted that for the site area the existing use of car rentals would have a similar level of employment.

13.3 Whilst noted above the site would not directly employ a large number of staff,

the business does support a significant number of indirect employment with the supporting economic statement confirming the average Big Yellow site is home to 105 businesses and other organisations with the 74 Big Yellow sites surveyed being home to 7,700 businesses. The storage areas are rented by generally small businesses, many of which are start ups. The spaces are often used to store their stock, to package stock for distribution or to store their business equipment and materials with the use of the storage areas enabling businesses to take on extra staff, or to grow their businesses.

13.4 A Quod Employment Survey has been submitted as part of the Economic Statement which notes that Big Yellow anticipates that a self-storage facility of this size, excluding the demountable mezzanines, would support approximately 113 jobs; this figure rises to approximately 449 jobs when the demountable mezzanine floors are installed. The Quod surveyed existing Big Yellow customers at other stores to estimate the number of businesses which would utilise the site. Therefore whilst the direct employment opportunities for this site are very low, it is considered the use provides great support to local businesses which in turn would assist in the creation and economic growth.

13.5 No comments have been provided by the Council's Economic Development Team on the submitted Economic Benefits Assessment. Furthermore, with the use of conditions mentioned in this report it is considered that the use would be compatible with future regeneration of the area, providing a high quality building and visual improving being a potential catalyst for further investment in the area

13.6 Based on the above, the proposal would comply with Core Policy 5 of the Core Strategy, Local Plan Policy EMP12, and the requirements of the National Planning Policy Framework.

14.0

#### **Impact on biodiversity and ecology**

14.1

Paragraph 174 of the National Planning Policy Framework requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.

14.2

The existing site is a vast area of hardstanding with little in plants and vegetation on the site with no areas for habitat. As part of the proposals a biodiversity net gain assessment as well has been submitted which notes that the existing site the only plants on the site are brambles, ivy, Dandelions, common sorrel, horseweed and moss. A Tree Survey Report and Arboricultural Impact Assessment has also been submitted with the application.

14.3

The proposed scheme includes vast ecology enhancements, with 0.8 ha of the site to be redeveloped, it is anticipated that circa 0.55 ha will comprise

developed land; unsealed surface (i.e. self-storage centre and associated hard landscaping), with the remainder 0.25 ha of the site will be set aside for biodiversity, comprising hedgerow planting, scattered trees, amenity grassland, shrubs and a wildflower meadow. These areas are noted in the design landscaping section of the report above, with figure 11 noting these areas. As well as the introduction of extensive planting around the site, further enhancements are proposed on the site in the form of log piles using material sourced from felled trees on site where possible; bug hotels using materials sourced in-situ where possible; bat boxes, (to be fixed away from direct illumination) above 4m on a south or west aspect, bird boxes and swift nest boxes would be fixed above 5m and on a north or east aspect.

14.4 The biodiversity report compiled has used the DEFRA's bio diversity net gain assessment tool to assess the existing and proposed ecology environment. The post development score onsite is calculated to be 1.56 biodiversity units with the existing set at 0.02 units providing a gain of +1.54 units. Given the predevelopment and post-development score the biodiversity net gain is calculated at +7715%, proving a vast improvement.

14.5 The borough's landscape and arboricultural officer has reviewed the proposals and has confirmed that the submitted Tree Survey Report and Arboricultural Impact Assessment information is sufficient to ensure established trees growing around the development would not be harmed during the construction phases and that the scheme will provide a significant uplift in biodiversity on the site. They have also recommended conditions will be imposed in relation to implementation and maintenance to ensure that planting and landscaping scheme is retained for the lifetime of the development.

14.6 Overall it is considered that the scheme would be a significant gain in biodiversity and subject to conditions is a welcome addition to the site.

## 15.0 **Air Quality**

15.1 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.

15.2 The Council has recently adopted a Low Emission Strategy (LES) 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. The site is not located within a designated Air Quality Management Area.

15.3 An air quality assessment, has been submitted with this application. Which has been assessed by the council's environmental officer. The proposed development includes 14 parking spaces and 3 loading bays. The transport statement indicates that the proposed development will result in 191 annual average daily traffic (AADT), and 1 HGV AADT. This is under the threshold specified within the LES, Environmental Protection UK and Institute of air quality management, therefore the proposal is not expected to cause an operational air quality issue. It is also noted that this does not consider the loss of vehicle movements (previous use as vehicle hire depot), therefore the operation impacts are considered very low. Furthermore, the scheme provides 2 EV charging points this meets the standard set in the LES and therefore this is considered acceptable

15.4 Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme includes 14 parking spaces, 2 must have access to electric charging infrastructure to meet the 10% requirement. As two fast chargers are proposed as part of the proposal, this requirement has been met.

