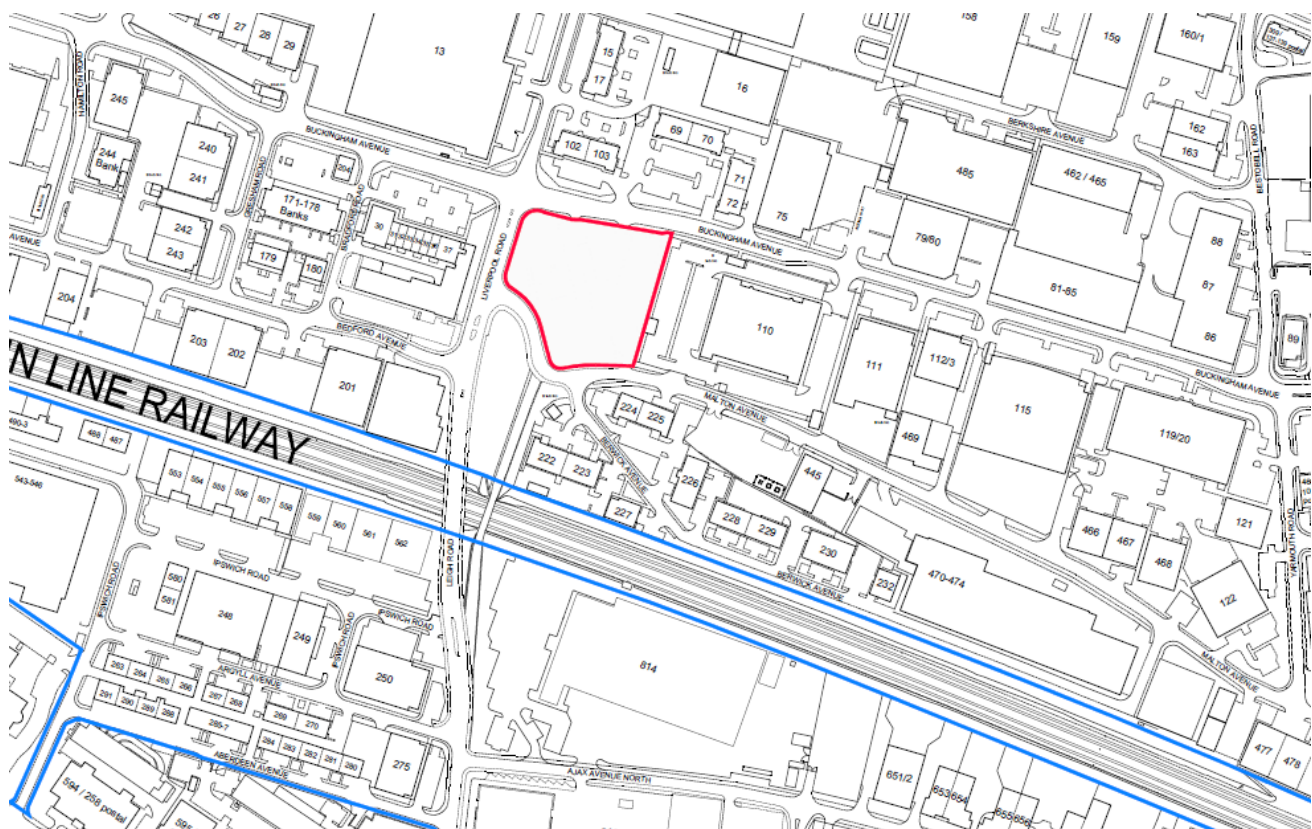


Registration Date:	20/09/2021	Application No:	P/19650/000
Officer:	Neil Button	Ward:	Farnham
Applicant:	SEGRO PLC	Application Type:	Major
Agent:	Jessica Evans, Barton Willmore, 9th Floor, Bank House, 8 Cherry Street, Birmingham, B2 5AL		
Location:	183-187 Liverpool Road, Slough Trading Estate, Slough		
Proposal:	Full planning application for the construction of a 7-storey building for a café (Class E (b)), office (Class E (g) (i)), light industrial (Class E (g) (iii)), general industrial (Class B2) and storage and distribution (Class B8) uses with ancillary office floorspace, means of access, servicing and loading facilities, car and cycle parking facilities, substation, drainage, public realm and landscaping, boundary treatments and other ancillary works.		
		13 Week Date:	N/A

Recommendation: Delegate to the Planning Manager for Approval



Recommendation: Delegate to the Planning Manager for Approval

1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

- (i) An acceptable S106 Agreement securing financial contributions towards Employment, Skills and Training Initiatives and Transport/Highways Improvements, and other non-financial planning obligations;
- (ii) finalising conditions and any other minor changes;

1.2 The proposals comprise a major planning application, therefore the development is required to be determined by Slough Borough Council Planning Committee.

PART A: BACKGROUND

2.0 Proposal

2.1 The proposal comprises the redevelopment of the Site to provide a 7-storey building providing offices on the top floor, flexible workshop space for small businesses and SMEs on the second to fifth floors and a café on the ground floor with ancillary offices and car parking.

2.2 The proposed development will comprise the following uses:

- Café (Use Class E (b))
- Office floorspace (Use Class E (g) (i))
- Light industrial workshop floorspace (Use Class E (g) (iii))
- General industrial workshop floorspace (Use Class B2)
- Storage and distribution workshop floorspace (Use Class B8)

2.3 In addition to the above, the proposed development will include ancillary office floorspace, car and van parking, cycle parking, service and loading facilities.

2.4 The proposed development is intended to deliver flexible and modern workshop floorspace for start-ups and SMEs, to enable these businesses to grow in the Borough. The accommodation will add to the mix of employment floorspace in the Slough Trading Estate, given the size of the units and the ability to use them flexibly.

2.5 A café will be provided on the ground floor fronting Buckingham Avenue adjacent to the reception. Car and van parking will also be provided on

the ground floor. Further car and van parking will also be provided on the first and intermediate floors of the building which will include a ramp for access.

- 2.6 The second to fifth floors will comprise flexible workshop and studio units aimed at small businesses. Each floor will also have shared break-out space, ancillary meeting rooms and welfare facilities (including showers and changing facilities). The sixth floor will comprise office floorspace that will have access to a roof top landscaped terrace. PVs will be provided on the roof of the fifth floor.
- 2.7 The shared service yard will be provided in the north-eastern corner of the Site. This will provide access to a shared loading bay which sits underneath the eastern wing of the building and will include a shared goods lift for all of the workshops.
- 2.8 The proposed development will be 7 storeys in height and will provide a total floorspace of 26,253m² (GEA). The proposed height is approximately 33.5 metres. The applicant confirms that the height, scale and massing of the building has been determined by the desire to intensify existing brownfield land on the Slough Trading Estate in line with national policy and by the occupational requirements of intended future occupiers of the building.
- 2.9 The appearance of the building includes a glazed reception and café fronting onto Buckingham Avenue and Liverpool Road. Given the Site has this key frontage, a glazed curved feature has been incorporated to provide a good quality architectural finish. The car parking in the building includes glazed hit and miss panels and green walls, similar to that at the recently constructed multi-storey car park on Bedford Avenue. The remainder of the elevations include brickwork, a louvre blading system and window bris-soleil. Finally, the offices on the top floor are set back and include glazed curtain walling with an overhang. The top floor also includes a roof top terrace.
- 2.10 Vehicular access will be retained from Malton Avenue using an amended junction layout to accommodate access to both the Site and the adjacent SPZ data centre scheme currently under construction. The existing vehicular accesses on Buckingham Avenue will be closed up permanently. Drop-off bays for taxis and less formal servicing such as couriers will be provided in bays off Buckingham Avenue and Leigh Road. A swept path analysis has been undertaken for the proposed development, which confirms the layout can accommodate the movements of a 16.5 metre HGV. A total of 210 car/van parking spaces (including 8 disabled spaces) will be provided. In addition, a total of 24 Electric Vehicle charging points will be provided, alongside 96 covered and enclosed cycle spaces
- 2.11 The proposed landscaping at street level includes a micro forest which will be planted along Buckingham Avenue. This feature will also help screen the service yard. Further along Buckingham Avenue, nearer to the corner of Liverpool Road, evergreen shrubs will be planted. Outside the entrance of the building, the landscape proposals include hedges and feature trees in planters to help provide a focal point and to add to the public realm. The proposed landscaping in the south-western corner of

the Site relates to the landscaping at Leigh Road Park. Additional landscaping is proposed on the sixth-floor roof terrace. The landscaping scheme includes the provision of green walls will be provided on the southern and western elevations of the car parking on the ground and first floors in-between hit and miss glazed panels. This mirrors the approach taken at the Bedford Avenue multi-storey car park. The northern and eastern elevations show a green wall wrapping around the corner of the building, linking the micro forest on Buckingham Avenue to the micro forest on the roof terrace. A large green wall is also provided along the Buckingham Avenue frontage (northern elevation) to screen the plant compound.

3.0 Application Site

- 3.1 The site currently comprises two vacant industrial units which date back to the 1930s, their associated service yards as well as vacant land previously occupied by Units 185, 186 and 187 (now demolished under the SPZ). The site is 0.72 ha.
- 3.2 The site lies adjacent to the Buckingham Centre which provides a range of retail uses. To the south comprises the Leigh Road Park constructed as part of the Leigh Road highways enhancement scheme including the new road over the rail line.
- 3.3 The site includes land to the east of the vacant industrial units currently in use as a temporary car park. This land is subject to a Temporary Planning Permission P/05211/001 at 186-187 Liverpool Road for the change of use from industrial (B2) to a surface level car park (Sui Generis) for a period of three years. Temporary Planning Permission P/05211/001 was granted on 2 July 2019 and the site provides temporary parking for the adjacent Premier Inn Hotel whilst the multi-storey car park on Bedford Avenue is being constructed (Ref: P/16611/008). The approved site plan (Drawing 3595-PL-2001 Rev A) for temporary planning permission P/05211/001 confirms that the service yards for Units 183-184 will be used for temporary car parking.
- 3.4 The development site is located with a pedestrian frontage to both Liverpool Road and Buckingham Avenue. Pedestrian access is provided to the northern and western side of the site with a footway access provided. Liverpool Road and Leigh Road have had significant investment in pedestrian facilities in recent years and a network of footways provides access across the railway to the south and to the A4 Bath Road. The Buckingham Centre is located to the west of the site.
- 3.5 The site lies to the south of Buckingham Avenue which is a bus corridor. Bus stops just north of Buckingham Avenue have shelters and service 12 and 13 operate between Burnham, Britwell, Manor Park and Slough town centre. The closest bus stops (with shelters) are less than 200m walk from the site. To the south of the site bus services are also provided on the A4 Bath Road which is a circa 650 metres walk from the Site. The A4 has service 4 which operates from Maidenhead to Heathrow.
- 3.6 Burnham station is located to the west of the Slough Trading Estate and is circa 1.75 km from the Site. Burnham station provides national rail services from Reading to Paddington serving Maidenhead and Twyford to

the west and Ealing Broadway, Southall, Hayes and Harlington, West Drayton, Iver, Langley and Slough to the east.

