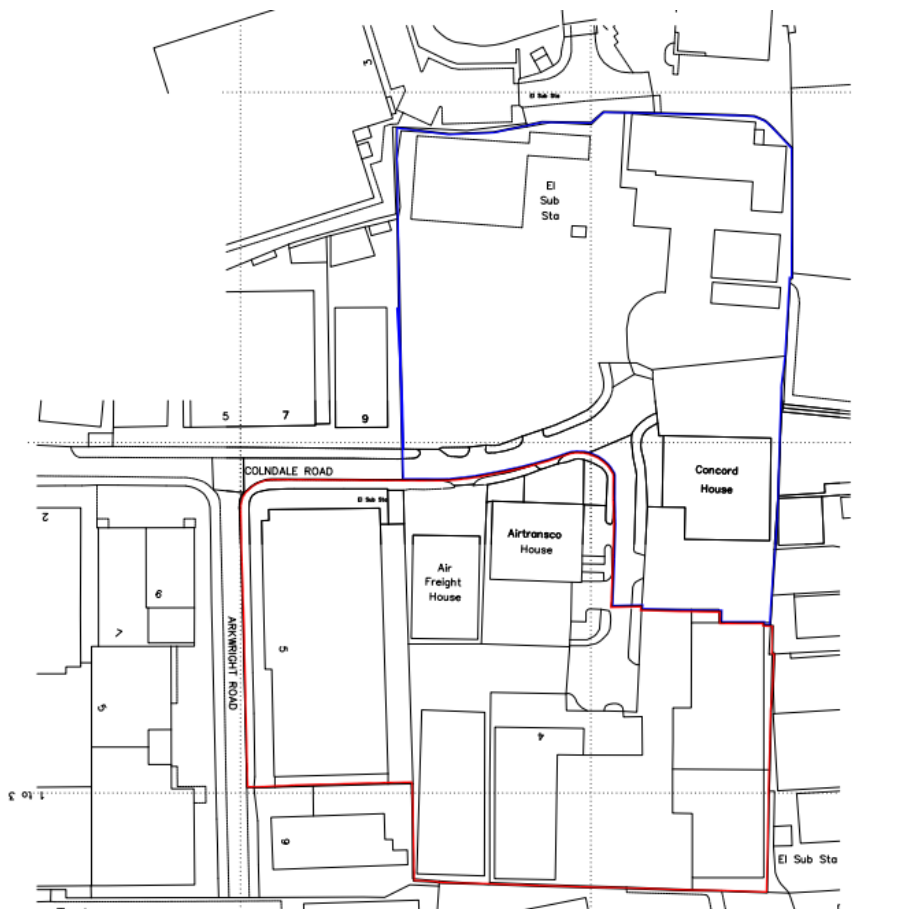


Registration Date:	16-May-2022	Application No:	P/19954/000
Officer:	Michael Scott	Ward:	Colnbrook with Poyle
Applicant:	Lothbury Property Trust Co Limited	Application Type:	Major
		13 Week Date:	11 July 2022
Agent:	MSA Architects c/o 11, Lothbury Property Trust Co Limited, Plato Place, St. Dionis Road, London, SW6 4TU		
Location:	Units at Poyle Trading Estate, Colndale Road/Arkwright Road, Colnbrook, SL3 0HQ		
Proposal:	Demolition of existing buildings and structures and construction of new employment units within use classes E (light industrial), B2 and B8 with ancillary offices, areas for car parking, service yards, internal estate roads, landscaping as well as associated works (requiring the stopping up of an area of public highway).		

Recommendation: Delegate to the Planning Manager for approval.



P/19954/000

1.0 **SUMMARY OF RECOMMENDATION**

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

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 1,000 square metres in floor space.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Comprehensive redevelopment of the site.
- A rational, modern layout for ease of access/egress and loading/unloading.
- Construction of a 2no. contemporary, two-storey buildings comprising four units.
- Provision of some 6846sq.m. of floorspace to cater for a range of employment uses.
- Surface parking providing 98 spaces, including accessible spaces - ten of the total number would be provided with electric charging facilities.
- The provision of a secure cycle storage facilities for nine cycles.
- Leads onto a post-planning formal road closure order to rationalise the existing highway within the site area.

3.0 **Application Site**

3.1 The application site forms a part of the applicant's wider land holdings locally. It is noted that their land holdings encompass plots to north and south at the eastern end of Colndale Road, bounded by Millbrook Way to the north, the rear of properties in Willow Road to the east, the

McKay Trading Estate and Britannia Industrial Estate to the south and Arkwright Road to the west. These adjacent business areas, together with the application site, are each a part of the wider Poyle Industrial Estate.