15.5 Air quality impacts during construction have also been considered. The assessment submitted determines that the proposal will cause a medium dust impact during the construction phase, however this can be mitigated through the implementation of the Construction Environmental management Plan (CEMP) The borough's environmental officer has reviewed the CEMP and have considered that amendments need to be made to the CEMP and a dust management plan also needs to be submitted and therefore this will be included as a condition. A condition requiring all heating systems to meet the emission standards laid out in Table 7 of the LES Technical Report shall also be included

15.6 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.

#### 16.0 **Crime Prevention and anti-social behaviour**

16.1 Policy EN5 of the adopted Local Plan and Core Policy 12 require all development schemes to be designed so as to reduce the potential for criminal activity and anti-social behaviour. Paragraph 92 National Planning Policy Framework seeks development to be inclusive and safe places which are safe

and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

As part of the security measure for the proposals a 2.4m a black weld mesh fence is proposed to the eastern, western and southern boundaries, which will provide a high level of security whilst allowing views into and out of the site, therefore assisting with natural surveillance of Brook Path. To the front of the building brick piers and railing will be used, with matching gates. The pedestrian and vehicle access gate will be open during the hours that staff are on Site (08:00-18:00 core hours), whilst during the extended hours, the gates will be shut; customers with extended access hours will have a pin to operate the security gate, enabling them to open the gates to access the yard area and to access the building itself. Outside of the extended hours, no access will be permitted to the site and this is to be controlled through the security access system. A lighting impact assessment has been submitted with the application which notes that security lighting will be in operation at the building will assist in site security at night.

16.2 It has been noted in the Design and Access statement that the site will aspire to meet a Security Assurance by the Building Research Establishment (SABRE) rating of EXCELLENT being a high level of security at the site.

16.3 As noted in the CEMP during construction a secure boundary fence (timber framed painted plywood hoarding) will be erected for the duration of the proposed construction activities to protect members of the public from the dangers of the ongoing construction works. The hoarding is to be located along the current boundary line to ensure the construction site is sufficiently secure to deter and prevent entry to the site by unauthorised persons and to prevent removal of materials or goods from the site. A dedicated operative would be allocated to the access points to ensure that unauthorised entry is not permitted and to control traffic movement into and out of the development.

16.4 Overall it is considered that appropriate security measures are in place and the scheme would not increase crime or the fear of crime within the wider area and the proposal would accord with the in Core Policy 12 of the Core Strategy Local Plan Policy EN5, and the requirements of the National Planning Policy Framework

#### 17.0 **Contaminated Land**

17.1 Paragraphs 183 and 184 of the National Planning Policy Framework require a site to be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This is reflected in Core Policy 8 of the Core Strategy.

17.2 As part of the submission a Geotechnical and Geoenvironmental desktop study has been submitted which has been evaluated by the council's environment

officer. The preliminary assessment has identified the site to have a medium to high sensitivity for hydrogeology, and low sensitivity for human health receptors. The overall site risk in relation to potential contamination issues has been identified as low to moderate, however other potential sources of contaminations have been identified that required further investigation and assessment in order to correctly quantify the risks associated with the development and to future site users. Both the environmental officer and submitted report recommends further investigations be carried out, this will be conditioned.

17.3

Based on the above, subject to conditions the proposal would accord with the in Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

18.0 **Sustainable design and construction**

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

18.2 The Developers Guide Part 2 expects commercial development of 10,000 sqm or more to achieve a BREEAM rating of excellent along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions. A percentage score of over 55% is required to achieve BREEAM ‘Very Good’. A percentage score of over 70% is required to achieve BREEAM ‘Excellent’.

18.3 In the supporting sustainability appraisal it is noted that the intention is to target a BREEAM rating of ‘Excellent’. However, it is noted that design limitations of such a scheme that nearly 12% of the predicted score is dependent on the appointed contractor, site functionalities and available procurement routes at the point of construction. The proposal is therefore committed to achieving ‘Very Good’ as a minimum, whilst targeting an ‘Excellent’ rating.

18.4 The submitted plans propose a 300sqm area on the southern roof of the building for photovoltaic panels, an Air Source Heat Pump is also proposed. A 50kW peak installation distributed evenly across the building, will have a total area of approximately 300m<sup>2</sup>. This will generate 37,839 kWh/yr, which equates to a carbon reduction of 19,638 kgCO<sub>2</sub>/yr, (49%). Air source heat pumps are a viable technology for the reception and managers office. A 1% reduction in CO<sub>2</sub> emissions has been calculated where the heat pump is installed as part of a reverse cycle refrigeration system providing both space heating and cooling. The effect of the renewable technologies for the building as described above is

to reduce the building regulated emission by 49%, 20 Tonnes of CO2 per annum.

18.5 The total cumulative savings for the development equates to 21 Tonnes CO2 per annum a reduction in Regulated Carbon Dioxide savings of 51%.

The proposed very good BREEAM rating broadly complies with Core Policy 8 which requires such schemes to achieve a 'very good' or 'excellent'. The proposals do not fully accord with Developers Guide Part 2 which seeks a BREEAM rating of excellent for a development of this size, however it is noted that the scheme will strive for excellent and conditions are included to ensure this a minimum of very good is achieved. Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and is considered acceptable.

