

Registration Date:	07-Mar-2022	Application No:	P/00463/018
Officer:	Christian Morrone	Ward:	Central
Applicant:	Mr. Leo Conway,Cadent	Application Type:	Major
		13 Week Date:	6 June 2022
Agent:	Mr. Robert Griffiths, AWW Architects 48-52, AWW Architects, Baldwin Street, 2nd Floor, Bridge House, Bristol, BS1 1QB		
Location:	Cadent,Uxbridge Road Gas Works,Slough,SL2 5NA		
Proposal:	Demolition of existing offices,workshop and store buildings. Construction of two storey office building and a single storey workshop /store building with mezzanine. Associated service yards,car parking,access,external storage,storage containers,boundary treatment and landscaping works.		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies and planning considerations set out below, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

1. An acceptable drainage strategy in consultation with the Lead Local Flood Authority.
2. An acceptable design for the access junction with Uxbridge Road.
3. Addressing any further consultation responses to the satisfaction of planning officers.
4. Finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 This application is to be determined at Planning Committee as it is an application for major development. This is due the provision of buildings where the floor space to be created by the development is more than 1,000 square metres. The site also has an area of 1 hectare or more and qualifies as major development on this basis also.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Demolition of the existing buildings
- Construction of a two storey office building fronting Uxbridge Road measuring circa 2,323 square metres (GIA)
- Construction of a detached workshop / store towards the rear of the site measuring circa 868 square metres (GIA) with an additional mezzanine measuring 229 square metres.
- External pipe store to the northwest corner measuring 3,435 square metres
- External storage to the southwest corner measuring 1,404 square metres
- New access road into the site
- 146 car parking spaces
- 30 commercial vehicle parking spaces
- 6 large vehicle parking bays
- External loading yard

- Soft landscaping, hard landscaping, perimeter fencing, access gates

3.0 **Application Site**

- 3.1 The site is located on the western side of Uxbridge Road and to the north of the Great Western Railway line and comprises part of a defined 'Existing Business Area'. The site outlined in red relates to the northern part of the Cadent depot and measures approximately 2.2 Hectares. The remaining Cadent depot site to the south measures approximately 1.3 Hectares. The combined sites are currently occupied by the gas supplier Cadent and include a depot accommodating a mixed range of office, storage and workshop buildings, open storage, and parking areas. Adjoining the site to the west is the National Grid site where there are high pressure gas mains and above ground installations to treat the gas before it is circulated through the wider network.
- 3.2 The application site accommodates an elongated, part two, part three storey office building fronting Uxbridge Road. To the rear is external storage, car parking, a number of temporary container buildings, and a part single storey, part two storey office building. To the west / southwest of the site are three single storey workshop and store buildings.
- 3.3 The site is accessed via Uxbridge Road to the southeast corner of the red line site. The land to the south of the site (outside of the red line) accommodates a part single storey, part two storey building fronting Uxbridge Road. To the rear are a number of temporary container buildings, open storage, and parking areas
- 3.4 Neighbouring the site to the north and west is the former AkzoNobel paint factory site which has mostly been demolished and benefits an outline planning permission for redevelopment to residential in the south and data centres/storage and distribution uses to the north (ref. P/00072/096). Further north is the Grand Union Canal. The site to the west benefits from a recent reserved matters approval pursuant to the outline permission for 2 x Data Centres (ref. P/00072/108). Adjoining the site boundaries to the west and north would be the public cycleway / footway which forms part of the Data Centre development. The Cadent site to the south (outside of the red line) would neighbour the residential development approved by the outline planning permission in the AkzoNobel site.
- 3.5 To the south of the southern Cadent site, lies the Great Western Railway line. To the east is the Uxbridge Road which is a north-to-south two-lane carriage way (40mph limit), with residential housing on the eastern side of Uxbridge Road.