4.0 Relevant Site History

4.1 The relevant planning history for the site is set out below.

At 186-187 Liverpool Rd:

P/05211/001: Change of use of land from industrial (B2) to surface level car park (Sui Generis) for a temporary period of three years. Approved 2-July-2019.

Comprehensive Development at Leigh Road Central Core (which includes the 183-187 Liverpool Rd site):

P/14515/003: Outline application for means of access (in part for changes to Leigh Road/Bath Road junction, access and re-alignment of Leigh Road, and changes to and new roads off Leigh Road, changes to Ipswich Road/Bath Road, Galvin Road/Bath Road and service road and Edinburgh Avenue/Farnham Road junctions and access), demolition of existing buildings and structures and redevelopment of the Leigh Road Central Core, consisting of offices (B1a), hotels (C1), retail (A1), financial and professional services (A2), restaurants (A3), drinking establishments (A4), hot food takeaway (A5), conference facilities, skills and learning centre, crèche (all D1) health club/gym (D2), transport hubs, new leigh road bridge, parking, hard and soft landscaping , CCTV, lighting, street furniture, boundary treatment and all enabling and ancillary works. Approved 18 June 2012.

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed outside the site on 29th September 2021 and the application was advertised as a major application in the Slough Express on 1st October 2021.

No responses have been received

6.0 Consultations

6.1 **Lead Local Flood Risk Authority - Hampshire County Council - SUDS**
In order for us to provide a substantive response, the following information is required:

- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole site; within different geologies and to a similar depth to the proposed infiltration devices. Infiltration tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930: 2015. Thank you for the adjacent infiltration test data provided. Please demonstrate how the rate of 0.06696 m/hr used for Micro Drainage has been derived. Please note that when using infiltration, you will need to consider the safety factor as per CIRIA SuDS Manual C753 Table 25.2.

The impermeable area used within the Micro Drainage calculations is 5720m², for developments with areas greater than 1000m² the safety factor is quoted within Table 25.2 is 5, please provide updated Micro Drainage calculations accordingly.

- Demonstrate the maximum likely groundwater level should always be at least 1m below the lowest level where infiltration occurs. (This requirement could be conditioned)
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event. – Please provide using the updated safety factor.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered – please provide calculations and a drawing showing where above ground flooding might occur and where this would pool and flow. Foul Water Please details on what the proposed peak foul flow rate for the development is together with confirmation from statutory undertaker that they will be able to accommodate the proposed flow within their network.

NB: Updated Further comments from the LLFA will be included within an Amendment Sheet.

6.2

Economic Development Team:

No objections – Recommend Contribution is secured towards the Future Skills Hub to support and promote skills training in Slough.

Since the publication of the Inclusive Growth Strategy, much work has been undertaken to support the area of Employability and Skills in the Borough of Slough. Prior to the Pandemic, a bid had been submitted to support the development of a Future Skills Hub; primarily to provide assistance to those in low skilled, low paid jobs to increase their opportunities through training and development.

Whilst the project has changed significantly over the course of the last 18 months the focus remains largely unchanged, although it now has a wider audience and includes those who have been affected by redundancy as Slough has been seriously impacted by the affects on the Aviation industry and the businesses within the Team Heathrow footprint which are all on the doorstep. Unemployment in Slough remains high compared to other areas of the country with the highest percentage of claimants between the 33-49 years old.

Many of the Skills which have been lost from Heathrow are transferrable or easily transposed to other sectors with a degree of training. The Future Skills Hub project has been operational for the last year and has a Steering Group [with Terms of Reference] that includes representation from local employers, providers and regional stakeholders including the LEP, SBC and DWP and partners from the VolCom sector. The Steering Group meets regularly to discuss key issues affecting Skills and Employment locally and how any gaps in provision of labour and skills may be met by partners.

A meeting of 17th November 2021, with 16 members of the group present, highlighted the following areas on which the work of the Future Skills Hub should focus on.

Apprenticeships

- Slough businesses has one of the lowest rates of take up for Apprenticeships levy underspend
- Employers identify that other than degree entry, individuals do not understand that entry at Apprenticeship level is the access point to careers in many highly skilled trades and professions (e.g. Engineering: Mechanical/Electrical)
- Higher Level/Degree Apprenticeships – there is a lack of visibility on pathways to careers
- Parents remain one of the largest barriers to Apprenticeships – lack of understanding means that young people look for more traditional routes to achieve the same and skills/knowledge is lost from the Borough.
- For the unemployed it is two fold, highly skilled individuals do not want to retrain utilising Apprenticeships as their income will be significantly reduced and a stigma/ lack of understanding in general around apprenticeships and pathways. Similarly employers do not have to pay the minimum wage for an Apprenticeship but instead should look to match this with a ‘return on the investment’.

Other Skills

- Similarly there is a call for greater opportunities to access shorter courses linked to employment opportunities. The DWP runs Sector Based Work Academy programmes linked with employers and job opportunities, however in some cases enhancements to the training provision is required; for example a CSCS card will not provide individuals with access to a Construction Site as additional ‘tickets’ would be required for Health & Safety reasons alone. Therefore many jobs go to people outside of the area who have experience and the additional training required.

Information, Advice & Guidance [IAG]

- It is clear from the discussions that IAG is left ‘wanting’. There needs to be an educational piece undertaken that provides clear and identifiable pathways/progression routes for young people, the unemployed and those in low skilled low paid jobs.
- This should align with the requirements of the employers to identify emerging skills gaps that can be satisfied locally and build a talent pipeline for the future.
- Employers need to be encouraged to advertise more vacancies as Apprenticeship opportunities from entry level, through Higher and Degree level.
- Parents need a better understanding of the broader range of training opportunities that will still link with high skilled highly paid jobs.

Funding

- Employers need a greater understanding of funded training opportunities – either fully or in part and how the ROI will impact on recruitment & retention rates, productivity, staff welfare, increases in skilled staff.
- IAG needs to identify those skills in greatest need and links with funded training opportunities for un/employed individuals.

6.3 Environmental Quality (Carbon Compliance Officer)

No objections – but concern is raised that the submitted documents do not include a Greenhouse Gas (GHG) assessment of the construction phase. GHG emissions for the proposed scheme should encompass all aspects of both the construction and operational phase. The proposed scheme should minimise GHG emissions at all phases of construction and operation and utilise low carbon or carbon neutral practises. The proposed scheme should be built to facilitate carbon neutral operation. For example, the development should avoid the use of boilers that utilise fossil fuels for heating. Other examples include maximising the use of Solar PV, and the provision of charging points for electric vehicles. The report discusses use of Air Source Heat Pumps but it does not specify if other heating sources such as gas boilers will be present in the building. In section 4.2.1 the report states: “*There are no existing district heating/cooling systems that can be considered for use for this development.*”. The site is located on the Slough Trading Estate within the boundaries of the existing district heating network and no explanation is provided as to why this option is not considered. District heating could provide a lower carbon heating source than the proposed measures in the development and this possibility should be evaluated. Provision of a district heating connection point should also be considered to utilise low carbon heat should it become viable in the future by offering a lower carbon heating source than the existing measures in the development.

(NB: A Lifecycle Carbon Assessment (LCA) has been submitted which the Council’s Carbon Compliance Officer is reviewing – this includes the construction period. Comments will be included in an Amendment Sheet).

6.4 Environmental Quality (Ground Contamination/Scientific Officer)

The current report represents a review of all the data collected in previous investigations on site and presents an up to date risk assessment for the site. The buildings on site had been demolished partially, thus the previous intrusive investigation was limited to the clear land available.

The CSM, based on the information collected thus far on site, identified a potential residual low to moderate risk associated with the site.

The previous investigation report identified the ground gas levels over the 5% threshold, and the site was classified as a Characteristic Situation 2. Thus, at the time additional ground investigation works were recommended to cover the area beneath the current building footprint for geo-environmental and geotechnical information purposes. Therefore, additional ground gas monitoring beneath the current building footprint, and a total of six monitoring rounds over a period of two months was considered necessary.

According to the review of information, the above recommendations still stand, and additional intrusive investigation, monitoring and assessment is necessary in order to fully understand and mitigate the risk to the proposed end users associated with the proposed development.

Based on the above, I recommend a Phase 2 Intrusive Investigation Method Statement, Phase 3 Quantitative Risk Assessment and Site-

Specific Remediation Strategy and Remediation Validation are secured by conditions.

6.5 Environmental Quality (Air Quality) The Air Quality Assessment considers impacts during both the construction and operational phase. The construction phase assessment considers both dust impacts and road traffic impacts. Without mitigation, the construction phase dust impacts are expected to be low risk to the nearest sensitive receptors. Although construction traffic impacts had been considered earlier in the assessment, section 5.2.1 states that vehicle movements associated with access and construction are not known at this stage and have been scoped out of the assessment. **A construction traffic impact assessment will therefore be required** as condition once the construction details have been finalised, with details of the AADT from construction vehicles, including construction worker vehicles. The level of significance will also depend on the duration of the construction phase.

During operation, the greatest AADT increase is predicted to be 556 vehicle movements. This is expected to affect AQMA 3 and AQMA 3 Extension, with the worst case receptors located on the Tuns Lane/Bath Road junction. Section 1.1.4 states that the SSE substation on Buckingham Avenue has been removed allowing for greater floorspace of the development. This results in total GIA of 17,763.2sqm (741.9sqm increase), resulting in a 58 AADT increase. This increase hasn't been included in the assessment.

Operational phase impacts on NO₂ and PM presented in Tables 5-2 to 5-4 indicate that the development will cause a very slight worsening of air quality when compared to the 2023 'without development' scenario. The 58 AADT increase mentioned above is not expected to cause air quality impacts to be significant.