## 19.0 **Equalities Considerations**

19.1 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).

19.2 It is considered that there would only 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.

19.3 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.

20.0 **Presumption in favour of sustainable development**

20.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” 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.

21.0 **PART C: RECOMMENDATION**

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

A) Delegate to the planning manager for approval subject to finalising conditions.

22.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

CONDITIONS:

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

(a) Application Form

(b) Covering Letter, Dated: 19/03/2021, Received: 22/03/2021

(c) Site Location Plan, Plan Number: 2102-X01, Dated: 05/02/2021,

Received: 22/03/2021

(d) Existing Site Plan, Plan Number: 2102-X02, Dated: 11/02/2021,  
Received: 22/03/2021

(e) Design and Access Statement, Dated: March 2021, Received:  
22/03/2021

(f) Planning Statement, Dated: March 2021, Received: 22/03/2021

(g) Economic and Regeneration Statement, Dated: March 2021, Received:  
22/03/2021

(h) Big Yellow Management Plan, Dated: March 2021, Received:  
22/03/2021

(i) Flood Risk Assessment, Dated: March 2021, Received: 22/03/2021

(j) Drainage Strategy and Maintenance Statement, Dated: March 2021,  
Received: 22/03/2021

(k) Foul Water and Surface Water Management Statement, Received:  
22/03/2021

(l) Preliminary Ecological Appraisal, Dated: March 2021, Received:  
22/03/2021

(m) Biodiversity Net Gain Assessment, Dated: 8th March 2021, Received:  
22/03/2021

(n) Tree Survey Report and Arboricultural Impact Assessment, Dated: 9th  
March 2021, Received: 22/03/2021

(o) Transport Statement Dated: 16th March 2021, Received: 22/03/2021

(p) Noise Assessment, Dated: 24th February 2021, Received: 22/03/2021

(q) Multi-Utility Infrastructure Assessment, Dated: March 2021, Received:  
22/03/2021

(r) Daylight and Sunlight Report, Dated: 18th March 2021, Received:  
22/03/2021

(s) Energy Assessment Revision V 1.0, Dated: 15th March 2021, Received:  
22/03/2021

(t) Sustainability Appraisal Version 1.0, Dated: February 15th March 2021,  
Received: 22/03/2021

(u) Landscape Design Report, Dated: 15th March 2021, Received:  
22/03/2021

(v) Air Quality Assessment Rev 1, Dated: 2nd March 2021, Received:  
22/03/2021

(w) Lighting Impact Assessment Version v2, Dated: 15th March 2021,  
Received: 22/03/2021

(x) Construction and Environmental Management Plan, Dated: February  
2021, Received: 22/03/2021

(y) Geotechnical and Geoenvironmental Desktop Study, Dated: March  
2021, Received: 22/03/2021

(z) Amended Flood Risk Sequential Test, Dated: August 2021, Received:  
31/08/2021

(aa) Proposed Ground Floor Site Plan, Plan Number: 2102-P01-K,  
Received: 23/09/2021

(bb) Proposed North and East Elevations, Plan Number: 2102-P07-B,  
Received: 15/08/2021

- (cc) Proposed South and West Elevations, Plan Number: 2102-P08-B, Received: 15/08/2021
- (dd) Proposed Section AA, Plan Number: 2102-P09-A, Received: 15/08/2021
- (ee) Proposed Roof Plan, Plan Number: 2102-P02-G, Received: 21/07/2021
- (ff) Proposed First Floor Mezzanine, Plan Number: 2102-P03-A, Received: 22/03/2021
- (gg) Proposed Second Floor Mezzanine, Plan Number: 2102-P04-A, Received: 22/03/2021
- (hh) Proposed Third and Fourth Floor Mezzanine, Plan Number: 2102-P05, Received: 22/03/2021
- (ii) Proposed Fifth Floor Mezzanine, Plan Number: 2102-P06, Received: 22/03/2021
- (jj) Amended Fence and Void Details as Proposed, Plan number: 2102-P10-B, Dated 08/02/2021, Received 10/08/2021
- (kk) Campbell Reith, Response to EA objection letter 1, Received 09/06/2021
- (ll) Campbell Reith, Response to EA objection letter 2, Received 10/08/2021

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. The development hereby permitted shall only be managed and operated by Big Yellow Self Storage Company Limited (or any other nominated group company) and in accordance with the Big Yellow Management Plan, received 22/03/2021.

Reason: To ensure the development operates in accordance with the submitted sequential test and to safeguard the amenities of occupiers of the adjoining properties and future residential dwellings in the area in accordance with 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EMP2 of the Adopted Local Plan for Slough 2004, the Slough LDF site allocations DPD (2010) and the requirements of the National Planning Policy Framework 2021.