4.0 **Relevant Site History**

4.1 No planning history available for the application site.

- P/00463/017 APPLICATION FOR A PRIOR NOTIFICATION OF PROPOSED DEMOLITION OF GASHOLDER AND ASSOCIATED PIPEWORKS
Prior Approval; Granted/Informative; 13-Mar-2020
- P/00463/016 ERECTION OF A 2.4M HIGH CHAINLINK FENCE AT ENTRANCE AND 2.4M HIGH STEEL PALLISADE FENCE ON SOUTH-EASTERN BOUNDARY
Approved with Conditions; Informatives; 25-Aug-2006
- P/00463/015 ERECTION OF A STEEL PORTAL FRAME WAREHOUSE AND PROVISION OF REPLACEMENT CAR PARKING

Approved with Conditions; Informatives; 07-Sep-1998
- P/00463/014 ERECTION OF FIRST FLOOR OFFICE EXTENSION AND GROUND FLOOR EXTENSIONS.
Approved with Conditions; 29-Mar-1995
- P/00463/013 ERECTION OF A TEMPORARY BUILDING

Approved (Limited Period Permission); 26-Apr-1993
- P/00463/012 ERECTION OF SINGLE STOREY EXTENSION TO POST ROOM.
Approved with Conditions; 21-Feb-1992
- P/00463/011 ERECTION OF A NEW OFFICE BUILDING. (OUTLINE).

Approved with Conditions; 19-Jul-1988
- P/00463/010 CHANGE OF USE OF WORKSHOP TO BASE STATION AND ERECTION OF A 30FT AERIAL MAST AND TWO 3.7M DISHES AT GROUND LEVEL.
Approved with Conditions; 30-Sep-1985

Neighbour former AkzoNobel Site:

- P/00072/108 Approval of reserved matters following the outline approval reference P/00072/096 dated 19th November 2020 for the mixed use development of land at the former Akzonobel Decorative Paints facility, Wexham Road, Slough SL2 5DB. Reserved matters application for full details of access (internal site arrangements), appearance, layout, scale, and landscaping for the first phase of the approved commercial

floorspace, comprising data centre use (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.

Approved with Conditions; Informatives ; 21-Oct-2021

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

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

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

Approved with Conditions; Informatives ; 19-Nov-2020

5.0 **Neighbour Notification**

5.1 Due to the development being a major application, 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 12/04/2022. The application was advertised in the 15/03/2022 edition of The Slough Express.

No letters of representation have been received and the consultation period has expired.

6.0 **Consultations**

6.1 **Local Highway Authority:**

Latest Comments:

Following the issues originally raised by SBC Highways and Transport, the applicant has submitted revised plans which have now been assessed.

There are still several issues which need to be resolved. The main issue is a proposed a stop line for the toucan crossing within the junction mouth which could present a safety hazard and create uncertainty as to whether emerging drivers should give way, connected to this is the odd give-way line which should be a dashed give-way.

Also, there are several issues arising from the amended corner radii. The BT Cover and CCTV column need relocating further back and the traffic signal column needs to be relocated and not left in the carriageway. The track for a 10m rigid shows the rigid would come very close to clipping the signal column left in the carriageway.

In addition, we require an independent Stage 1 Safety Audit to be completed once the above issues are addressed.

Note: Officers have requested the junction design is revised to address the above issues. A Stage 1 Safety Audit has also been requested. An update will be provided to the Planning Committee.

Original Comments:

Note: SBC Highways and Transport have raised a number of issues contained within the submitted Transport Assessment which are explained further below. However, when considered all the relevant matters and site specific (which are detailed in the Planning Officer assessment), SBC Highways and Transport have concluded that if the following amendments are made to the proposed access, the proposal would not lead to an unacceptable impact on highway safety or sever harm on the highway network:

1. Upgrading the site access junction where possible, including amended kerb radii to ensure vehicles can smoothly turn into the site without mounting the kerbs and improved visibility if possible. The existing access junction predates modern design standards and SBC have observed large vehicles struggle to ingress/egress the site safely using the existing access junction. The updated drawing displays new dropped kerbs and tactile paving across the site access junction, however no suitable improvements have been displayed or proposed.
2. SBC Highways and Transport do not accept the amended splitter island. This amended drawing reduces the waiting area for pedestrians and increases the crossing distance over the junction bellmouth. The existing splitter island also deflects vehicles in the direction of travel and the proposed island no longer does this. The swept paths appear to show that the existing splitter island does not

allow a 16.5m articulated vehicle to exit the site without mounting the kerb, which is why the splitter island has been amended.