In addition to the below mitigation, a green roof system is to be installed on the sixth floor and green walls on the elevations. This mitigation is welcomed.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme includes 210 parking spaces, 21 must have access to electric charging infrastructure to meet LES requirements.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It must include details of noise and dust mitigation, in addition to items presented in Section 6.1.2 of the AQA.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report
- The Framework Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure.

Summary

In summary, the operational air quality impact is considered acceptable, and the mitigation measures outlined above are expected as a minimum. The construction phase impact is acceptable in regards to dust emission, but no detail on the construction traffic impact has been provided. To confirm the impact of the construction phase, a construction traffic impact assessment which details the construction traffic vehicle movements (inclusive of construction worker vehicles) and impact on air quality, is required as condition.

- 6.6 Environmental Quality (Noise) An environmental noise assessment has been prepared by Stantec, in support of this planning application. The assessment is supported by an unattended noise survey conducted from 8th – 9th April at two positions on the site to determine the existing noise climate. When on site, the dominant noise source was vehicle movements on Buckingham Avenue and Leigh Road. The results indicated that the background noise level across both monitoring sites was 43-58dB and 42-44dB during the day and night, respectively.

Due to the commercial nature of the surrounding environment, there is risk that the office development will be adversely affected by existing noise sources. There is also risk that the development itself will cause noise disturbance to nearby receptors, including the Premier Inn Hotel, which has been identified as the nearest noise sensitive receptor. The scope outlined in Section 1.2 considers these potential noise impacts.

Internal ambient noise level:

Section 5.1 presents the incident sound levels during the daytime on facades representative of the proposed offices and workshop/studios, calculated at 63dB on the south and west facades, and 65dB on the north and east facades. It is not clear what assumptions have informed this calculation and whether it considers the proposed noise generating activities such as operation of the service yard and workshops, which in addition to the existing noise climate, may cause high internal noise levels. **This needs to be clarified.** (*A Technical Paper has been submitted to address this issue*).

Table 5.3 indicates that with the inclusion of absorptive acoustic ceilings within office spaces and non-absorptive ceilings in workshops/studios, with additional assumptions on building fabric, the internal ambient noise levels will be suitable. **As this is indicative only, a detailed assessment is required once at the detailed design stage, to determine the acoustic specification requirements for the external building fabric**, which should include glazing and ventilation requirements. This will be secured via condition.

Construction noise:

As the exact construction programme is not known at this stage of the development, a worst case approach methodology has been followed using assumptions on typical construction activities for different construction stages. **It is expected that once the construction details have been**

confirmed, an updated construction noise assessment will be submitted, which will be secured via condition.

For this assessment, each activity is assumed to occur continuously on the site boundary closest to the receptor for a 12 hour assessment period, without mitigation included. The resultant noise levels indicate that 3 out of the 5 construction stages meet the SOAEL limit, at a maximum of 73dB during the site preparation stage.

The section that follows describes mitigation to reduce noise levels, however the expected noise reduction from these measures have not been specified. The applicant should aim to achieve a reduction of 10dB to reduce noise levels to meet the LOAEL value of 63dB. It is recommended that noise monitoring is conducted periodically during the construction phase to monitor and design specific mitigation during high noise level periods. **This information should be replicated within the CEMP, secured via condition.**

Construction vibration has not been considered as piled foundations are not proposed, therefore vibration is expected to be low. This is accepted.

Road traffic noise:

The expected increase in vehicle movements associated with the development is not expected to cause an increase in ambient noise levels. Noise increase resulting from vehicle activity such as use of the car park and HGV operations is likely, which has been discussed in the following sections.

Car park noise:

The car park is expected to be operational from 07:00 – 19:00. Sound level data associated with car parking movements is provided in Table 8.2, however **it is not clear what has informed the SEL values - this will need clarifying.** The noise impact calculations are summarised in Appendix E, however **there is little explanation to support the table. Clarification on whether the arrivals and departures sound level values are representative of the receptor façade is required.** *(A Technical Note has been submitted to provide further assessment details of the car park noise impacts).*

Service yard noise impact:

A service yard with loading bays is located to the east of the site. The rating level has been informed by existing data held by Stantec. The resultant rating level is 42dB and has been compared to the lowest background sound level of 50dB. This does not align with measurement data presented in Table 3.3, which shows the lowest LA90 recorded was 42dB. The night time background noise level is relevant as the proposed development is expected to operate 24 hours per day, as stated in the Planning Statement. Nevertheless, the rating level is equal to the lowest background noise level presented in Table 3.3 and is therefore considered acceptable.

Plant noise:

Cumulative plant noise rating levels have been provided in Table 10.1, however there is very little supporting explanation as to how the plant noise emission limit has been determined. Further explanation is required as to how the representative background noise level which is used as the plant noise limit was determined.

Summary:

In summary, the following clarifications are required, which will be used to inform the planning conditions:

- It is not clear what assumptions have informed the calculation of internal ambient noise level and whether it considers the proposed noise generating activities such as operation of the service yard and workshops, which in addition to the existing noise climate, may cause high internal noise levels. This needs to be clarified.
- Sound level data associated with car parking movements is provided in Table 8.2, however it is not clear what has informed the SEL values - this will need clarifying.
- The noise impact calculations are summarised in Appendix E, however there is little explanation to support the table. Clarification on whether the arrivals and departures sound level values are representative of the receptor façade is required.
- Cumulative plant noise rating levels have been provided in Table 10.1, however there is very little supporting explanation as to how the plant noise emission limit has been determined. Further explanation is required as to how the background noise level was determined in setting the plant noise limit.

(As noted above, a Technical Paper has been submitted by the Applicant to address the main outstanding noise issues. The Council's Environmental Quality Officer has reviewed the additional document and considers the conclusions are sufficient to address the concerns, subject to conditions being secured. The Amendment sheet will include a list of additional conditions).

6.7 Transport and Highways: I confirm that I have no objection to this application from a transport and highway perspective. Please include conditions relating to access, visibility, layout, car parking, cycle parking, Travel Plan and Delivery and Servicing Plan. *(Detailed comments are set out in the Planning Assessment below).*

6.8 Thames Valley Police (Crime Prevention Design Advisor)
We ask that a condition is placed on the applicant to achieve the minimum standards set out in 'Commercial 2015' guidance (specifically Section 2 relating to Physical Security) produced by 'Secured by Design'.

In addition, we ask that the applicant addresses the following points prior to planning permission being granted.

Secure car park and loading bay entry: The ground floor parking areas are particularly vulnerable to crime and anti-social behaviour especially out of operational hours or after dark. From the submitted plans, the car parking

and loading bay area's appear to be controlled with vehicle arm barriers that can be forcibly raised/damaged and do not prevent unauthorised access by pedestrians. As the parking facilities are not intended for public usage and provide access to private areas of the development with diminished surveillance, these should be robustly secured. Whilst it is appreciated that the applicant is proposing the use of CCTV this should be in addition to appropriate boundary treatments including vehicle and pedestrian gates. A robust vehicle gate (to LPS 1175 Issue 8 B3 or equivalent) should be present and capable of preventing unauthorised access either on foot or by a vehicle. Access should be via a visibly permeable electronically operated gate with fob access or similar, operational without the need to exit the vehicle.

Formal surveillance and access controls: Whilst the applicant refers to the intention to incorporate monitored CCTV, we urge them to undertake a security needs assessment as well as an operational requirement. This will help to identify areas at risk and mitigate them with the appropriate system, cameras, positioning etc. This should work in conjunction with their proposed access controls. Details of both should be submitted and approved.

Staircore 2: Staircore 2 as shown on the plans has the potential to undermine the physical security of the development if access is possible at this point on the ground floor. This stair core should be fire egress only and alarmed as such with no external door furniture present to allow.

Curtain Walling: The large glazed area is easily accessible and therefore must be fitted with attack resistant/laminated glass to prevent forced entry. Furthermore this area could be vulnerable to vehicle intrusion (accidental or otherwise) with vehicles able to make a direct line from the junction, therefore appropriate bollards should be extended to protect the public area in conjunction with appropriate landscaping.

6.9 Neighbourhood Enforcement Team/Environmental Protection
No response received

6.10 Berkshire Archaeology
In 2013 a single archaeological trial trench was excavated within the site which found petro-chemical staining of soils and modern disturbance of significant depth. This, combined with past development will have had a severely negative impact on the survival of any potential heritage assets. Therefore in this case there should be no further requirement to undertake archaeological mitigation works in relation to these development proposals.

6.11 Natural England
Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutory designated sites and has no objection.

6.12 Thames Water:
No objections

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2019 and National Planning Policy

Guidance:

Chapter 2: Achieving Sustainable Development
Chapter 4: Decision making
Chapter 6: Building a Strong Competitive Economy
Chapter 7: Ensuring the vitality of town centres
Chapter 8: Promoting healthy and safe communities
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment
Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 6 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 - Infrastructure
Core Policy 12 – Community safety

7.3 The Adopted Local Plan for Slough 2004 (Saved Policies)

Policy EMP2 - Criteria for Business Developments

Policy EMP7- Slough Trading Estate
Policy EMP12 - Remaining Existing Business Areas
Policy EN1 - Standard of Design
Policy EN3 - Landscaping Requirements
Policy EN5 - Design and Crime Prevention
Policy EN34 - Utility Infrastructure
Policy T2 - Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities

7.4 Other Relevant Documents/Guidance

Local Development Framework - Slough Site Allocations Development Plan Document (DPD) (November 2010)

The Site forms part of Site Allocation SSA4 of the Site Allocations DPD for the Slough Trading Estate which includes Office, Research and Development, Light Industrial, General Industrial, Storage and Distribution Uses. Under the 'Site Planning Requirements' of Policy SSA4 it states that development proposals should generally be in accordance with Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the Leigh Road Central Core Area which forms part of it unless otherwise agreed by the Council. Development may also take place in accordance with the Simplified Planning Zone.

The main planning requirements within these documents are for office development within the Leigh Road Central Core Area; no overall increase in the total number of parking spaces on the Estate; a package of public transport improvements to ensure no increase in the level of car commuting into the Estate; and a package of skills training to increase the number of Slough residents working on the Estate.

The 'Background' to Policy SSA4 identifies that the Slough Trading Estate is the largest of its kind in Europe and it is of great importance to the Borough. It states:

"The main body of the Trading Estate provides predominately for a mix of industrial uses. There is however a continued decline in the traditional manufacturing industrial base and so the demand in the future will increasingly be from knowledge-based sectors requiring high quality office, hi-tech and modern industrial premises."