4. Heavy Goods Vehicles (HGVs) shall not enter and exit the site outside the hours of 08:00 - 18:00.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy

EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

5. The development shall not be occupied until the proposed new access has been constructed in accordance with Mountford Pigott Drawing No. 2102-P01-K, full details to be submitted to and approved in writing by the Local Planning and Highways Authority prior to occupation.

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

6. The development hereby permitted shall not be occupied until all the visibility splays shown on the approved drawings have been provided. Those areas shall at all times thereafter be kept free of all obstructions to visibility over a height of 600mm measured from the surface of 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.

7. The development shall not be occupied until the associated vehicle parking and turning spaces have been surfaced and marked out in accordance with approved Mountford Pigott Drawing No. 2102-P01-K. The spaces shall thereafter be kept available for parking at all times.

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

8. The 2 metre wide strip of land on Brook Path, highlighted on Mountford Pigott Drawing No. 2102-P01-K, will be retained for landscaping and provision of a lighting column.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to improve the pedestrian environment along Brook Path

9. The development shall not be occupied until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future 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

10. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

11. Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy

2008.

12. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

13. The rating level of noise emitted by all fixed plant on the site shall not exceed 5dB below background noise levels, at 1m of the sensitive receptor façade. The measurement and assessment shall be made according to BS 4142:2014+A1

REASON: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties.

14. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall not be open outside of the following hours: 05:00 - 23:00 Monday to Sunday.

REASON: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties.

15. Unless otherwise agreed in writing by the Local Planning Authority, the windows/ Curtain walling in the western elevation of the development hereby permitted shall be obscure glazed to the equivalent to Pilkington Level 3 or above and shall be permanently retained as such.

REASON To minimise any loss of privacy to adjoining occupiers or future occupiers.

16. No development shall take place until a Construction & Environmental Management Plan (CEMP) 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, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all

heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES guidance. The Construction & Environmental Management Plan shall include details of the controls and measures that will be environmental effects of demolition and construction work. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations

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 in the interests of the amenities of the area in accordance with Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

17. Prior to the first occupation of the development the 2 Electric Vehicle Charging Points shown on plan number 2102-P01-K shall be installed and retained thereafter.

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.

18. 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 minimum 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. 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 minimum 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.

20. No external lighting other than that shown on drawing number 200248 E 001 Rev P2 contained in the Dawson and Partners Lighting Impact Assessment shall be installed on the site. All lighting installed shall be operated in accordance with the lighting assessment.

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

21. 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 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.

22. 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.

23. No development hereby permitted shall commence until the tree protection measures detailed in the submitted Tree survey report and arboricultural impact assessment by the rps group 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.

24. The external areas of the development hereby approved shall be landscaped as set out in the plans and supporting information within the Outerspace Landscape Design Report received 22/03/2021 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 ten 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: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with 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.

25. Prior to first occupation of the development a 25 year maintenance programme following planting shall be submitted and approved by the local authority. Following planting the maintenance plan will be adhered to thereafter.

REASON To ensure the landscaping scheme is adequately maintained in the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

26. Prior to first occupation of the development hereby approved, details of the locations of the ecological enhancements including swift nest boxes, log piles, bug hotels, bat boxes and bird boxes shall be submitted to and approved by the LPA. The ecological enhancements shall be retained thereafter.

REASON: To provide ecological, environmental and bio-diversity benefits in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026,.

27. 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 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 amenity of existing properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan

28. 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 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 other use without express planning consent from the LPA.

REASON: To protect the residential amenity of surrounding properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan.

29. Prior to first use of the development hereby approved, details of the photovoltaic array shown on plan number 2102-P02-G received 21/07/2021 shall be submitted to and approved in writing by the LPA. The photovoltaic array shall then be installed and operated in accordance with the approved details.

REASON: To protect the residential amenity of surrounding properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan.

30. Prior to first occupation of the development hereby permitted, the gates, walls and fencing shall be erected as shown of the approved plans and shall include flood mitigation measures shown on plan number 2102-P10-B Fence and void details as proposed.

Reason: To ensure the visual character and appearance of the area is not harmed, that the site is secure and would not restrict the follow of flood water.

31. The development shall be carried out in accordance with the submitted flood risk assessment reference 12904-CRH/ZZ/XX/RP/C/0001\_FRA P2 (dated March 2021 by CambellReith) and the following mitigation it details:

- Finished floor levels shall be set no lower than 26.10 metres above

Ordnance Datum (AOD)

- Flood storage as shown in Table 8.2 and Appendix H and the letter in response to EA objection (dated August 2021, reference: FGAfga12904-20210809-EA P3)

and drawing reference 2102-P10-B - Fence and Void Details as Proposed (dated 02/08/2021)

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons:

- To reduce the risk of flooding to the proposed development and future occupants
- To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided

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. 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 accordance with the approved drawings (Mountford Pigott Drawing No. 2102-P01-K)
3. 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.
4. 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.
5. 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 license must be sought from the Highway Authority.
6. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
7. The reference to "or any other nominated group company" at Condition 3 is intended to include; Another Big Yellow Group company; A re-branding of

the organisation to operate under a new name; and a merge or takeover of the organisation.