3. SBC Highways and Transport do not accept the location of the proposed dropped kerb and tactile paving on the western side of the access junction. The dropped kerb is sited with poor pedestrian visibility of vehicles ingressing the site from the south on Uxbridge Road. Vehicles entering the site would also have poor visibility of pedestrians waiting to cross at this point due to vegetation behind the footway.
4. The submitted swept paths demonstrate that a 16.5m articulated lorry can ingress/egress the site, but that the articulated vehicle would be extremely close to the kerblines (possibly only 5cm clearance) and there remains the possibility that large vehicles will mount the kerb upon turning into the site to the detriment of pedestrian safety. SBC require vehicles to have a minimum clearance of 300mm from the kerblines.
5. SBC Highways and Transport request additional swept path analysis of 32 tonne 8-wheel tipper truck (large rigid) in addition to the articulated lorry.
6. SBC Highways and Transport request confirmation of the vehicle tracking speed used to complete the swept paths.
7. SBC Highways and Transport requested the construction of an access road to an adoptable standard which can in future be connected to the previously constructed road for the Panatoni development to the west of the Cadent site. This should include a wider footway which is 3.5m wide to eventually tie into SBC's cycleway to the west of the site. SBC would also require the dedication of land adjacent to the access/A412 Uxbridge Road junction to allow future junction improvements. This is included within Slough's Transport Vision and is of strategic importance to allow the completion of a new east-west road between Wexham Road and Uxbridge Road.

Planning Officer Note: the applicant has largely agreed to address the above issues and has submitted revised plans in this respect which the Local Highway Authority are currently assessing. The Applicant has declined to fully agree to point 7, and this along with all other highway matters is assessed in detail within the 'Impact on Highways and Parking' section of the planning assessment.

Trip Generation Forecast:

Calculation of Existing Trip Generation:

SBC Highways and Transport request that trip surveys are completed for the

existing office and industrial uses on the northern half of the site and for the storage activities south of the access road. The surveys should be completed by an independent traffic survey company outside of the school holidays and on a 'neutral' weekday (Tuesday, Wednesday or Thursday).

The survey scope and survey company should be agreed with SBC Highways and Transport in advance of the surveys completion.

SBC do not consider TRICS survey data an accurate estimation of the existing vehicular trip generation on site, given the existing offices on site are only partially occupied and the TRICS survey sites would have been fully occupied at the time trip surveys were completed. It is understood Cadent's operations do not involve a typical trip generation profile which will be reflected by sites in TRICS.

Forecast for Proposed Trip Generation

SBC Highways and Transport request the forecast trip generation is amended to include the existing storage activities south of the access road, which are expected to continue.

SBC Highways and Transport request confirmation of the number of parking spaces allocated to office use on site. The TS states within paragraph 4.8 that: 'The spaces will not be allocated to a particular land use, giving greater parking flexibility throughout the day'. Otherwise it is not possible to establish if the survey sites utilized by the applicant have a similar parking ratio per 100sqm compared to the proposed site.

SBC Highways and Transport request that trip generation for the proposed use is forecast using TRICS survey data, given this will be representative of a fully occupied site (unlike the existing office use on site).

SBC Highways and Transport request the recalculation of the trip rates for the proposed office use and request the use of the trip rates agreed for the assessment of the consented 183 – 187 Liverpool Road (Application ref: P/19650/000) and presented below.