It notes that the Trading Estate will need to continue to evolve to serve these industries and that a step change is needed in the quality of the Estate environment, the range of premises and facilities it provides.

On Figure SSA4-1 (Slough Trading Estate Illustrative Masterplan, 2008) the Site is located within an area identified for offices and adjacent to areas for identified for flexible business space. It also lies adjacent to 'proposed primary route networks'.

Proposals Map 2010
Planning Practice Guidance (PPG) (March 2014)
Slough's Interim Planning Guidance
Slough's Five Year Plan 2020-2025

Slough's Inclusive Growth Strategy 2020-25.

7.5 Emerging Planning Policy Slough Local Plan (2016-2036)

The Council is preparing a new Local Plan for Slough that will guide development in the Borough to 2036. A consultation (Regulation 18) was undertaken on the Proposed Spatial Strategy (9th November 2020-11th January 2021) which will be the first part of the new Local Plan, with individual site allocations and specific planning policies to follow at later stages. The Proposed Spatial Strategy (at paragraph 8.1) recognises that Slough is one of the most densely built-up areas in the country and there is a shortage of land for new development. It also notes that Slough is an economic powerhouse, being the most productive place in the country and has one of the highest business start-up rates in the country. The Plan seeks to provide for an additional 15,000 jobs in order to meet the needs of the growing resident workforce (and this should not be regarded as a maximum figure).

One of the guiding principles of the Proposed Spatial Strategy (paragraph 11.5) is to make the most effective use of resources by using previously developed land, which is especially important given Slough has a shortage of land suitable for development. Whilst the Plan states that the centre of Slough is the area most likely to deliver this and should be the focus for major development, it recognises there is scope for new development elsewhere in the Borough at selected key locations.

One of the key components of the Proposed Spatial Strategy is therefore 'Selecting other key locations for appropriate sustainable development'. Section 14 of the Proposed Spatial Strategy (2020) a number of 'Selected Key Locations' are identified which are suitable for large scale regeneration or development. One of these is the Slough Trading Estate. The Proposed Spatial Strategy (paragraphs 14.11 -14.18) identifies the importance of the Estate as the largest employment area in Borough and states it underpins Slough's role as an economic powerhouse. It notes the importance of retaining a balance of employment generating uses on the Estate and providing for a range of types and sizes of businesses which support the local economy.

The Proposed Spatial Strategy (paragraphs 14.20-14.24) reflect existing, adopted planning policy with regards to the need for training support to ensure the local workforce can access new jobs at the Estate, the parking cap (as enforced through the SPZ) and the need for continued public transport support to reduce congestion and air quality issues.

Planning and Compulsory Purchase Act 2004

7.6

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 upon July 2019. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF 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.

7.7 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals. This planning report identifies the possible equality impacts on the protected groups within the following sections.

8.0 **Planning Assessment**

8.1 The planning considerations for this proposal are:

- Principle of Development
- Economic Benefits
- Design and Appearance of a new Landmark Building
- Transport & Highways Impacts
- Car and Cycle Parking Provisions
- Sustainability and Renewable Energy
- Ecology
- Drainage/Flood Risk
- Air Quality
- Ground Contamination
- Noise
- Crime/Secure by Design
- Planning Obligations

9.0 **Principle of Development**

9.1 The proposed development involves bringing a partly vacant employment site (brownfield land) back into a more productive use that is in line with NPPF Paragraph 120. This states that 'substantial weight' should be given to the value of using suitable brownfield land to meet the needs of an area. This is wholly consistent with Slough's objectives of regenerating employment land.

- 9.2 It is considered that the proposed development creates a substantial new flexible multi-storey employment facility which will assist with the regeneration of the Slough Trading Estate, which is a key aspect of Slough Borough Council's spatial strategy as described in Core Policy 1 of the Slough Core Strategy (2006-2026). In addition, the scheme will deliver employment floorspace in the form of flexible workshops (Use Classes E(g)(iii), B2 and B8) and offices (Use Class E(g)(i) on the Slough Trading Estate, which is an Existing Business Area where these uses are supported. Therefore, the proposals are in line with the objectives of Core Policy 5 of the Slough Core Strategy (2006-2026), Saved Policy EMP7 of the Local Plan for Slough (2004) and Site Allocation SSA4 of the Site Allocations DPD (November 2010). It is also considered that the proposals align with the aims of the Proposed Spatial Strategy for the emerging Local Plan, which seeks to retain a balance of employment generating uses on the Trading Estate that involve providing for a range of business types and sizes.
- 9.3 It is considered that the proposed development has the potential to contribute towards increased diversity of the Slough Trading Estate. Furthermore, the proposed flexible workspaces would be compatible with the location and would be compliant with adopted and emerging planning policies including the Proposed Spatial Strategy.
- 9.4 In light of the above, officers consider the principle of the redevelopment of the site for new employment uses across the specified range, including the provision of a café, is acceptable and the development is in accordance with saved Policy EMP7 of the Adopted Local Plan for Slough, Core Policies 1 and 5 of the Slough Core Strategy DPD, Policy SSA4 of the Site Allocations DPD, the Proposed Spatial Strategy for the emerging Local Plan and the NPPF's objective of building a strong and competitive economy.

10.0 Economic Benefits

- 10.1 An Economic Benefits Infographic (2021) has been prepared by the Applicant which quantifies the potential economic contribution of the proposed development. The proposed development will contribute towards employment generation and economic productivity in Slough during both the construction and operational 'lifetime' phases of the development.
- 10.2 The construction phase of the proposed development will generate direct and indirect employment opportunities in the construction sector and across a range of supporting industries. Employment created throughout the construction phase will generate economic output (GVA), contributing to the wider economy.
- 10.3 It is estimated, using the Construction Industry Training Board Labour Forecasting Tool that the proposed development could support up to 292 direct construction jobs on site per month over the 19-month (82 week) construction period. It is also estimated that the proposals will generate up to 283 indirect construction jobs, by applying the ONS Type 1 employment multiplier (2015) to the direct construction employment. The Applicant proposes that this results in a total of £48 million Gross Value Added (GVA) or economic output within the construction phase.

10.4 With regard to operational employment opportunities, the development is being constructed on a speculative basis and therefore the end-user occupiers are unknown at this stage. Therefore, assumptions for this phase have been made using the floorspace figures and the HCA, Employment Density Guide, 3rd edition, 2015. The Applicant estimates that the proposed development will create up to 399 operational employment opportunities. These are estimated to generate £25.4 million GVA per annum. The proposed development are also forecast to generate approximately £880,000 in Business Rates per annum.

10.5 The potential economic benefits are duly recognised by officers and it is considered the proposals are consistent with one of the key aims of the NPPF to build a strong and competitive economy as described in Section 6 (Paragraphs 81-83). Paragraph 81 (of the NPPF) states that '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. Paragraph 83 further states that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data -driven high technology industries.

10.6 Notwithstanding the above, it is recommended that without appropriate measures, local business and residents could lose out on the potential opportunities created by the development with the economic benefit occurring outside of the Borough. Therefore, in accordance with the Core Strategy and Local Plan policies, the Applicant has agreed to engage with SBC to produce an Employment and Skills Programme/Strategy in order to ensure the Applicant/Developer, future occupiers and the Council engages post permission, to enable employment opportunities can be prioritised to local residents and business. This Strategy can be secured as a planning obligation with a requirement for monitoring and review. In order to provide further support for these initiatives and to mitigate the impact of the provision of new start-up employment floorspace, the Applicant has agreed to make a financial contribution towards a centrally located Skills Hub within Slough The Central Skills Hub will promote the application site (in addition to others) and employment opportunities which arise from the development. Subject to these provisions, it is considered that the proposed economic benefits can be attributed significant weight in the planning balance.

11.0 **Impact on the character and appearance of the area**

11.1 The National Planning Policy Framework 2021 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

11.2 The design rationale seeks to create a high quality, modern, landmark development that reflects the Site's prominent location and respects the surrounding character, whilst providing a significant level of floorspace for small businesses and SMEs. It is considered that the proposed design has been influenced by Slough's historic context, as well as recent multi-storey commercial buildings in the UK. The Applicant undertook a comprehensive

pre-application process with officers. It is considered that the submitted proposals have positively responded to officer feedback. Notably, the existing sub-station on the corner is being relocated and the façade qualities and architecture has been refined and developed to form a more permanent landmark building. This has presented an opportunity for the design to respond more positively to the prominent position of the site within the context of the Trading Estate. The layout includes provision of a café and entrance feature which addresses the corner and this addresses the open character of the location (with the sub-station removed).

11.3 The glazed reception and café fronts onto Buckingham Avenue and Liverpool Road. Given the Site has this key frontage, a glazed curved feature has been incorporated to provide a striking and bold high-quality architectural finish to help create a sense of permanence on the Estate. The car parking in the building includes glazed hit and miss panels and green walls, similar to that at the recently constructed multi-storey car park on Bedford Avenue.

11.4 The remainder of the elevations include brickwork, a louvre blading system and window bris-soleil. The offices on the top floor are set back and include glazed curtain walling with an overhang. The top floor also includes a roof top terrace. The architecture is considered to improve upon the existing more functional aesthetic qualities of the surrounding developments.

11.5 The proposed Design and Access Statement (DAS) proposes the use of London Yellow Multi Stock brickwork, with faceted curtain walling to main entrance with overhang canopy and curtain walling. The entrance façade will be faceted with a radius off 16.5m. The Angle between adjacent mullions is 5 degrees. The DAS stipulates that roof level will contain a structural glass balustrade with stainless steel handrail and a Sedum roof. The roof terrace will contain Porcelain paving tiles and PPC metal planters and an array of PV panels. The Car park will comprise of hit-and-miss glass panels and green walls. A Maintenance Plan is required to ensure the green wall and roof terrace, and landscaped areas are managed and maintained to a high standard when the site is operational. The DAS also stipulates the following materials and design features which include a glass canopy, Trespa panels (coloured Urban Grey) Louvre blade system (to match Bedford Avenue carpark) with the Glass panels (Profilit glass).