- 3.2 The application relates to that part bounded by Arkwright Road and south of Colndale Road with the exception of no. 9 Arkwright Road in the south-west and Concord House on Colndale Road to the north-east.
- 3.3 The existing seven premises, the subject of this application, are noted to be in various states of age and condition, with no uniform pattern of form, scale, character or appearance. Thus they provide a random and incoherent set of working arrangements, offering little in the way of modern and practical loading and parking facilities.
- 3.4 Access for the various premises is taken from either Arkwright Road or Colndale Road. These accesses are shared with premises that would lie outside of this application and as such must be retained as needs be for those independent businesses.
- 3.5 The ground levels are generally level across the site.
- 3.6 For completeness, it should be noted that: the site lies within an area outside of the Town Centre on the Proposals Plan; the site is not in a Conservation Area; and, there are no trees under a Tree Preservation Order in close proximity. However, it is noted that this site does lie adjacent to the McKay Trading Estate, where there is a Listed Building.
- 4.0 **Relevant Site History**
- 4.1 There is relevant planning history on some of the premises within the overall application site area, as follows:
- 4.2 P/10733/001 - Change of use from B8 to B1 (b), B1(c), B2 and B8 with ancillary offices @ 4 Colndale Road – APPROVED 18/07/2003.
- 4.3 P/10733/000 - Use of B8 warehouse without restrictions on occupancy @ 4 Colndale Road – APPROVED 04/03/1999.
- 4.4 P/10347/003 - Variation of condition 3 of planning permission ref P/10347/002 dated 21/10/2003 comprising of installation of a mezzanine floor @ 2 & 3 Colndale Road – APPROVED 13/10/2006.

- 4.5 P/10347/002 - Change of use of existing industrial buildings from Class B8 (storage and distribution) to class B1(b) (research and development) class B1(c) (light industrial) class B2 (general industrial) and class B8 (storage and distribution) with ancillary offices @ 2 & 3 Colndale Road – APPROVED 21/10/2003.
- 4.6 P/11359/000 - Change of use from restricted B8 to B1(b), B1(c), B2 and unrestricted B8 with ancillary offices @ Building 469 (Air Freight House), Colndale Road – APPROVED 20/12/2000.

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 five site notices were displayed – on lampposts immediately surrounding the perimeter of the site - each dated 31/05/2022. The application was advertised as a major application in the 10/06/2022 edition of The Slough Express.
- 5.2 There have been no representations made following this publicity.

6.0 **Consultations**

- 6.1 Local Highway Authority:

Introduction

These are the final comments (dated 16th August) regarding Highways and Transport matters provided by Slough Borough Council for Application No. P/19954/000 for 4 new industrial units on Colndale Road in Poyle Trading Estate. Initial comments dated 28th June 2022 were provided by Slough Borough Council Highways and Transport.

A Transport Statement and Framework Travel Plan produced by Stantec have been submitted in support of the planning application.

Application Description

The proposed development is 4 new industrial units of Class E, B2 and B8 land uses, with ancillary offices, car parking and servicing. The total GIA of the development is 6,846 square metres. The existing B2 and B8 land uses on site are estimated as 8,280sq.m.

Vehicle Access

A new junction approximately 27 metres wide is proposed on Colndale Road to provide a single access for all vehicles to and from the site. New tactile paving and dropped kerbs are proposed at the new junction. As requested, a Stage 1 Road Safety Audit was completed of the proposed vehicle access arrangements by an Independent Road Safety Auditor.

The auditor recommended further parking controls in the form of double yellow lines and bollards. This is to prevent articulated HGVs and cars parking on pavements which occurs at present. The existing pavement parking would prevent pedestrians using the footways to the site. The existing pavement parking would also restrict visibility for vehicles leaving the proposed vehicle access junction and forward visibility travelling along Colndale Road.

The applicant has agreed to provide bollards and double yellow lines which displayed on Stantec Drawing No. 50340_5501_PL011-Rev-P01, titled: *'Proposed Highway Alterations Including New Bollards Zone and Double Yellow Lines'*. The drawing also confirms which 3 crossovers on Arkwright Road will be closed and reinstated as footways.

The bollards will be provided as part of the Section 278 agreement which will be used to agree the exact final locations after consideration has been given to underground services such as fibre optic cabling, gas pipes and water pipes.

Visibility from Proposed Junction

The proposed vehicle access junction is displayed on Drawing No. 50340_5501_PL003, received 16.05.2022 which demonstrates that a visibility splay of 43 metres is available to the left and 24 metres is available to the right.

It has been demonstrated that the proposed site layout allows for 25 metres of forward visibility around the bend of Colndale Road, as displayed on Stantec Drawing No. 50340_5501_PL003, received 16.05.2022.

The proposed landscaping in the vicinity of the proposed vehicle access junction will be maintained to a height not exceeding 600mm to ensure suitable visibility splays can be provided from the proposed access junction. This is detailed on Stantec Drawing No. 50340_5501_PL003-Revision-P03 titled *'Proposed Site Access Visibility Assessment and Relocated Turning Head Swept Path Analysis'*

Stopping Up Order for Colndale Road

It is proposed that a southern spur section of Colndale Road is stopped up to allow a more efficient redevelopment of the site (according to Paragraph 5.2.4 of the Transport Assessment). This spur section of Colndale Road is also public adopted highway. It has been demonstrated that the largest vehicle which can turn within the existing turning head on Colndale Road is a 7.2m panel van.