The following TRICS survey sites selected within the Transport Statement are not considered in comparable locations to the proposed office use and/or do not have parking levels comparable to the proposed development:

- BD-02-A-03 Offices – Bedford, Bromham Road, located approx. 550m from Bedford Railway Station. Cadent site is 1.5k from Slough Station. 3.744 parking spaces per 100m².
- HF-02-A-04 – St Albans – located 290m from St Albans City Station. 205 spaces, which is 4.1 spaces per 100m².
- GM-02-A-09 – New Mount Street, Manchester - located 550m from Manchester Victoria. No Parking spaces.

- WO-02-A-02 – Moor Street, Worcester is located only 500m walk from Worcester Foregate Street Station. 15 parking spaces. 0.75 spaces per 100m².
- ES-02-A-12 – Hailsham Council Offices - 78 parking spaces or 2.1 spaces per 100m².
- LE-02-A-04 – Melton Mowbray Council Offices – 84 parking spaces or 2.110 parking spaces per 100m².
- The Cadent application site is located approximately 1400m from Slough Railway Station and there is less likelihood that employees will travel by rail than employees at the sites listed above.
- The only selected office survey site considered comparable with the proposed development is: SW-02-A-02 – Kings Road, Swansea – 131 Parking spaces or 5.8 parking spaces per 100m², located 1500m from Swansea Railway Station.

In relation to the location of survey sites, the TRICS Good Practice Guide states the following: 'In the first instance, it is recommended that users include sites across location types that are possibly compatible, and then examine the individual site locations in more detail using facilities such as Google Maps, before refining the dataset further if necessary using their professional judgement'.

Council offices in Hailsham and Melton Mowbray are considered incomparable with the proposed use given Council Offices tend to have a different arrivals/departures profile to other offices, with staff sometimes arriving after the a.m peak or before the afternoon peak to conduct meetings in the community, health visits or site visits etc.

Therefore, SBC Highways and Transport request use of the previously consented trip rates for 183 – 187 Liverpool Road (Application ref: P/19650/00) which is a similar distance from Burnham Railway Station.

As requested on 12th May 2022, SBC Highways and Transport require the applicant to confirm the parking ratio per 100m² for the proposed industrial use to establish if the survey sites selected have a similar parking ratio to the proposed development.

The following sites selected to forecast trip generation associated with the proposed industrial use are considered incompatible:

- Site CF-02-C-02 - Kingsmill Bakery in Cardiff is incomparable. This site has 147 parking spaces for 14125sq.m which is only 1 space per 100sqm. This is a much lower number of spaces per sqm than the industrial use at Cadent and will therefore produce an incomparable vehicular trip rate per 100sqm of industrial use.
- Site NF-02-C-04 Exhibition Design & Manufacturing – This site only provides 7 car parking spaces for 690sq.m of industrial use, providing only 1 car parking space per 100sqm.

- SBC Highways and Transport request that the TRICS forecast is amended to exclude survey sites LC-02-C-03 – Timber Supplies appears to have an atypical arrivals/departures profile where the vehicles arrived prior to the morning peak hour of 0800 – 0900 and depart prior to the evening peak hour of 1700 – 1800. The unusual arrival/departure profile is unlikely to be replicated at the proposed industrial units.
- TV-02-C-02 Fluid Engineering, Hartlepool which only has 40 parking spaces for 4324sq.m or 0.9 spaces per 100sqm.

Car Parking:

SBC Highways and Transport request the applicant submit a proposed site plan with numbered parking spaces to confirm the number proposed.

SBC also request the submission of an existing site layout which identifies how many parking spaces are allocated to the existing office and existing industrial use. The parking spaces should be numbered.

SBC Highways and Transport request confirmation of the use of the area labelled 'additional storage area' on the proposed site plan. This would appear to be an area of hardstanding within the application red line which could be used for car parking.