11.6 The Palette of colours used in the façades of the building comprise:

- Curtain walling: RAL7016 Anthracite
- Overhang: RAL9006 Silver metallic
- Fascia: RAL 3020 Signal Red
- Bris-soleil: RAL1011 Brown Beige

11.7 The Palette of materials used for external works comprises the following:

- Entrance paving: Charcon Andover mixed block paving
- Taxi drop-off: Brindle concrete block paving
- Mesh screen to first floor car park: Grey mesh security fence
- Stainless steel bollard

11.8 The proposals also include significant improvements to the public realm

11.9 through the provision of active frontages, outdoor seating, linkages to Leigh Road Park and significant landscape enhancements to Buckingham Avenue and Liverpool Road. A Micro-forest is proposed on the Buckingham Avenue frontage which will soften the appearance of the ground floor levels.

11.10 The scheme's visual impact on the streetscene has been assessed as part of the Townscape and Visual Impact Assessment (TVIA) (September 2021) prepared by the Applicant. This provides a comprehensive description of the baseline townscape and visual conditions and a detailed assessment of effects on townscape features, views and townscape character. The TVIA concludes that there would be beneficial effects on townscape features, from the extensive green infrastructure planting introduced within the scheme, at ground and roof level, as well as on green walls. The TVIA concludes that there would be beneficial effects in views of up to moderate-major significance, as a result of the range of beneficial changes that the proposed development would introduce, primarily through replacing the existing detracting character of the Site with a positive focal feature at a key nodal point in the STE townscape, as well as providing visual interest at ground, façade and roof levels. Officers are in agreement with the conclusions in the TVIA and the proposals are considered to constitute a substantial betterment to the existing appearance of the site and area, through the creation of a landmark building that will define the location in a positive way.

11.11 It is considered there would be beneficial effects on townscape character in the vicinity of the Site, of moderate-major significance. This would arise from introducing a visually interesting and locally distinctive building along with the associated enhanced public realm. Due to the central location between 2 major roads in the heart of the Trading Estate, the development would form an important focal point of activity. Due to this central location, and prime position in the streetscene and the wider area when approaching from Bath Rd (from the south), Liverpool Road (from the north) and Buckingham Avenue (east or west), the size and height of the development is considered to be acceptable notwithstanding its additional massing and height in contrast to its neighbouring buildings and the adjacent commercial/hotel complex.

11.11 In light of the above, the proposals are considered to be in accordance with Section 12 of the NPPF, the relevant design guidance in the PPG; 'saved' Policies EN1, EN3, EN5 and EMP2 of the Local Plan for Slough; and Core Policies 8 and 12 of the adopted Core Strategy DPD.

12.0 Noise

12.1 Paragraph 170 of the NPPF 2021 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

12.2 "preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. ..."

12.3 An environmental noise assessment has been prepared by Stantec, in support of this planning application. The assessment is supported by an unattended noise survey conducted from 8th – 9th April at two positions on

the site to determine the existing noise climate. When on site, the dominant noise source was vehicle movements on Buckingham Avenue and Leigh Road. The results indicated that the background noise level across both monitoring sites was 43-58dB and 42-44dB during the day and night, respectively.

12.4 Due to the commercial nature of the surrounding environment, there is risk that the office development will be adversely affected by existing noise sources. There is also risk that the development itself will cause noise disturbance to nearby receptors, including the Premier Inn Hotel, which has been identified as the nearest noise sensitive receptor.

12.5 It is recommended that planning conditions are secured which require submission (and approval of): of a detailed assessment once at the detailed design stage, to determine the acoustic specification requirements for the external building fabric, including glazing and ventilation, an updated construction noise assessment once the full construction programme is confirmed and Construction Environmental Management Plan (CEMP) which contains details of noise mitigation to meet the 63dB noise level target details of the noise monitoring regime. The Environmental Quality Officer also recommends and a plant noise limit will be imposed to not exceed the background noise level at the nearest noise sensitive receptor. Subject to the imposition of these conditions, the proposals are capable of addressing the requirements of the NPPF 2021 and Local Plan policy EN1 in respect of the impacts from the development, and compatibility of the development within the location.

13.0 Highways/transport and parking

13.1 Core Policy 7 (Transport) states new development is to be located in the most sustainable and accessible locations, thereby reducing the need to travel, improving road safety and improving air quality. Parking T2 (Parking Restraint), T7 (Rights of Way), T8 (Cycling Network and Facilities) and T9 (Bus Network and Facilities) are relevant transport policies relating to new developments. In particular, Policy T2 advises no increase in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes.

13.2 Paragraph 108 states that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree

13.3 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an

unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

13.4 Paragraph 110 of the NPPF states development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

13.5 A Transport Assessment (TA), Framework Travel Plan (FTP) and Delivery Servicing Plan (DSP) have been submitted in support of the application. These documents have been revised to consider the advice from Transport Officers and are assessed below.

13.6 **Vehicular Access**

13.7 It is proposed to adjust and upgrade the existing vehicular access junction on Malton Avenue in order to accommodate the proposed SEGRO Park access and the data centre to the east. The existing site access will be relocated slightly west along Malton Avenue and a refuge island provided between the site access and the vehicle access for the SPZ Data Centre.

13.8 A 2.0m wide footway is proposed on the eastern side of the proposed access. The site also proposed pedestrian access from the main frontage with Buckingham Avenue on the site's north western corner.

13.9 The site plan indicates that visibility splays of 2.4m x 43m are provided which are in accordance with the Manual for Streets visibility requirements for a road subject to a 30mph speed limit. No collisions have been recorded in the vicinity of the site access during the most recent 5 year period for which data is available.

13.10 A Stage 1 Road Safety Audit was completed by an Independent Road Safety Auditor during the pre-application stage. As a result of the auditors' recommendations, the applicant has completed the following:

- Offered to seek the implementation of double yellow lines opposite the access to restrict parking and ensure that vehicle movements in and out of the accesses. SBC Highways Officers recommend that a contribution of **£6,000** is secured towards consultation and making of a TRO for the double yellow line restriction.
- The access design has been amended to include dropped kerbs and tactile paving arrangements across the access
- The applicant has demonstrated suitable forward visibility along Malton Avenue

13.11 The Transport Assessment has been updated to include the drawing provided in response to the auditors' comments regarding forward visibility on Malton Avenue for the Road Safety Audit. SBC agreed and signed off

the Road Safety Audit as the Overseeing Organisation on 22nd April 2021. A Stage 2 Road Safety Audit would be completed as part of the detailed design phase for the highways agreement for the proposed development. In conclusion, subject to the detailed design being secured via the RSA Stage 2, SBC Highways and Transport have no objection to the proposed vehicular access arrangements for the proposed development.

13.12 **Redundant Vehicle Access (Buckingham Avenue)**

13.13 The applicant has confirmed that the redundant vehicular access on Buckingham Avenue will be stopped up and the footway fully reinstated, with the work completed by Slough's contractor and the costs covered by the applicant

13.14 **Trip Generation**

13.15 The TA includes a forecast of the proposed development's vehicular trip generation, agreed with SBC at pre-application stage. The forecast is based on survey data from comparable sites included within TRICS, the national trip generation database.

13.16 The proposed development is forecast to generate 132 two-way vehicle trips during the AM Peak Hour (0800 – 0900) and 112 two-way trips during the PM Peak Hour. This equates to approximately 1-2 additional movements per minute on the local highway network during the peak hours.

13.17 The forecast trip generation and trip rates for the site was agreed with SBC at pre-application stage and is acceptable for the purposes of the planning application.

13.18 **Traffic Impact Assessment**

13.19 The TA includes two capacity assessments of nearby junctions – Malton Avenue / Leigh Road Priority Junction and the Leigh Road / A4 Bath Road Signal Junction. The capacity assessments are based on traffic survey data and a forecast for 2023 which includes the addition of development traffic and a forecast of background traffic growth on the road network from TEMPRo.

13.20 The capacity assessment of the Malton Avenue / Leigh Road junction forecasts that the junction will operate well within capacity with little queueing or delays, after the addition of development traffic. Maximum queues of 1.0 vehicle and delays of 12 – 16 seconds are forecast for vehicles waiting at the junction.

13.21 The capacity assessment of the Leigh Road / A4 Bath Road Junction was undertaken in LINSIG. An assessment was undertaken with SBC's experimental TRO for bus lanes on the A4.

13.22 When capacity is compared between 2023 Without Development and With Development, the LINSIG assessment with the experimental bus lanes forecasts that queues on Leigh Road will increase from 24 vehicles to 33 vehicles during the AM Peak Hour (0800 – 0900), and the Degree of Saturation will increase from 106.9%% to 113.2%%. During the PM Peak

(1700 – 1800), the queue lengths are forecast to increase from 79 vehicles to 105 vehicles and degree of saturation is forecast to increase from 119.4% to 126.4%. In the PM Peak, delay is forecast to increase by 1 minute 28 seconds, from 370 seconds to 458 seconds.

13.23 The TA also includes capacity assessments for the junction arrangements without the bus lanes and with the bus lanes reduced on the approach to the junctions. These capacity assessments forecast that the junction would operate within capacity in 2023 before and after the addition of development traffic.

13.24 The applicant has requested whether it is feasible to reduce the bus lanes on the approaches to the Leigh Road junction, to provide additional junction capacity. SBC cannot accept reduction of the bus lanes at this junction as this would affect bus journey times and reduce the benefit of the experimental traffic regulation order on sustainable travel within Slough.

13.25 The Leigh Road / A4 Bath Road junction operates using MOVA, however LINSIG is not able to dynamically change green times and is only able to model fixed signal timings. Therefore, SBC Highways and Transport officers advise that a Section 106 Contribution of **£50,000** is secured towards the upgrade of the A4 Bath Road / Leigh Road Junction from a MOVA to SCOOT system. The upgrade will minimise the impact of delays on staff and deliveries associated with SEGROs business and prevent any worsening in bus journey times which would be caused by reducing the bus lanes.

13.26

Access by Sustainable Travel Modes

13.27

The applicant (SEGRO) has already made a Section 106 contribution towards the upgrade of the pedestrian crossing on the southern arm (Leigh Road) at the Leigh Road / Liverpool Road Junction. This Section 106 contribution was required by SBC for the 40 Liverpool Road application.

13.28

The proposed development site is located approximately 1700m from Burnham Railway Station (7 minutes cycle and 21 minutes walk) and approximately 3100m from Slough Railway Station (12 minutes cycle and 39 minutes walk). The nearest bus stops to the site are located 100m to the north on Buckingham Avenue. These bus stops are provided with shelters and served by services 12 and 13, offering half hourly weekday services to Burnham and Slough. To the south of the site on the A4 (650 metres walk), additional bus services are available including service No. 4 which operates from Maidenhead to Heathrow.