The applicant proposes to construct a new turning head south-west of Concord House and north of the existing turning area which will be stopped up, as shown on Stantec Drawing No. 50340_5501_PL003, titled 'PROPOSED SITE ACCESS VISIBILITY ASSESSMENT AND RELOCATED TURNING HEAD SWEEP PATH ANALYSIS.05', received 16.05.2022.

The new turning head will be offered for adoption as public highway to Slough Borough Council.

SBC Highways and Transport have no objection to the stopping up of Colndale Road and require the applicant to obtain a stopping up order under Section 116 of the Highways Act (1980).

Access by Sustainable Travel Modes

SBC do not consider the site to be easily accessible by sustainable travel modes.

The nearest bus stops are the Colndale Road stops on Poyle Road located approximately 220 metres from the site. The only bus is the Number 305 which provides 1 service a day in each direction at 7:46am and 4:34am, travelling between Colnbrook and Staines.

The nearest railway station to the site is Wraysbury Railway Station which is 3400 metres or 2.1 miles. Wraysbury Rail Station is not considered within reasonable walking distance of the site given the Guidance published by IHT (Planning for Walking, 2015) states that *'People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services'*.

Car Parking

SBC Highways and Transport have no objection to 98 car parking spaces proposed on-site, which is considered suitable to meet forecast parking demand for B2 light industrial or B8 warehousing.

The Transport Statement provides a worst case forecast of parking demand for the B2 Light Industrial use, which forecasts that maximum parking demand will be 94 vehicles between 10:00 – 11:00 and therefore the proposed 98 parking spaces will be suitable. The forecast was based on TRICS survey data for similar B2 Industrial sites. TRICS is the national trip generation database.

The Slough Parking Standards require 137 parking spaces if the site were fully occupied by B2 Light Industrial Use, and the 98 proposed 71% of the number required; or a shortfall of 34 spaces. However, the Transport Statement has forecast that maximum parking demand will not exceed provision.

If the site were fully occupied by B8 Warehousing, then 98 parking spaces would exceed the 34 required by the SBC Parking Standards.

Trip Generation and Traffic Impact

SBC Highways and Transport have no objection to the proposed development due to the forecast vehicular trip generation which is considered by SBC to have a negligible impact on the surrounding road network.

With regard to traffic impact on highway capacity, the National Planning Policy Framework states that: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*

The TS forecasts a net increase of 5 two-way vehicle trips during the AM Peak Hour (0800 – 0900) and 13 two-way trips during the PM Peak Hour (1700 – 1800). This is equivalent to 1 additional car trip every 6 minutes during the AM Peak Hour and 1 additional trip every 4 minutes during the PM Peak Hour.

This net increase has been calculated by subtracting trip generation associated with the existing development site. The forecast has been completed using TRICS, the national trip generation database.

The Transport Statement submitted forecasts a net increase of 15 two-way total trips (including all travel modes) during the AM Peak Hour (0800 – 0900) and 16 two-way trips during the PM Peak Hour (1700 – 1800).

An estimate of the site's existing trip generation has been completed for the 8,280sq.m of B2 and B8 land use currently on site and for the proposed 6,765sq.m to establish the net trip generation of the site as a result of the proposed development.

Electric Vehicle Parking

The Transport Statement outlines that 10% of parking spaces would be fitted with Active EV Chargers, whilst a further 10% of spaces would be fitted with passive charging provision. 10% provision is in accordance with the requirements of the Slough Low Emissions Strategy (2018 –

2015) which requires 10% of spaces are fitted with EV Chargers at commercial developments.

Disabled Car Parking

The proposed site plan displays 4 disabled car parking spaces marked for the exclusive use of blue badge holders, with a hatched 1200mm access strip surrounding each disabled space in accordance with the requirements of Inclusive Mobility (DfT, 2021).

Cycle Parking

SBC Highways and Transport are satisfied with the number of cycle parking spaces proposed.

The TA states that the proposed development will provide cycle parking for 18 bicycles to encourage greater travel by sustainable travel modes. The cycle store will be covered and secure and located towards the north-east corner of the site, which will provide secure and covered cycle parking.

The Slough Borough Council Parking standards require the provision of 14 cycle parking spaces for a development of this size.

Framework Travel Plan

SBC Highways and Transport accept the proposed Travel Plan and request that the applicant makes a Section 106 Contribution towards Travel Plan Monitoring.

The Framework Travel Plan submitted sets targets for modal split and measures to encourage sustainable travel. The Framework Travel Plan sets a target to reduce single car driver occupancy from 80% to 75% in year 5 of the development's occupation.

Deliveries, Servicing and Refuse Collection

The TA includes swept paths completed using AutoTrack which demonstrate that there is suitable turning space within the site layout for a 12m rigid HGV and a 16.5m articulated HGV to ingress and egress the site in a forward gear.