182 parking spaces are displayed on the Proposed Site Plan (AWW Drawing No. 02002-Rev-P01, dated 24.02.22, titled '*Site Plan*', received by SBC 07.03.2022) The TS states that 172 parking spaces are proposed on site, comprising 136 car parking spaces, 20 short wheel base van parking spaces, 10 long wheel base van parking spaces and 6 large vehicle spaces for operational needs.

Meanwhile the application forms submitted state that 136 parking spaces are proposed and that this is a reduction of 69 from the current provision.

The Slough Borough Council Parking Standards allow for no increase in parking spaces in an existing business area.

SBC Highways and Transport require further information regarding parking provision before it is possible to assess provision and provide a recommendation.

Electric Vehicle Parking

The proposed site plan displays 14 electric vehicle chargers adjacent to the proposed office building and 15 electric vehicle chargers adjacent to the proposed industrial building.

SBC Highways and Transport have no objection to the proposed number of EV Charging Points, however EV Charging in Slough should also be agreed with Slough's Environmental Quality Team who manage the Slough Low Emissions Strategy (2018 – 2025).

Cycle Parking:

As previously requested on 12th May, SBC Highways and Transport request that the cycle parking is relocated to a position south of the proposed office building, in order to be located closer to the proposed cycle way, access road and proposed buildings. The location shown may result in cyclists coming into conflict with vehicles circulating the proposed car park.

The Transport Statement outlines that 28 covered and secured cycle parking spaces will be provided on site.

SBC have no objection to the number of cycle parking spaces proposed, which is considered in accordance with the adopted Slough Borough Council Parking Standards.

Deliveries, Servicing and Refuse Collection:

The applicant has provided swept path analysis which demonstrates that an articulated vehicle can turn within the car park for the industrial site, however SBC are still awaiting the following information for the office car park:

- SBC Highways and Transport request swept path analysis of refuse vehicles, delivery and servicing vehicles which may need to access the site as requested at preapplication stage.

6.2 Thames Water:

No objections subject to informatives.

6.3 Neighbourhood Protection:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.4 Lead Local Flood Authority:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.5 Environment Agency

The advice below constitutes our substantive response to the consultation under the terms of the Development Management Procedure Order 2015 (as amended).

We have checked the environmental constraints for the location and have the following guidance: The proposal is for a new office building and workshop/store and the environmental risks in this area relate to :

- Groundwater Protection – the site lies in SPZ 2/3, and/or secondary aquifer
- Pollution prevention – include for business uses

Groundwater Protection:

If infiltration drainage is proposed then it must be demonstrated that it will not pose a risk to groundwater quality. We consider any infiltration SuDS greater than 3m below ground level to be a deep system and generally not acceptable. All infiltration SuDS require a minimum of 1m clearance between the base of the infiltration point and the peak seasonal groundwater levels. All need to meet the criteria set out in our Groundwater Protection publication. In addition, they must not be constructed in ground affected by contamination.

Potential Polluting Activities:

Businesses have a duty to ensure they do not cause or allow pollution. We have a number of publications available to help you do this. Pollution is when any substance not naturally found in the environment gets into the air, water or ground. Informatives recommended.

6.6 Environmental Quality (Noise)

Verbal Comment: I have read the submitted noise report and satisfied the proposal would not result in an unacceptable noise impact on existing sensitive receptors. The proposal would take operations further away from the potential future residential development set out in the outline planning permission P/00072/096. In addition, a noise assessment is secured by condition to P/00072/096.

6.7 Health and Safety Executive:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.8 Cadent:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework 2021:

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 5: Delivering a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

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

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 and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EMP2 – Criteria for Business Developments
EMP12 - Remaining Existing Business Areas
EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H9 – Comprehensive Planning
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- National Planning Practice Guidance
- Slough Borough Council Developer's Guide
- Slough Borough Council's Draft Low Emission Strategy
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
- Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems (March 2015)

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 on 20th 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 proposal.