13.29

To the south of the site, a cycle route is provided which crosses the railway using the former Leigh Road Bridge, which is now a dedicated cycle route. This connects to cycle routes along Leigh Road.

13.30

Slough Cycle Hire Docks are located on Yarmouth Road (500 metres from the site), the A4 Bath Road (650 metres) and Leigh Road.

13.31

Framework Travel Plan

13.32

The Framework Travel Plan (FTP) provides a commitment towards

undertaking baseline travel surveys in accordance with TRICS Standard Assessment Methodology (SAM). These surveys will establish baseline travel patterns amongst employees and their preferred mode of travel at 50% occupation of the building. The FTP offers to undertake surveys at 50% occupation and Year 5 of occupation.

13.33

The FTP uses 2011 Census Data to set a baseline target of 75% for single occupancy car journeys and a target of 70% for Year 5, with targeted increases in travel by sustainable travel modes including walking, cycling, bus and train use.

13.34

SBC have requested that the targets seek a 7% reduction in the baseline single occupancy car/van driver journeys, rather than 5%. The targets presented in Table 7-1 of the FTP appear to assume car sharing would decrease over the 5 year travel plan period, when car sharing should be encouraged.

13.35

SBC have requested confirmation that the interim targets will be revised once the baseline travel survey targets have been undertaken after 50% occupation of the proposed development.

13.36

SBC have also requested that interim targets are provided within the Travel Plan for Year 3 of occupation and that surveys of travel mode are also undertaken at Year 3 of occupation, in addition to the travel surveys offered at 50% occupation and Year 5 of occupation. This is to provide SBC and the occupiers with the opportunity to implement remedial measures, in the event that there is an overreliance on the private car amongst employees during Year 3.

13.37

SBC have requested the submission of an example questionnaire for the travel surveys to be completed at 50% occupation, Year 3 and Year 5 of the Travel Plan.

13.38

In light of the above recommendations, a Revised Travel Plan has been submitted which addresses the above requirements. The Revised Travel Plan confirms that the interim targets aim to decrease the car or van drivers by 7%. In addition, a baseline travel surveys will take place 6 months following occupation of 50% of the floorspace. A comprehensive strategic review of all aspects of the Travel Plan will take place 3 years after occupation, as well as 5 years.

13.39

Car Parking

13.40

Maximum parking standards and a parking cap are provided for the Slough Trading Estate within the Simplified Planning Zone (SPZ) Scheme Document for Slough Trading Estate (January 2014). The standards within the document allow minimum provision of 31 parking spaces and a maximum of 318 parking spaces to be provided at the proposed development, on the basis of a maximum parking standard of 1 parking space per 50m² for 15,906sq.m of B1(b)/B2/B8 land use.

13.41

It is proposed to provide 210 car and van parking spaces, a ratio of 1 space per 84.6sq.m, which is compliant with the maximum number of spaces allowed by the SPZ Document for Slough Trading Estate. This will include 8 disabled parking spaces across the levels and 24 electric vehicle

13.42 spaces. In addition 4 motorcycle parking spaces are proposed at ground level.

13.43 SBC requested a forecast of parking demand at pre-application stage to support the proposed number of parking spaces. The parking demand calculation was based on trip survey data from similar sites contained within the TRICS database. The calculation forecasts a maximum parking demand of 186 parking spaces/vehicles between 13:00 – 14:00.

13.44 The proposed 210 spaces falls below the maximum 318 parking spaces allowed by the Slough Borough Council parking standards and has been supported by a parking demand calculation. Therefore SBC Highways and Transport have no objection to the number of parking spaces proposed on site.

13.45 **Car Parking Layout**

13.46 Swept path analysis has been provided which demonstrates that a large car measuring 5.1m in length can safely ingress and egress the end parking spaces within the proposed car park. Swept paths have also been provided which demonstrate that a 4.6t light van can safely negotiate floor levels 2 and 3 of the proposed site layout. SBC Highways and Transport have no objection to the proposed site layout.

13.47 **Cycle Parking**

13.48 It is proposed to provide 96 cycle parking spaces. These spaces are proposed in a secure, covered area within the ground floor level of the car park and would be accessible from the main car park access from Malton Avenue. SBC require the provision of 2 cycle spaces per unit and then 1 for every 500m² over 500m² for new B1(b), B1(c), B2 or B8 developments within the Slough Trading Estate Simplified Planning Zone. Therefore the number proposed exceeds SBC requirements. The SBC Highways and Transport officer raises no objection to the cycle parking for the proposed development.

13.49 **Deliveries, Servicing and Refuse Collection**

13.50 A service yard is proposed on the eastern side of the building, with loading bays and goods lifts. Van parking is proposed outside the building and the majority of the decked car park has an increased headroom provision to also cater for vans. 20 spaces outside of the decked car park can accommodate higher vehicles. Four loading bays are large enough to accommodate HGVs.

13.51 The TA states that the service vehicle movements to and from the site will mainly involve 4.6 tonne light van movements with a very low level of articulated Heavy Goods Vehicles (HGVs) of 16.5m length.

13.52 The swept path analysis demonstrates that a 16.5m articulated vehicle, 12m rigid vehicle and a 7.5t box van can safely ingress and egress the site and that there is suitable turning space within the site.

Drop off bays are provided on Buckingham Avenue and Liverpool Road for taxi deliveries and parcel drop off. The TA states that these bays are

13.53 intended for Taxis/couriers to set down for less informal deliveries and for access. Swept paths have been provided showing a 3.5t panel van measuring 5.33m long can ingress and egress the bays.

13.54 A Delivery Servicing Plan (DSP) has been provided which details bin stores will be provided between the loading bays and that all waste collection will take place on site, as the store for refuse and recycling is accessible to refuse vehicles entering the servicing area.

13.55 SBC request a Section 106 contribution towards making a TRO for parking restrictions on the proposed loading bays. Subject to the above obligation and conditions securing the proposals are implemented in accordance with the approved details, SBC Highways and Transport have no objection to the proposed laybys and proposed arrangements for deliveries, servicing and refuse collection on site.

13.56 **Summary and Conclusions**

The proposed Transport and Highways Officer raises no objections from a transport and highway perspective, subject to the provision of planning conditions and planning obligations listed in the report. Therefore, on the basis of the submitted Transport Assessment and technical supporting information, it is concluded that the planning application is acceptable on transport and highways grounds. It is considered that the proposed development accords with 'saved' Policies T2, T7, T8 and T9 of the Local Plan for Slough; Core Policy 7 of the Slough Core Strategy DPD; and Section 9 of the NPPF.

14.0 **Flood Risk and Surface water drainage**

14.1 A Ministerial Statement from December 2014 confirms the Government's commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of "flash flooding". Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.

14.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF require development to be directed away from areas at highest risk of flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

14.3 The Lead Local Flood Risk Authority have reviewed the Flood Risk Assessment and Surface Drainage Water scheme and have requested further details on the infiltration tests, ground water levels (1m below where infiltration occurs), storage/attenuation capacity in 1:100 year event plus climate change and evidence that exceedance flows and run off has been considered. This information is being reviewed by the LLFA and a summary note will be added to the committee report in the Amendment Sheet.

14.4 Subject to these details being to the satisfaction of the LLFA, and any appropriate planning conditions, the proposals are capable of demonstrating compliance with the NPPF and Core Policy 8.

15.0 Safe and Accessible Environment

15.1 Paragraph 91 of the NPPF 2019 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:-

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas

15.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

15.3 The Crime Prevention and Design Advisor has submitted detailed comments raising concerns about the secure car park and loading bay entry, formal surveillance and access controls, staircore 2 and the curtain walling at the frontage.

15.4 In response to the concerns raised about the car park, the applicant is of the view that the proposed arm barriers are sufficient to secure the car park. It is noted that arm barriers are used on the recently constructed multi-storey car park at Bedford Avenue, which complies with the Park Mark accreditation. In addition, with regard to the security of the entrance, the proposed development will be covered by Business Watch (SEGRO's estate-wide security) which is present on the Estate 24 hours a day, 7 days a week. The applicant has confirmed that Business Watch monitor the entire estate using CCTV cameras and will be able to have a 360° view of the entire development, including the entrance to the car park and loading bay. It has been confirmed that there are 13 ANPR (Automatic number plate recognition cameras) on entrance roads into the estate. The measures indicate that there is sufficient security in situ without the need for further measures.

15.5 In response to the concerns raised in connection with formal surveillance and access controls, the Applicant has submitted a plan which demonstrates that Business Watch's CCTV already covers the whole site and significant security measures will be in place. It is proposed that CCTV will be in place inside the building on each landing of stair core 2 and the fire door will be alarmed. For the above reasons, it is not considered necessary or reasonable to require a formal needs assessment.

15.6 With regards to the concern about stair core 2, the Applicant has confirmed it is in the intention that the door off the car park into the stair core 2 would be used by tenants, with the appropriate access controls.

The external door in the building façade would be for means of escape only. This is considered to satisfy the concerns raised by the CPDA.

15.7 With regards to the proposed Curtain Walling, the Applicant has confirmed that the proposed glass will be attack resistant and the extent of the bollards have been extended, as shown on the revised plans. The blast resistant glazing will be conditioned.

15.8 Officers consider that the concerns of the CPDA have been sufficiently been addressed at this stage, in principle. However, it is recommended that a secure by design accreditation is required at the detailed design stage which would be secured by way of condition. Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment in accordance with Policy EN5 of the Local Plan.

16.0 Ecology

16.1 The NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

16.2 A Preliminary Ecological Appraisal (September 2021) has been prepared by Viewpoint Associates. The areas of habitat to be affected by the proposed development have been assessed as being of low ecological value. As such, the Appraisal recommends that no further survey work is considered necessary.

16.3 Outline mitigation and enhancement recommendations have been set out in the Appraisal in order to ensure that opportunities are available for protected species following the completion of the development, and that the ecological value of the site is enhanced in the long-term.

16.4 A Biodiversity Net Gain Assessment (September) has also been prepared by Viewpoint Associates. This confirms that Biodiversity Net Gain Assessments calculate the change in ecological value at a site by comparing the number of 'biodiversity units' within the site pre and post construction for both linear habitats and area habitats and demonstrating measurable loss or gains.