8. Thames Water:

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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

Should you require further information please contact Thames Water.

Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

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





## Appendix 1 Sequential test data

Sequential Test - August 2021													Aug-21	
	Address of site	Local Authority	Site Area (approx./ acres)	Flood Zone	Source	Vacant or Current Use	Allocated in Local Plan	Ownership	Planning Status	Development Constraints	Being pursued by others	Availability	Suitability	Comments and Conclusion
1	Logistics City Maidenhead, Cordwallis Industrial Estate, Clivemont Road, Maidenhead, SL6 7DE	RBWM	1.37	1	Property Agent Website/ Egi	Site Under Construction	Located in allocated Business Area	Private	Secured and under construction	Accessibility and Visibility	Yes - Majority Under Offer/ no longer on market. Two parcels remain on market.	Under Offer	No due to access and visibility. Being pursued by others.	Site under construction. New Warehouse Unit (B2, B8 & Class E). of 32,399 sq ft warehouse unit, with up to 64 parking spaces. Planning granted July 2019 (ref. 19/00989/FULL). The store under construction would not meet Big Yellow's requirements as a larger store with a much smaller yard and less parking would be required by Big Yellow on the plot. The site is located on a minor road, with poor visibility and very limited passing traffic. The access route to the site passes along residential roads. Big Yellow already own a small site on this road which they use to store Big Yellow's operational equipment. It is a location that is therefore well known to the business and which they know is not suitable for a trading Big Yellow Store. The site is also under offer with another party (agent's website).
2	The Link, Westacott Way, Maidenhead, Berkshire, SL6 3QH	RBWM	Building floorspace only available, not site	1	Property Agent Website/ Egi	New Build Purpose Built Office	Located in Established Employment Area in Green Belt	Private	Secured and built out	Access, visibility, Green Belt location, use, tenure	Not currently - on market	On market - to let only	No due to construction of property for B1 use and tenure.	New build purpose built Grade A office space totalling 69,209 sq ft. Site has been built out for office use and not suitable for B8 use. Situated in landscaped office park with 344 Car Parking Spaces. Site only available on leasehold basis. Site not suitable for Big Yellow. The site is also located on a non main road with poor visibility and limited passing traffic. Green Belt location.
3	The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead	RBWM	63.5	2/3	RBWM Site Allocation	Vacant	Yes - Industrial and Warehouse uses	Private	None	Not on market. Flood Risk.	Not on market.	No	No - not available. Site area exceed BYSS requirement.	Mid 90s application refused for service station. No relevant applications for development since. The site allocation requires a comprehensive master plan to be developed for the site. Big Yellow would only require a very small quantum of the land. The site is not currently available and it is not known if or when planning will be pursued on the site, what the development will comprise of or if the site will be brought to the market.
4	Crossrail West Outer Depot, Maidenhead (To the south of Boyyn Valley Road)	RBWM	2.9	1	RBWM Site Allocation	Crossrail Depot	Yes - Industrial and Warehouse uses	Network Rail	None	Not on market. Proximity to railway. Shape of site.	Not on market.	No	No - not available. Site shape would not be suitable for Big Yellow. Nor would location.	The site has been used as a Crossrail depot. No relevant recent planning history. It is not currently available. However, notwithstanding this it would not be suitable for a Big Yellow as a result of its access and poor visibility from the road network. It is also a very long and narrow site, which would not be suitable for Big Yellow's requirements.
5	Magnet Leisure Centre And Magnet Leisure Complex Car Park Holmanleaze Maidenhead	RBWM	4.94	Eastern part 2/3. Remainder 1	RBWM Application Search	Former Leisure Centre/ Car Park	Local Plan identifies closure of Leisure Centre	Private	Application - not yet determined	Being pursued for residential led redevelopment.	Yes - Residential Developer	No. Planning being pursued by Countryside Properties (UK) Limited	Site area exceed BYSS requirement. Being pursued for alternative use.	Planning App submitted Feb 21 (ref. 21/00502/FULL): Construction of x5 buildings to create x439 homes (use class C3) with car and cycle parking, pedestrian and vehicular access alterations, landscaping works and boundary treatments, following demolition of all existing buildings and structures. Application not determined. Site is not available as it is being pursued by a residential developer for residential uses.
6	York Road Redevelopment Area York Road Maidenhead SL6 1RF	RBWM	4	1	RBWM Application Search	Under construction	Yes for Residential, community and retail	JV scheme with RBWM and Private Developer	Planning permission granted for residential led redevelopment.	Being pursued for residential led redevelopment.	Yes - Residential Developer	No. Planning secured by Countryside Properties (UK) Limited	Development under construction	Planning granted in 2018 (ref. 18/01608/FULL) for: Mixed use redevelopment of the site comprising of 5 no. buildings 4-8 storeys in height to provide 229 new residential dwellings (Use Class C3), 1,930 sqm GEA of commercial and community/cultural floor space (Use Class A1/A3/B1/D1), provision of a new civic square and public realm enhancements, along with car parking, access, roads, landscaping and other associated works following demolition and clearance of all existing structures. Site is not available as it is being pursued by a residential developer for