The spine roads and service roads have been designed to accommodate a 12m rigid and 16.5m articulated HGV.

A 16.5m articulated HGV and 12m rigid HGV are expected to have the largest turning circles of any vehicles required to use the site and therefore the site also provides suitable turning space for the movement of a 12m refuse vehicle and any deliveries associated with the operation of the site.

The bin store locations are detailed in paragraph 5.4.1 of the Transport Assessment. The proposed site layout includes bin stores in four separation locations in close proximity to vehicle access routes on the eastern edge of the site, southeast corner of the site and on the north-west corner of the site.

Summary and Conclusions

I confirm that SBC Highways and Transport would have no objection to the proposed development on Highways and Transport grounds.

Highways set out conditions covering Construction Management Plan, Access, Visibility, Gates, EV Charging Points, Cycle Parking, Bin Storage. These are included below at 21.0.

6.2 Thames Water:

Waste Comments

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the informative as set out at 21.0 below:

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

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the informative as set out at 21.0 attached to the planning permission:

6.3 Lead Local Flood Authority

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

6.4 SBC Scientific Officer

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

6.5 Berkshire Archaeology

I have looked through the application and the accompanying desk-based assessment, and am in agreement with the conclusions in the report; namely that it would be appropriate to require archaeological mitigation of the impact of the proposed development. Our suggested wording for a condition to achieve this would be as set out in 21.0 below.

6.6 SBC Tree & Landscape Officer

Landscaping

A possible missed opportunity to increase the bio diversity of the site. To the south end of the site there is a large area of hard standing with no indication of its planned usage. It may be in the eyes of the developer an unofficial trailer park BUT on paper it would make a good location for a rain garden taking the hard surface drainage water and passing it through filtration prior to discharge into the sewer system. The area could also support moderate tree planting and dinnertime seating arrangements to the benefit of the developments staff and visitors.

Trees

Reading through the Arboricultural report which is quite detailed on how the control of work on site should be carried out. Assuming that this system of working is indeed action then happy to approve the report. The plan is to utilize ground pressure reduction plates to create a surface covering trees roots during demolition and construction of the new development thereby reducing soil compaction and allowing the tree roots to carry out exchange of gasses and continue water intake.

Regarding tree T1 there is an indication that with a buttress root that in some way the tree has been placed under stress and produced reaction wood to compensate for this fact. Note the tree is listed as a 'B' tree when from the picture one may expect an 'A' tree (move to a Protected tree TPO status) but without removing the stress factor there is not much point in an upgrade. The Arboricultural report seeks to clarify how the T1 tree's root zone will be protected during the development works

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 Slough Local Development Plan and the NPPF

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

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

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

National Planning Policy Framework 2021:

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 6: Building a strong, competitive economy

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

Section 15: Conserving and enhancing the natural environment

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 7 - Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural, built and historic environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies 2010)

EMP2 – Criteria for Business Developments

EMP9 – Poyle Estate

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

T2 – Parking Restraint

T8 – Cycle Network and Facilities

The Emerging Preferred Local Plan for Slough 2016 – 2036:

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

5.4 The Spatial Strategy is just the first part of the Local Plan. It does not contain any policies. A full set of Development

Management policies will be included in the final version of the Local Plan. The Spatial Strategy does, however, seek to identify the type of policies that may be needed in order to implement the proposals and mitigate any adverse impacts....

- 5.6 *The starting point for the development of the Spatial Strategy was the work carried out for the Issues and Options consultation in 2017. This identified a number of options for development. The conclusions from this were that there are “no reasonable options, or combinations of options which could accommodate all of Slough’s housing and employment needs within the Borough”.*
- 5.7 *An “emerging” Preferred Spatial Strategy was agreed in 2018. The five key elements of this were:*
- Delivering major comprehensive redevelopment within the “Centre of Slough”;*
 - Selecting other key locations for appropriate development;*
 - Protecting the built and natural environment of Slough including the suburbs;*
 - Accommodating the proposed third runway at Heathrow and mitigating the impact;*
 - Promoting the northern expansion of Slough in the form of a “Garden Suburb”.*
- 5.8 *It is proposed that the revised Spatial Strategy should be based upon this subject to a number of changes which take account of changes in circumstances.*
- 5.9 *...the most appropriate approach is to revert back to restraining development in order to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London.*
- 5.10 *Although we cannot formally safeguard land that may be needed for the expansion of Heathrow and associated development, this approach will effectively achieve this. Any future proposals for the expansion of the airport can then be considered in a review of the Local Plan.*
- 5.11 *The Wider Area Growth Study is seeking to identify major sites that could accommodate unmet housing and employment needs. The area of search includes the Colnbrook and Poyle. As a result we may have to reconsider what happens to this area if the Consultant’s report recommends that development should*

take place there.