16.5 The Assessment identifies that the baseline biodiversity value of the site is 0.04 units. The proposals include the creation of a micro-forest, amenity grassland, shrubs, hedges, climbers, green walls and a sedum roof. The creation of habitats on site will provide 0.83 habitat units and 0.07 linear units for the site. Therefore, the proposals will achieve + 1977.86% for habitats and 100% for linear features. In light of the above, the development is in accordance with Core Policy 9 of the adopted Slough Core Strategy and Paragraph 174 of the NPPF.

16.6 A Landscape and Ecological Management Plan (LEMP) has also been prepared by Viewpoint Associates. This provides a guide to the continued maintenance and development of the landscape and habitat areas and

covers the first five years of the development following. The LEMP also includes maintenance details for the green roof and walls. This will ensure the landscaping can establish and be well looked after.

17. Energy and Sustainable Design

17.1 Requirements relating to sustainability are set out in Core Policy 8 and the Developer Guide 2, and in Section 14 of the NPPF. The policy expects all development within the Borough to be of a high quality design, improve the quality of the environment and address the impact of climate change. The policy sets out a number of sustainable design principles that are expected to be addressed within proposals for new development.

17.2 The BREEAM Pre-Assessment Report (August 2021) demonstrates how the development will achieve a 'Very Good' standard in line with Core Policy 8 of the Slough Core Strategy DPD 2006-2026. A condition is recommended which ensures the post construction BREEAM Assessment is submitted to demonstrate compliance with the Very Good standard.

17.3 To comply with Slough Borough Council's Low or Zero Carbon energy policy at least 10% of the building's total Carbon emissions from regulated energy use should be offset by low or zero carbon energy sources. This is achieved through the proposed use of Air Source Heat Pumps (ASHP) to provide heating to the office/workshop/studio areas along with a roof mounted Photovoltaic (PV) array.

17.4 The Revised Energy Strategy Report (27th October 2021) produced by Shepherd Brombley Partnership sets out that the proposed development will be in compliance with the Building Regulations Part L2A 2013 – Criterion 1-3 and Slough Borough Council's Developer Contributions and Affordable Housing (Section 106) Developer's Guide Part 2 (Updated September 2017). In addition, it identifies that the Applicant is targeting an EPC A rating for the building. To meet this requirement, it is proposed that additional PVs will be provided. As such, this would result in a Carbon Saving of 50,792.7 (kgCO₂/yr) which equates to 20% of the buildings' total carbon emissions regulated energy use being offset by low or zero carbon technologies. This will also be secured by way of condition.

17.5 The Council's Carbon Compliance Officer (CCO) and Special Project Officer have reviewed the Energy Statement and raise no objections (in principle). The CCO recommends that the Greenhouse Gas (GHG) assessment should include the construction phase as part of a Building Life Cycle Assessment to determine whether the development reduced carbon across the whole life cycle (construction and operational). Although this does not comprise a current planning policy requirement under the Development Plan, it is considered generally good practice to produce this assessment. It is understood that this document has been prepared by the Applicant and a summary of the conclusions will be reported in an Amendment Sheet at the Committee.

17.6 In light of the above, the proposals are considered to be in accordance with Section 14 of the NPPF and Core Policy 8 of the adopted Core Strategy.

18.0

Air Quality

18.1

Core Policy 8 sets out that development should not give rise to unacceptable levels of pollution including air pollution and dust. Development should not be located on areas affected by air pollution unless the development includes appropriate mitigation measures to limit the adverse effects on occupiers.

18.2

The Guidance in the current NPPF (2021) para 181 requires planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

18.3

The Applicant has submitted an Air Quality Assessment (August 2021) which has been reviewed by the Council's Air Quality Environmental Quality Officers. AQ Officers advise that operational phase impacts on NO₂ and PM presented in the AQ Assessment indicate that the development will cause a very slight worsening of air quality when compared to the 2023 'without development' scenario. The 58 Annual Average Daily Traffic (AADT) increase in traffic is not expected to cause air quality impacts to be significant.

18.4

It is considered that the air quality impacts are capable of being mitigated subject to a range of measures being implemented during construction and when the development is operational. These measures include the provision of Electric vehicle re-charging infrastructure (provided in line with table 7 of the LES Technical Report) which ensures 21 cars must have access to electric charging infrastructure to meet LES requirements, a Construction Environmental Management Plan (CEMP) which includes details of noise and dust mitigation, details of any non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report, all construction vehicles shall meet a minimum Euro 6/VI Emission Standard, all heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report and compliance with an approved Framework Travel Plan (including monitoring) and the promotion of electric vehicle use and usage of the EV charging infrastructure. The proposed green wall and green roofing will also contribute towards improving air quality within the area to off-set the impact of the development.

18.5

In summary, the operational air quality impact is considered acceptable, subject to the imposition of mitigation measures secured by conditions. The construction phase impact is acceptable in regards to dust emission. To confirm the impact of the construction phase, a construction traffic impact assessment which details the construction traffic vehicle movements (inclusive of construction worker vehicles) and impact on air quality, is required as condition. In light of the above, the development is in accordance with Core Policies 7 and 8 of the adopted Slough Core Strategy and Paragraphs 174, 185, 186 and 187 of the NPPF

19.0

Ground Contamination

19.1 A Phase I Geo-Environmental Assessment (January 2021) has been prepared by Delta Simons. This identifies that, whilst additional ground investigation works are required, widespread contamination is considered unlikely, and the preliminary risk assessment has identified a Low to Moderate risk of soil/groundwater contamination and hazardous ground gas at the Site. The Council's Environmental Quality Officer has reviewed the Assessment and raises no objections subject to conditions.

19.2 The development is therefore capable of being in accordance with Core Policy 8 of the adopted Slough Core Strategy and Paragraph 183 of the NPPF subject to conditions.

20.0 Equalities Considerations

20.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing or working in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

20.2 The Design and Access Statement and Transport Statement identifies design measures that will be incorporated to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. Conditions have been recommended to ensure level access is provided across the development to all uses, parking areas and external spaces in addition to provisions such as disabled and multi gender W/C facilities. 8 x Accessible car parking spaces are provided within the car park in convenient and accessible locations for users.

20.3 Due to the imposition of the recommended conditions, there would be provision for wheelchair accessible car parking spaces, level accesses and thresholds to the building across all floors and external spaces and parking areas.

20.4 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. The

people affected could include hotel visitors, shoppers or local workers within the surrounding employment premises. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.

20.5 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.

21.0 Planning Obligations

21.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructures must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

21.2 The developer has indicated that they are willing to enter into a Section 106 Agreement which will contain the following planning obligations, including:

- £50,000 financial contribution towards the upgrade of the A4 Bath Road / Leigh Road Junction from a MOVA to SCOOT system
- £50,000 financial contribution towards the provision and delivery of a central Skills & Training Hub within Slough Town Centre including initiatives designed to promote local start up business, skills and training schemes for local residents and enterprises and public information campaigns.
- Traffic Regulation Order contribution towards making a TRO for parking restrictions on the proposed loading bays.
- A contribution of £6,000 towards consultation and making of a TRO for the double yellow line restriction at Malton Avenue
- Requirement to submit for approval a Framework Travel Plan and subsequent monitoring thereof.
- Requirement to submit for approval an Employment, Skills and Training Strategy/programme to promote local jobs opportunities through the development;

21.3

Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

22.0 Planning Conclusion

- 22.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.
- 22.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.
- 22.3 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.”
- 22.4 The report identifies that the proposal complies the relevant saved policies in the Local Plan and Core Strategy, but identifies where the development would result in a potential conflict with policies in regards to the traffic impact of the development without the necessary mitigation scheme. The report also identifies the necessity to ensure that the job creation which would result from the development, and would contribute towards the local employment needs within Slough and the local area subject to the identified s106 obligations.
- 22.5 Subject to the recommended planning obligations and conditions, the development would make a positive contribution to creating a strong economy, streetscene, local townscape and place-making within the Trading Estate and biodiversity through the additional landscaping and greening of the site.
- 22.6 Compliance with some of the objectives of the NPPF have been demonstrated in terms of conserving the natural environment, preserving existing amenities, promoting healthy and safe communities, promoting sustainable transport (subject to planning obligations), meeting the challenge of climate change and flooding and making effective use of land indicating an absence of harm (or which in the case of flood risk are expected to demonstrate an absence of harm) to which weight should be attributed neutrally.
- 22.7 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, the proposals would constitute sustainable development due to the significant economic, biodiversity and townscape benefits. It is recognised that the redevelopment of a key central site within the Trading Estate to create additional employment floorspace within a good quality architecturally designed building weighs in favour of the development. In applying paragraph 11 of the NPPF, it is considered that the benefits of the proposals outweigh any minor adverse impacts
- 22.8 As the proposals are in accordance with the Development Plan and there are no other material considerations that would lead to an alternative determination of the planning application, the proposals are in accordance with S38 of the Planning and Compulsory Purchase Act 2004.