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7	Moorbridge Court And Liberty House At 29 To 53 Moorbridge Road Maidenhead	RBWM	1.2	2	RBWM Application Search	Existing Offices and car parking.	No	Private	Planning secured for residential development.	Being pursued for residential led redevelopment.	Yes - Residential Developer	No. Planning secured by Bellway Homes.	Being pursued for residential.	Planning secured in 2021 (ref. 20/01129/FULL) for: Construction of 5 residential blocks comprising of 129 residential units together with associated landscaping, car parking and infrastructure works following the demolition of the existing buildings. Site is not available as it is being pursued by a residential developer for residential uses.
8	Hitachi Europe Ltd Whitebrook Park 68 Lower Cookham Road Maidenhead SL6 8YA	RBWM	6.1	2/3	RBWM Application Search	Offices.	Yes - Business Area	Private	No.	Flood Risk. Non urban location.	Site not currently available. Occupied as offices.	No. Planning being pursued for conversion of existing building or demolition.	Potentially being pursued for residential. Not available or suitable location for Big Yellow.	21/00598/DEM: Prior notification for the demolition of the existing building. Submitted by Hitachi. Approved. Also application to convert offices to residential (88 units) pending consideration. A previous application for conversion was refused. The site is not available. Notwithstanding this, the site has a road frontage but is located in a residential/ edge of rural area and therefore would not be a suitable location for a Big Yellow. Prior approval application for residential use indicates that the site may be pursued for residential.
9	Unit 1 And 2 And 3 Foundation Park Roxborough Way Maidenhead	RBWM	8.7	1	RBWM Application Search	Offices.	Yes - Business Area	Private	Planning secured for offices and part built out.	Leasehold available. Being pursued for B1 development.	Site not currently available. Site in use/ being developed for offices.	On market - to let only, part of site	Site being developed/ extended for office development. Not suitable for B8. Location on edge of rural area also not suitable for Big Yellow.	Foundation Park marketing website confirms that the site will deliver up to 144,000 SQ FT of new office space. Planning granted in 2019 (ref. 19/01661/DUT) for: Outline application for access, landscaping, layout and scale to be considered at this stage with all other matters to be reserved for the demolition of buildings 1, 2 and 3 and the erection of three class B1 (office) buildings, new decked car park and hub building, the reconfiguration of the car parking and internal road layout and associated works. Reserved matters applications submitted in 2021. Space being marketed to let. Site is not available for B8 development. Notwithstanding this, the location and visibility of the site would also not be suitable for Big Yellow's business requirements.
10	Bray Studios Down Place Water Oakley Windsor SL4 5UG	RBWM	33	2/3	RBWM Application Search	Vacant	No	Private	Undetermined planning application	Being pursued for alternative use. Flood Risk.	Yes - Planning application submitted by Bray Studios Ltd.	No. Planning application submitted by Bray Studios Ltd.	No. Being pursued by others. Flood risk, location and visibility.	Planning application submitted in 2021 (ref. 21/02245/FULL) for: Redevelopment to create new film and TV studios, incorporating demolition, retention of 2no. existing sound stages, rehearsal building, backlot and ancillary offices on a permanent basis, construction of further new production facilities including sound stages, workshops, ancillary offices and other production facilities, use of Waterford House and Steading as ancillary accommodation, parking, landscaping and new vehicular access off Windsor Road. Awaiting Decision. Site is not available for B8 development. Notwithstanding this, the location and visibility of the site would also not be suitable for Big Yellow's business requirements.
11	Units 2-3 Slough Interchange Ind. Estate Warehouse	Slough	Part of a 1.47 acre site (35,893 sqft plus parking available to let)	1	Property Agent. Website/ CoStar	Industrial Building to let	Located in Existing Business Area	Private	None	Only available to let. Development not an option that could be pursued.	No - 35,893 sqft currently on market to let	Yes - leasehold only. Not full site.	No due to quantum of floorspace, tenure, location, visibility.	Located just east of the search area but included due to proximity. Only a lease of an existing 35,893 sqft building is available. This quantum of floorspace would not meet Big Yellow's requirement. Furthermore, the site's location is not suitable as it has poor road visibility being located within an industrial estate.
12	Land Adjacent To 105 Whitby Road, Slough	Slough	1.39	1	Annual Monitoring Report	Under construction - B8 use	Slough Trading Estate - Existing Business Area	Private	Scheme consented 2018	Being pursued for alternative development. Layout of site. Visibility.	Not available. Application pursued by expected future tenant.	No. Being pursued by another party.	No. Being pursued by others. Location and visibility.	Application both outline and reserved matters submitted and consented on behalf of First Choice Building Supplies. Google street view from 2019 shows the frame has been constructed. The site is therefore not available and being pursued by another party. The consented B8 floorspace is 895 sqm/ 9,633 sqft, which is considerably smaller than what Big Yellow require. The site is not on a main road position and has poor visibility to passing traffic and therefore it would not be a site deemed suitable for Big Yellow's business requirements.