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

Other Relevant Documents/Guidance

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

7.2 The planning considerations for this proposal are:

- Land Use (section 8.0)
- Impact on Visual Amenity (section 9.0)
- Impact on neighbouring properties (section 10.0)
- Traffic and Highways Implications (section 11.0)
- Air Quality (section 12.0)
- Flooding & Surface water drainage (section 13.0)
- Land Contamination (section 14.0)
- Archaeology & Heritage matters (section 15.0)
- Impact on trees, biodiversity and ecology (section 16.0)
- Sustainable Design and Construction (section 17.0)
- Equalities Considerations (section 18.0)
- Presumption in favour of sustainable development (section 19.0)

8.0 Land Use

8.1 Paragraph 80 of the National Planning Policy Framework seeks to create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Each area should be allowed to build on its strengths, counter any weaknesses and address the challenges of the future. Areas with high levels of productivity should be able to capitalise on their performance and potential.

8.2 Core Policy 5 (Employment) of the Core Strategy requires "major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road and rail network".

8.3 Local Plan Policy EMP9 (Poyle Estate) states B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Poyle Estate. Additional independent B1(a) office floor space will not be permitted in this location.

- 8.4 The site is located within the defined Poyle Estate Business Area. The proposal would see a net decrease of 1424 square metre in employment floor space (existing: 8280sq.m.; proposed: 6846sq.m.) to provide the following uses:
- Light Industrial - Class E(g)(iii)
 - General Industrial - Class B2
 - Storage and Distribution – Class B8
 - Ancillary Offices

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

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

9.0 **Impact on visual amenity**

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1, EN3, and EMP2.
- 9.2 Paragraph 7.97 of the Core Strategy describes Poyle Industrial Estate as “*not been properly planned*” and “*suffers from congestion and poor environment*”. These current proposals seek to address these issues within this part of the Estate.
- 9.3 The scheme comprises two portal frame construction buildings opposite each other, so that the service yards and parking are between and thus result in the need for only a single access road down the spine of the site. The large footprint of each of the two buildings, enables subdivision, and thus meet the need for functional, adaptable premises, with dedicated service yards and parking areas.
- 9.4 At the northern end, and in the north-east and south-west of the site, there would areas with communal parking; whilst in that part in the north-east corner, there would also be cycle stores and an electricity sub-station.
- 9.5 In terms of scale and massing, it is considered that the overall concept and the bulk and height would appear consistent with the locality. The

western building would be higher with the haunch at 10.5 metres high; whilst the eastern building would have a haunch of 8 metres, to reflect the lower scale of the sites beyond in Willow Road to the east.

- 9.6 There would be some limited areas of landscaping, principally that at the north-east corner and on the northern margin of the site. These would also offer the opportunity for seating and bird boxes. This matter is covered by a condition set out below at 21.0.
- 9.7 In terms of design and style, the proposals are considered to be crisp and contemporary – stylish but unassuming. Contrasting profiled metal facing panels will differentiate the warehouse element from the ancillary office areas. These would be punctuated by glass cantilevered entrance canopies, light silver metallic painted personnel and loading bay doors, and, polyester powder coated aluminium framed windows and cappings in an anthracite colour finish.
- 9.8 It is considered that the application proposals would be of a good visual quality and through the re-modelling and improvement to the overall site layout, would be an enhancement on the visual amenities of the locality.
- 9.9 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN3, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2021.

10.0 **Impact on neighbouring properties**

- 10.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2.
- 10.2 As more fully described above, the scheme entails new buildings that would match the general height and massing of adjacent buildings. Given the degree of separation between the application site and those adjacent neighbouring premises, it is considered there would be no adverse impact on the amenities of the occupants of those buildings, in terms of overshadowing, loss of any privacy, noise or disturbance.

10.3 The proposals are accompanied by a noise review by specialist consultants. It is noted that the replacement buildings would be in the same use but comprise less gross floorspace; so, the level of noise should be no greater than the existing situation. Likewise, the level of traffic generation should be no greater than the existing. Furthermore, the site lies within a commercial/industrial zone some 270 metres from the nearest residential accommodation in Poplar Close.

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

11.0 **Traffic and Highways**

11.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2, T8, EMP2 and EMP9. The National Planning Policy Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

11.2 Core Policy 7 of the Core strategy and Local Plan Policy T2 seek no overall increase in the number of parking spaces in commercial schemes in this area. Core Policy 7 of the Core strategy provides a relaxation to this if additional parking is required for local road safety or operational reasons.

11.3 The proposals entail a new highway layout, which has been subject to a Road Safety Audit. The Highway Authority has confirmed that in all respects the submitted scheme details are satisfactory.

11.4 The layout of the redevelopment scheme involves the stopping up of a section of the existing highway. The Highway Authority has confirmed that they have no objection and this will be pursued under appropriate

regulations in due course in conjunction with the formal adoption of the replacement highway.