PART C: RECOMMENDATION

23.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

- (i) An acceptable S106 Agreement securing financial contributions towards Employment, Skills and Training Initiatives and Transport/Highways Improvements, and other non-financial planning obligations;
- (ii) finalising conditions and any other minor changes;

PART D: DRAFT CONDITIONS

1. Time Limit

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON: To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

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

- Drawing 4710-PL-001 Rev A (Site Location Plan);
- Drawing 4710-PL-003 Rev V (Site Plan);
- Drawing 4710-PL-004 Rev A (Site Plan – External Works);
- Drawing 4710-PL-005 Rev A (Constraints Plan);
- Drawing 4710-PL-090 Rev A (Existing Site Plan);
- Drawing 4710-PL-091 Rev A (Existing Buildings);
- Drawing 4710-PL-101 Rev U (Ground Floor Plan 1);
- Drawing 4710-PL-102 Rev R (Ground Floor Plan 2);
- Drawing 4710-PL-103 Rev R (Ground Floor Plan 3);
- Drawing 4710-PL-104 Rev P (First Floor Plan 1);
- Drawing 4710-PL-105 Rev P (First Floor Plan 2);
- Drawing 4710-PL-106 Rev E (First Floor Plan 3);
- Drawing 4710-PL-107 Rev G (Second Floor Plan);
- Drawing 4710-PL-108 Rev R (Third to Fifth Floor Plans);
- Drawing 4710-PL-111 Rev E (Sixth Floor Plan);
- Drawing 4710-PL-112 Rev A (Roof Plan);
- Drawing 4710-PL-201 Rev M (North Elevation);
- Drawing 4710-PL-202 Rev M (South Elevation);
- Drawing 4710-PL-203 Rev M (East Elevation);
- Drawing 4710-PL-204 Rev M (West Elevation);

- Drawing 4710-PL-205 Rev A (Street Elevation – Buckingham Avenue);
- Drawing 4710-PL-206 Rev A (Elevations – Material and Colours);
- Drawing 4710-PL-301 Rev D (Section 1);
- Drawing 4710-PL-302 Rev C (Section 2);
- Drawing 4710-PL-303 Rev B (Section 3);
- Drawing 4710-PL-304 Rev D (Section 4);
- Drawing 4710-PL-305 Rev C (Section 5);
- Drawing 4710-PL-306 Rev B (Section 6);
- Drawing 4710-PL-307 Rev D (Section 7);
- Drawing 4710-PL-308 Rev B (Section 8);
- Drawing 4710-PL-309 Rev B (Section 9);
- Drawing 4710-sk51 (Details of Faceting to Curtain Walling)
- Drawing 4710-PL-006 P2 (Site Security Plan)
- Drawing 3832/502 P3 (External Works Drainage Layout)
- Drawing E 12 19 (TI Topographical Survey);
- Drawing 1545-01aa Rev D (Site Layout showing Hard and Soft Arrangements);
- Drawing 1545-01bb Rev E (Layout showing Proposed Hard and Soft Arrangements);
- Drawing 1545-02aa Rev E (Site Layout showing Proposed Soft Details);
- Drawing 1545-02bb Rev E (Layout showing Proposed Soft Details 6th Floor);
- Drawing 1545-E Rev C (Green Walls East Elevation);
- Drawing 1545-N Rev C (Green Walls North Elevation);
- Drawing 1545-S Rev D (Green Walls South Elevation);
- Drawing 1545-W Rev D (Green Walls West Elevation);
- Drawing DG-DT-S205 Rev A (Protective Rail);
- Drawing 49932_5501_SK034 Rev A (Site Access);

REASON: For the avoidance of doubt, 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 to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

3. Materials

The external materials to be used in the construction of the new development hereby approved shall be carried out in materials as set out in the Design and Access Statement (Dated September 2021) hereby approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

4. Land Uses

Notwithstanding the information in the approved plans and subject to the provisions within the relevant conditions set out in this planning

permission, the following specified land uses are permitted within the specified floorspace (all in Gross Internal Area (GIA)):

- Café: (Use Class E(b)) 274.2 sqm (Ground Floor)
- Offices: (Use Class E(g) (i)) 886.4 sqm (Sixth Floor)
- Flexible Employment Premises: (Use Classes E(g)(iii), B2 and B8) 15,149.3 sqm (Ground-Fifth Floors)
- Covered car/van parking and service yard/loading bay: 6,325.6 sqm (Ground and First Floors)

There shall be no further changes of use to any parts of the building, unless express planning permission is granted by the Local Planning Authority.

Reason: To ensure the uses are compatible with the adjoining land uses in accordance with policies EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1, 5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

5. Access

The development shall not be occupied until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

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

6. Visibility

No other part of the development shall be occupied until the visibility splays of 2.4m x 43m shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate inter-visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

7. Layout

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the first occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

8. Car Parking

Prior to the development hereby approved first being brought into use, all

210 no. car parking spaces shall be provided in accordance with the approved plans and made available for use in connection with the development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008`.

9. Cycle Parking

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details and including the cycle racks within the public realm) 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 Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

10. Travel Plan

The approved development shall be implemented in accordance with the measures and targets set out in the Framework Travel Plan Rev C (November 2021).

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway, to reduce travel by car in accordance with Policy T15 of the Slough Local Plan 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

11. Delivery and Servicing Plan

The approved development shall be implemented in accordance with the measures set out in the Delivery and Servicing Plan (August 2021) and these should be retained for the lifetime of the development.

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

12. Electrical Vehicle Charging Spaces

The development shall be carried out in accordance with the approved Drawings 4710-PL-101 Rev U (dated 09/03/21), 4710-PL-102 Rev R (dated 09/03/21), 4710-PL-103 Rev R (dated 09/03/21) which indicate the location of the Electrical Vehicle Charging Points (for 24 vehicles). The Electric Vehicle charging bays shall be designed with infrastructure capacity to power 2 x Type 2 sockets and be rated to at least 3.6kW, 16amp, 0 7kW 30amp single phase. The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

REASON: To provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2021.

13. Phase 2 Intrusive Investigation Method Statement

Based on the findings of the Preliminary Geo-Environmental Risk Assessment (Ref. no. 15-0385.03), dated 6th January 2021, and prepared by Delta-Simons, 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 C665 & C552 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.

14. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

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 Land Contamination: Risk Management (LCRM) 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.

15. Remediation Validation

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.

16. Designing out crime

No development above ground floor level shall commence until evidence has been provided to demonstrate how the applicant has used best endeavours to incorporate measures to comply with Secured by Design Award. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of any development above ground. The development shall be carried out in accordance with the approved Secured by Design Application, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

REASON: In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

17. Energy

The proposed energy efficiency and low carbon measures incorporated within the development (including the Air Source Heat Pumps and Photo-Voltaic Panels) shall be carried out in accordance with the Energy Strategy Report dated 27th October 2021 by Shepherd Bromley Partnership) which calculates the reduction in annual CO₂ emissions to 50,792.7 kgCO₂/yr

corresponding to a carbon reduction across the site of 20% over Building Regulations 2013 Part L and associated Approved Documents. No part of the Development shall be used or first occupied (other than for construction purposes) until it has been carried out in accordance with the approved details and shall be retained for the lifetime of the development.

REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

18. Energy Strategy Report Compliance

Within 3 months of final occupation (post fit out) of the building, evidence shall be submitted that the energy statements approved pursuant to Condition 17 above have been implemented in accordance with the approved details.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2021).

19. Construction Management Plan

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period, 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 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 in accordance with policies 7 and 8 of the Core Strategy 2008 and the National Planning Policy Framework (2021).

20. Management & Maintenance of Surface Water Drainage Scheme

Prior to commencement of works, BRE 365 soakage tests will be undertaken to determine the soakage rate of the soil and the details shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage details and maintenance measures set out in Flood Risk Assessment (dated 25th November 2021) shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted, and will thereafter be permanently retained and maintained.

Reason: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in

accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2021).

21. Level Accesses/Thresholds

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the workshop units, café and offices and the external terraces (at ground and roof level) and the main lobbies.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

22. No Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

23. No other alterations to the buildings

No alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, ventilation fans or extraction equipment, not shown on the approved drawings.

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

24. Blast Resistant Glazing

Notwithstanding the information in the approved plans, details of the blast

resistant glazing within the development shall be submitted to the Local Planning Authority for approval prior to commencement of works on the relevant part of the development. The development shall be carried out in accordance with the approved details prior to first occupation of the development and shall be permanently retained thereafter.

REASON: In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

25. Construction Plan

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

- (i) control of noise;
- (ii) A construction noise assessment and modelling, to determine suitable mitigation measures and works programming to minimise impacts to the nearest sensitive receptors (including the Hotel at the Buckingham Centre), once detailed information is available regarding construction methodologies, programme and plant are available. This will include modelling and assessment on the suitability of the proposed 2.4m barrier.
- (iii) control of dust, smell and other effluvia
- (iv) control of surface water run off
- (v) site security arrangements including hoardings
- (vi) proposed method of piling for foundations

The development shall be carried out in accordance with the approved scheme or otherwise, as agreed by the Local Planning Authority.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021).

26. Green Roofs and Walls

The approved green roof and walls shall be implemented in accordance with the planting and maintenance schedules set out in the Landscape & Ecological Management Plan (LEMP) (Rev B). The green roof and walls shall be laid out on the building prior to first occupation in accordance with the details as approved. The green roof and walls shall be permanently retained thereafter.

Reason: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policies policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

27. Lighting Scheme

Construction of the development, above the ground level shall not commence until details of an external lighting scheme (to include the location, design of lighting features, the nature and levels of illumination) for the development has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

28. Boundary treatment, walls, fences and gates

Construction of the building above ground floor level, shall not commence on site until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

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

29. Landscaping Scheme

The landscaping shall be carried out in accordance with:

- Drawing 1545-01aa Rev D (Site Layout showing Hard and Soft Arrangements);
- Drawing 1545-01bb Rev E (Layout showing Proposed Hard and Soft Arrangements);
- Drawing 1545-02aa Rev E (Site Layout showing Proposed Soft Details);
- Drawing 1545-02bb Rev E (Layout showing Proposed Soft Details 6th Floor);
- Drawing 1545-E Rev C (Green Walls East Elevation);
- Drawing 1545-N Rev C (Green Walls North Elevation);
- Drawing 1545-S Rev D (Green Walls South Elevation);
- Drawing 1545-W Rev D (Green Walls West Elevation);
- Landscape & Ecological Management Plan (LEMP) (Rev B); and
- Soft Landscape Specification (Rev B).

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2021).

30. Café Tables and Chairs

Notwithstanding the information in the approved plans, the tables and chairs shown outside the ground floor Café shall be located within this area only, and shall not extend into the public footway. The chairs and tables, and other associated signage and equipment shall be removed at the end of each day and stored internally.

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

31. Hours of Operation

The Café shall operate within the following permitted hours only, and at no other times, unless express permission is given by the Local Planning Authority.

Mondays to Fridays 0700-2200 hours
Saturdays 0700-2200 hours
Sundays 0700-1800 hours

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021).

INFORMATIVE(S):

1. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2021), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant entered into a Planning Performance Agreement with the Local Planning Authority and was informed of the issues arising from the proposal and given the opportunity to submit amendments or provide additional information in order to address those issues prior to determination. The applicant responded by submitting revised plans and additional technical information which was considered to be acceptable.
2. The applicant is advised that the decision notice should be read alongside a s106 Legal Agreement which contains Planning Obligations entered into in connection with the planning permission.
3. This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether they require an application
4. The applicant is advised that an application for advertisement consent is required for any signage, adverts or shopfront fascia displays.
5. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the offices and commercial unit/s.
6. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
7. 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.
8. 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.
9. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be

sought from the Highway Authority.

10. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
11. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
12. During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.
13. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
14. With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921
15. With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future occupiers of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