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18	426-430, Bath Road, Slough, SL1 6BB	Slough	0.53	1	Annual Monitoring Report	MOT Testing/ Office	No	Private	Planning Application - P/00442/014	Size. Being pursued for alternative use.	Yes - not on market	No	Yes - also suitable for residential led redevelopment	It is below B's size requirement but has been included due to its proximity to the subject site. Planning permission for demolition of existing buildings and redevelopment to provide up to 60 dwellings. Granted circa 2017. Reserved Matters granted March 2021. Site is not on the market and is not available. It is being pursued for residential development. Hoarding is in place around the site, suggesting development is due to start imminently.
19	396, Bath Road, Slough, SL1 6JA	Slough	0.4	1	Annual Monitoring Report	Retail	Site Allocation SKL1	Private	Pre App PreApp/1180	Size and shape of site	Yes - not on market	No	No due to size and shape	The site is located within the same Site Allocation as the subject site. It is below B's size requirement but has been included due to its proximity to the subject site. Pre application discussions on demolition of existing building and construction of 2no new blocks consisting of 9 storey and 3 storeys. The site is not on the market and is not available. The pre-application discussions indicate that it is being pursued by others, although at the current time the existing built development remains on the site (retail use). Notwithstanding this, the site is too small and its narrow shape would make it unsuitable for a self storage facility.
20	S M C Ford, 134, Bath Road, Slough, SL1 3XW	Slough	1.15	1	Annual Monitoring Report	Car showroom	No	Private	Planning Application P/01160/039	Shape of site	Yes - not on market	No	Yes - proximity to Town Centre is likely to mean demand for alternative uses also	The L shaped site footprint, may result in part of the site not being suitable for self storage use. Planning secured fore Demolition of existing portacabin and 4 bay rear workshop. Construction of new building incorporating a 5 bay workshop, canteen and storage. Annual Monitoring Report 18/ 19 advises that this has not started. The site is not on the market and is not available. The planning permission which proposed to retain the site for car sales use and granted in 2016 indicates that it is being pursued by others/ by the existing land owner or occupier. This permission will have now expired, if not implemented. The site is also still in use and trading as a car showroom/ dealership.
21	Hitcham Place, Taplow Common Road, Burnham, Maidenhead, Berkshire	South Bucks	1.25	1	Property Agent Website/ EGI	Vacant	No	Private	None	Leasehold only available. Green Belt	Not currently - on market	On market - to rent only.	No due to location in Green Belt and also the rural location away from urban area. Being pursued by others.	Open storage land. Majority of land undeveloped. Small temporary buildings on parts of site. Access is via double gates fronting Taplow Common Road. There is water and electricity on site. Site is located in Green Belt and therefore would not be suitable for the quantum of development required by Big Yellow. The rural location also would not suit Big Yellow's business needs. The site is too far from an urban area.
22	Land Adjacent To Taplow Station (Roots Gardens/Southern Motor Homes), Bath Road, Taplow Buckinghamshire, SL6 0NL	South Bucks	2.9	1/ 2	Planning History Search	Undeveloped hardstanding/ Parking	No	Private	2019 Pre-Application Submission - PQ/19/40499/PR EAPP	Tree/ vegetation cover. Long but narrow site. Proximity to railway.	Yes	No	Yes - although further design work would be required to better understand constraint of site depth.	The land is not available. The pre-application engagement indicates that it is being pursued for alternative development. Notwithstanding this, its narrow layout is also unlikely to lend itself to the required layout for a Big Yellow. There is also dense tree/ vegetation cover on and surrounding the site that is likely to impede the site's development potential. The site is not available.
23	Land at Huntercombe Park Huntercombe Lane South Burnham, Buckinghamshire SL6 0PH	South Bucks	7.95	1	Planning History Search	Former Office building	No	Private	Planning Application - Pt/19/2305/FA - Approved	Access	Yes	No	No. Being pursued for other uses. Location not suitable on non main road.	The site does not front on to Bath Road and is also accessed via a fairly narrow and non main road. This access and position would not suit Big Yellow's requirements. Planning permission secured in 2019 for demolition of existing office and construction of 165 residential units on the site. This consent is understood to have been built out (Bellway Homes). Adjacent offices on market to let, these buildings would not be suitable for self storage. The land has been pursued for alternative development and uses and is not available.