- 11.5 Further to discussions between the traffic consultants for the applicant and the Highway Authority, it has been concluded that there would be a reduction in traffic generation between the previous use of the site and that of the proposed scheme.
- 11.6 The Highway Authority have concluded in discussions with the applicant's transport consultant that their provision of 98 car parking spaces would be satisfactory. Furthermore, the offices within the scheme must be ancillary only and thus not used independently.
- 11.7 The Highway Authority has confirmed it is satisfied by the proposed provision of EV Charging points, cycle and bin storage, subject to conditions as set out below, which also require a prohibition on any gates or barriers without prior approval from the LPA.
- 11.8 The applicant has been invited to prepare a Unilateral Undertaking to cover the cost of monitoring the Framework Travel Plan, as requested by the Highway Authority. The progress of this matter will be included on the Amendment Sheet.
- 11.9 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

12.0 **Air Quality**

- 12.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 12.2 The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local

Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy (LES) is a material planning consideration but it does not form part of the current local development plan.

- 12.3 The site is not located within a designated Air Quality Management Area and the expected trip generation for the proposals indicated a reduction in traffic arising from the use of the site.
- 12.4 The scheme will provide EV Charging facilities pursuant to a condition – set out below at 21.0 - in line with the LES.
- 12.5 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework 2021.

13.0 **Flooding & Surface Water drainage**

- 13.1 The proposals are accompanied by a report by an appropriate specialist consultant relating to the potential for flooding and a scheme for surface water drainage. It is noted that:
 - (i) given the distances from the River Colne and reservoirs, tidal and fluvial flooding is not considered a risk;
 - (ii) given the topography, existing drainage system and surface flood map information, it is considered there is a low risk of surface water flooding;
 - (iii) a recent onsite trial pit found suggests the ground water table is some 2.5 metres deep, therefore the flood risk from ground water is considered to be low;
 - (iv) given the foul water sewer infrastructure and the levels of the roads and of the site, it is considered that there is a low risk of the development being affected.
- 13.2 Paragraph 169 of the National Planning Policy Framework requires major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.
- 13.3 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

13.4 The application includes a drainage strategy, which would include drainage channels, manhole and inspection chambers, as well as, attenuation tanks. It is considered that the degree of impermeable surfacing will not change significantly. Therefore, the proposals will not increase the flood risk on site or elsewhere. A condition to secure the detailed design, is set out below at 21.0.

14.0 **Land Contamination**

14.1 The proposals are accompanied by a ground investigation report by an appropriate specialist consultant. It is noted that the contamination risk assessment did not identify any pollutant linkages that impact on the identified receptors. Monitoring indicated that the installation of gas protection measures is unlikely to be required. The report concludes that no remediation strategy is necessary. As such officers recommend a watching brief condition is set out below at 21.0.

15.0 **Archaeology & Heritage matters**

15.1 A Desk Based Archaeological Assessment by an appropriate consultant expert accompanies the submission. This notes that based on the archaeological potential for prehistoric and modern remains, it is expected that further archaeological work will be necessary to confirm the presence or absence of finds and allow the design of an appropriate mitigation strategy to offset any impacts.

15.2 Berkshire Archaeology agree with the applicant's observations and have provided a draft condition, which is set out below at 21.0

15.3 A Built Heritage Statement by an appropriate consultant expert accompanies the submission. This notes that the existing site buildings do not lie in a conservation area and are neither designated nor of architectural or historic interest; though, the site lies immediately north of the McKay Trading Estate, where the principle building is Grade II listed but is only partially visible from the application site.

15.4 It is noted that the current proposals would not impact on the fabric of the listed building at the McKay Trading Estate and so would not affect its intrinsic high architectural interest. Furthermore, the application scheme would not have any impact on the limited views of the listed building from Colndale Road. Therefore, it is considered that these

proposals would have no potential impacts on the significance of that heritage asset.

16.0 **Impact on trees, biodiversity and ecology**

16.1 Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.

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

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

16.4 No signs of bats, birds (other than pigeons), or invertebrates were found.

16.5 The closest SSSI – Wraysbury Reservoir – lies some 0.6km. away – and the non-designated site at the reservoir is some 0.5km away. The submitted report concludes that given the nature of the application site and its development, as well as the distance and intervening habitats, no significant effect is anticipated as a result of the proposals on either of these designated or non-designated sites respectively.

16.6 In order to enhance the very low existing ecological value of the site, the proposals include bird boxes and a landscaping scheme, which could provide for pollinators, in particular, as well as, improve the biodiversity of the area.

16.7 An Arboricultural Report by an appropriate consultant expert accompanies the submission. This identifies that there are no trees within the application site but a number of trees on the boundary in neighbouring ownerships. Therefore, some crown reduction to varying degrees would be required and works to ensure roots that lie under the boundary and extend within the site are protected, which concludes that

tree protection measures will be required. Accordingly, a condition is set out at 21.0 below.

16.8 Based on the above, the proposal would satisfy Core Policy 9 of the Core Strategy and the National Planning Policy Framework.

17.0 **Sustainable design and construction**

17.1 The application proposes achieving a 'BREEAM 'Excellent' rating; thus exceeding the guidance in Part 4 of the Council's Developer's Guide. Conditions are included at 21.0 below to ensure this rating is achieved during construction and prior to occupation.

17.2 An Energy Statement by an appropriate consultant expert accompanies the submission. This sets out that the buildings would be expected to achieve a 70% reduction on CO2 emissions over the baseline Building Regulations.

17.3 The development is expected to use features of passive and low energy design including the installation of high performance glazing, construction of an enhanced building fabric, the fitting of efficient lighting, as well as, ensuring the building is of low air leakage.

17.4 Renewable energy technologies will also be used; in this instance, air source heat pumps and photo-voltaic cells.

17.5 Based on the above, the proposal would satisfy Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

18.0 **Equalities Considerations**

18.1 The Council is subject to the Public Sector Equality Duty in section 149 of the Equality Act 2010, which (amongst other things) requires the Council to have due regard to the need to eliminate discrimination/harassment/victimisation, advance equality of opportunity between people who share (and do not share) a protected characteristic and foster good relations between people who share (and do not share) a protected characteristic.

18.2 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a

relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

18.3 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.

18.4 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.

18.5 Throughout this report, due regard has been had to the needs of individuals with these protected characteristics, as required by the Act in order to understand the likely impact of the development proposal on them. It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures under other legislation covering environmental health should be exercised as and when required.

18.6 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

19.0 **Presumption in favour of sustainable development**

19.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the

core planning principles of the NPPF and whether the proposals deliver “sustainable development.” This report identifies that the proposal would comply with the relevant policies in the Development Plan. The application is therefore recommended for approval subject to conditions.

20.0 **PART C: RECOMMENDATION**

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

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

1. Commence within three years

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

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

2. Approved Plans

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

- (a) Drawing No. 31178_PL_200F; Dated 21.01.22; Recd On 16/05/2022
- (b) Drawing No. 31178_PL_201H; Dated 11.04.22; Recd On 16/05/2022
- (c) Drawing No. 31178_PL_202A; Dated 25.03.22; Recd On 16/05/2022
- (d) Drawing No. 31178_PL_203A; Dated 25.03.22; Recd On 16/05/2022
- (e) Drawing No. 31178_PL_204B; Dated 25.03.22; Recd On 16/05/2022
- (f) Drawing No. 31178_PL_205B; Dated 25.03.22; Recd On 16/05/2022
- (g) Drawing No. 31178_PL_206A; Dated 25.03.22; Recd On 16/05/2022
- (h) Air Quality Technical Note by Stantec ref: 001 v1.4; Dated 26.04.2022; Recd On 16/05/2022
- (i) Arboricultural Impact Assessment by Arborterra Ltd. project ref: 808; Dated 9th May 2022; Recd On 16/05/2022

- (j) Archaeology Desk Based Assessment by PCA ref: 14763 Revision 3; Dated 25th April 2022; Recd On 16/05/2022
- (k) Built Heritage Statement by rps group ref: JCH01539; Dated April 2022; Recd On 16/05/2022
- (l) Design & Access Statement by Michael Sparks Associates ref: 31178; Dated May 2022; Recd On 16/05/2022
- (m) Ecological Assessment by Ecology Solutions ref: 10259.EcoAss.vf3; Dated May 2022; Recd On 16/05/2022
- (n) Energy Statement by HDR ref: 10315281 Issue 03; Dated 14th April 2022; Recd On 16/05/2022
- (o) External Lighting Assessment by HDR ref: 10330209 Issue P4; Dated January 10th 2022; Recd On 16/05/2022
- (p) Flood Risk Assessment & Drainage Strategy by HDR ref: 10328950 Revision C; Dated 26.04.2022; Recd On 16/05/2022
- (q) Framework Travel Plan by Stantec ref: 50340 Final v1.3; Dated 26 April 2022; Recd On 16/05/2022
- (r) Ground Investigation Report by Ian Farmer Associates ref: 2240509-02(03); Dated January 2022; Recd On 16/05/2022
- (s) Noise Review by RSK Acoustics ref: 206/0839/L1; Dated 25 April 2022; Recd On 16/05/2022
- (t) Planning Statement for Lothbury by Michael Sparks Associates; Dated May 2022; Recd On 16/05/2022
- (u) Overheating & Thermal Comfort Statement by HDR ref: 10315281 Issue 02; Dated 14th April 2022; Recd On 16/05/2022
- (v) Sustainability Report by Greengage ref: 551956ai29April22F04_BREE; Dated April 2022; Recd On 16/05/2022
- (w) Sustainability Statement by HDR ref: 10330209 Issue 01; Dated 29th April 2022; Recd On 16/05/2022
- (x) Transport Statement by Stantec ref: 50340/001 Rev. Final v1.3; Dated April 2022; Recd On 16/05/2022
- (y) Transport Statement Addendum by Stantec ref: 50340 Note 001; Dated 14.07.2022; Recd On 14/07/2022
- (z) Stantec Drawing No. 50340_5501_PL011-Rev-P01, titled: 'Proposed Highway Alterations Including New Bollards Zone and Double Yellow Lines'; Dated 2022.08.16; Recd On 16/08/2022
- (aa) Stantec Drawing No. 50340_5501_PL003-Revision-P03 titled 'Proposed Site Access Visibility Assessment and Relocated Turning Head Swept Path Analysis' Dated 2022.08.04; Recd On 16/08/2022