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13	17-31, Elmshott Lane, Slough, Berkshire, SL1 5QS	Slough	1.36	1	Planning Committee Search	Ground floor retail/ with residential above	No	Private	2 x outline applications refused.	Proximity to residential. Narrow width of road access.	Not available. Being pursued by another party for residential development.	No. Being pursued by another party.	No. Being pursued for residential. Location not suitable for Big Yellow's requirements.	P/04670/014- planning refused for: Revised Outline planning application with all matters reserved for the demolition of existing retail/residential buildings. Construction of three storey plus mansard building, over basement to provide 84 flats. Previous outline application also refused. One of the grounds of refusals was the impact on character of area. Site constrained by low rise residential character of area and poor access being location on a non major road. The location would not suit Big Yellow's business needs.  Site is not available and is being pursued by another party.
14	Rear Of Atria House, 219, Bath Road, Slough, SL1 4AA	Slough	0.7	1	Planning Committee Search	Car Park	No	Private	Planning for residential granted	Narrow single lane access located to site positioned to the rear of existing commercial unit.	Not available. Being pursued by another party for residential development.	No. Being pursued by another party.	No. Being pursued for residential. Location not suitable for Big Yellow's requirements.	March 2020 planning ref. P/06954/030 granted for: Construction a part three / part four storey detached building to accommodate 37 self contained flats, Associated parking, communal areas, and landscaping.  Site is not available and is being pursued by another party. Notwithstanding this, access taken from Bath Road - single lane access road which would not be suitable for Big Yellow's requirements. Tight site at the bottom end of Big Yellow's area criteria.
15	375 Bath Road, Slough	Slough	0.49	1	On Market - CoStar Property Search	Vacant (former HSS Hire)	Site Allocation SKL1	Private - Freehold interest for sale	Pre- Application advice for residential development	Size	Yes - site purchased and no longer on market. Being pursued by another party.	No - site purchased and no longer on market. Being pursued by another party.	Yes - also suitable for residential led redevelopment	The site is currently vacant. The site is located within the same Site Allocation as the subject site. It is below BY's size requirement but has been included due to its proximity to the subject site. The site's position on Bath Road makes it a suitable location for a self storage facility. However, it is also suitable for a more comprehensive residential led redevelopment, as a result of its position in Flood Zone 1. The site is considered by Slough Council in their written pre- application advice (September 2020) to be suitable for a residential led redevelopment. The site is no longer available. In early 2020 Costar confirmed it was Under Offer and it is expected that this will likely be to a residential developer. Land registry now confirms that the transaction has completed.
16	225 Bath Road, Slough	Slough	12.05 (can be subdivided)	1	Part of site no longer on market. Remaining two parcels on Market - CoStar Property Search/ SEGRO website	Vacant - part under construction	No	Private - Segro own and available to lease. One parcel available freehold.	Planning secured - P/00730/091 and P/00730/103	Segro developing	Majority of land no longer on market. Two parcels remain on market.	Majority of land no longer on market. Two parcels remain on market.	No - split over various buildings/ being pursued by others or 0.67 acre parcel is not suitable due to access, layout and proximity to residential.	Owned by SEGRO. The development comprises a large site which offers a design and build scheme from 50,000 sqft to 200,000 sqft. The proposals for the site in the marketing information show 3 industrial buildings across the site. The space would be available to lease, Big Yellow's strong preference is to secure a freehold interest. Given that a leasehold only is available, the build of the scheme is unlikely to be meet the needs of Big Yellow, as the space is targeted at more traditional warehousing/ industrial occupiers. The marketing agent, Cushman and Wakefield's website listed in March 2021 that the site was under offer and the built development on the site is now substantially complete. An online search confirms that planning for Datacentre uses has been secured on the site (P/00730/091 Approved October 2019) and also a vehicle rental premises use (P/00730/103 Approved Dec 2020). The site is being pursued by others, for alternative uses.  In addition there are two further parcels of land at the same address that are on the market by SEGRO. The leasehold interest of a 0.48 acre site fronting Bath Road, which would be too small for Big Yellow's requirement. The freehold interest of 0.67 acres of land. It is a long narrow site, backing on to residential and located behind the existing Decathlon and PC World. It is accessed via a narrow single lane access road leading from Bath Road. The site's position, shape and access arrangements would not be suitable for Big Yellow and the site area is also at the bottom end of Big Yellow's search requirement.
17	352 - 372 Bath Road, Slough	Slough	0.84	3	Site Allocation	Vacant	Site Allocation SKL1	Private	None	Flood Zone 3	Yes. Not on market. Understood to have been acquired in 2020/ early 2021.	No	No - not available	The site is vacant and there is no built development on it. Hoarding surrounds the site. The site is located in Flood Zone 3, like the subject site. It is on the north side of Bath Road, opposite the subject site and also within Site Allocation SKL1. The site is therefore very similar in terms of its development potential to the subject site. The site is unavailable and understood to be being pursued by another party.