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

3. Construction Management Plan

Prior to the commencement of the development hereby approved, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include the following details:

1. A site set up plan displaying vehicle and pedestrian access points during construction, the areas for storage of materials, waste and recycling facilities, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles and non-mobile machinery to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
4. Extent of construction hoardings / fencing and details of security arrangements on site.
5. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
6. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
7. Details of dust control measures and wheel washing facilities to be provided on site.
8. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.

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 vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.

4. Contamination Watching Brief

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

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

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been

carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

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

REASON: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

5. Archaeological matters

No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and,

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The Development shall take place in accordance with the approved Written Scheme of Investigation and shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON In order to ensure adequate opportunity for the proper investigation and recording of the potential archaeological remains at the site in accordance with the requirements of the National Planning Policy Framework 2021.

6. Tree Protection

No development hereby permitted, including the demolition of the existing buildings, shall commence until the tree protection measures as set out in the Arboricultural Impact Assessment by Arborterra Ltd. project ref: 808; Dated 9th May 2022; have been implemented, and these measures shall be provided and maintained during the period of construction works.

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

7. Drainage (SuDS)

Prior to any construction works above ground floor slab taking place, details of a surface water drainage scheme for the site, based on sustainable drainage principles, in accordance with the approved Flood Risk Assessment & Drainage Strategy by HDR ref: 10328950 Revision C (Dated 26.04.2022) must be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall include:

- Final detailed designs of the drainage scheme including invert levels, cover levels, gradients and exceedance routes
- Evidence that the applicant understands the sensitivity of discharge points relating to the receiving water body. Where this is main river or discharging through contaminated land the LPA may have to consult the Environment Agency (EA)
- Evidence of and information on the existing drainage network for previously developed (brownfield) sites
- Evidence that the proposed drainage will follow the same pattern as existing. This avoids directing flows to other directions.
- Information evidencing that the correct level of water treatment exists in the system in accordance with Ciria SuDS manual C753
- Maintenance regimes of the entire surface water drainage system including individual SuDS features, including a plan illustrating the organization responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council’s Development Plan Document – Developer’s

Guide Part 4 Section 6 (2016) and the National Planning Policy Framework 2021.

8. External materials - Development

All new external work shall be carried out in materials as set out in the application form and the drawings 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 Adopted Local Plan for Slough 2004.

9. New surface treatments

Prior to the substantial completion of the development hereby approved, the external materials to be used in the construction of the access and circulation roadways, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved..

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

10. Boundary Treatment

The development shall not be occupied until the approved boundary treatment as set out on dwg. no. 31178_PL_206A 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.

11. Landscaping Design

Construction of the buildings above damp proof course level shall not commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, including those suitable for pollinators, and details of

hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

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 the 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 Policy 8 of the adopted Core Strategy 2006 - 2026.

12. Access

The use of the development hereby approved shall not commence until the new means of vehicle access has been constructed in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

REASON To ensure that adequate access provision is available to serve the development to prevent highway congestion and safety issues and to protect the amenities of the area in accordance with Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the requirements of the NPPF 2021.

13. Visibility

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

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

14. Layout

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

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

15. Cycle parking

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

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

16. Bin storage

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

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

17. Car Parking Provision

Prior to the development hereby approved first being brought into use, 98no. car parking spaces shall be provided and made available for use in connection with the development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

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

Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2021.

18. EV Charging facilities

No part of the development shall be occupied until electric vehicle charging points have been provided, comprising a total of 10 electric vehicle charging points, serving 10% of the proposed 98no. parking spaces. The electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

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

19. Sustainable Development Design Stage Certificate

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

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

20. External site lighting

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

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

21. Sustainable Development Post-Construction Review Certificate

Within 6 months of the development hereby approved being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed so as to achieve a standard of

BREEAM Very Good (or equivalent standard) shall be submitted to and approved the Local Planning Authority.

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

22. Ancillary offices

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

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

23. No change of use

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended), the development shall only be used for purposes falling within E(g)(iii), B2, and B8 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

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

24. No change of use to residential

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

and Country Planning (Use Classes) Order 1987 (as amended)) (or any Order revoking or re-enacting that Order with or without modification).

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

25. No additional floor space

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

REASON: In the interest of ensuring there is adequate parking provision for the proposed B8 and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021.

26. Gates

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

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

27. No new windows

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

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

Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2021.

INFORMATIVE(S):

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

2. Highways

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

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

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

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

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

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

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

3. Thames Water

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Water Comments

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

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of

water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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