7.2 Centre of Slough Interim Planning Framework 2019:

The Council is promoting “major comprehensive redevelopment within the Centre of Slough” as part of its wider growth agenda. This Interim Planning Framework is produced by the Local Planning Authority’s Policy Team and is the first step in producing a Centre of Slough Framework Master Plan. The Interim Planning Framework draws from the Issues and Options consultation on the Local Plan and takes account of the Council’s 5 Year Plan and also the Manifesto pledges that have been adopted as Council policy.

The Framework does not replace any of the existing policies in the Local Plan, Core Strategy or Site Allocations DPD. It does, however, provide a land use framework that future work can be hung upon. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31st July 2019 and members endorsed the approach taken in the strategy

The Framework promotes major housing and employment development in and around the centre. In addition, the Framework includes a new public transport vision for Slough including a public transport corridor for the town centre.

The application site is identified as an Area of Change could contribute towards 9,000 new homes in the centre of Slough. In addition, the site is affected by the proposed optional Mass Rapid Transport route is proposed through the site to connect with the Uxbridge Road the neighbouring AlzoNobel site.

7.3 The Proposed Spatial Strategy November 2020.

The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable. One of the principles of the Emerging Preferred Spatial Strategy is to enable major comprehensive redevelopment within the ‘Square Mile’ in the ‘Centre of Slough’ to deliver around 9,000 new dwellings on a range of sites. One of these sites is the National Grid/Cadent site which is the site subject to this pre application advice. It is proposed that in combination with the neighbouring AkzoNobel Site, there should be some family

accommodation and new employment. A new bus link through the site to Uxbridge Road should be secured when the National Grid/Cadent site is redeveloped. This is an important piece of infrastructure that would go towards making public transport the most dominant mode of travel which is a key objective of the emerging Spatial Strategy.

The Draft Centre of Slough Regeneration Framework:

In March 2020 Slough Borough Council commissioned Urban Initiatives Studio to prepare a Regeneration Framework for Slough's Square Mile. This sets the Council's vision and spatial framework for development in the town over the next 15 years. The Regeneration Framework is aligned with a number of other Council strategies. These include the Transport Vision adopted in 2019; the Inclusive Growth Strategy; the Climate Change Strategy and the Council's Five Year Plan.

The Draft Centre of Slough Regeneration Framework (Aug 2020) was presented to Members at the Planning Committee meeting of 9 September 2020 and was subsequently determined to be adopted as an evidence document for the forthcoming Slough Local Plan.

Section 20 details the development opportunities and principles for the entire National Grid/Cadent site. This includes the northern part of the site falling within industrial uses with potential capacity of 11,430sqm of industrial buildings. The southern part is planned for around 217 residential dwellings.

The Regeneration Framework promotes an important west to east connection and walking route through the Cadent site. This will link to the connection and walking route currently being built out as part of the neighbouring AlzoNobel redevelopment to ultimately connect with the planned improvements to Petersfield Avenue. The outcome is to provide a more direct connection to Slough Station. It is important to note that the Regeneration Framework identifies this connection could form part the Mass Rapid Transit (MRT) network. The MRT is the heart of an improved public transport offer in making public transport the most dominant mode of travel.

7.4 The planning considerations for this proposal are:

- Land use
- Impact on the character and appearance of the area
- Impact on neighbouring properties / land
- Crime prevention
- Impact on highways
- Surface water drainage
- Sustainable design and construction
- Impact on biodiversity and ecology
- Contaminated Land
- Health & Safety

- Equalities Considerations
- Presumption in favour of sustainable development

8.0 **Land Use**

8.1 The site comprises part of a defined ‘Existing Business Area’. Local Plan Policy EMP1 & EMP12, along with Core Policies1 & 5 of the Core Strategy require independent offices to be located in the Town Centre. If there are no suitable sites available, a sequential test will be applied, requiring these uses to be located on the edge of the town centre or, failing that, in business areas well served by public transport.

8.2 Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration. The supporting text at paragraph 3.86 states that storage and workshops are acceptable uses.

8.3 The application site is currently in a sui generis use comprising offices, workshops, and storage which is the same as the proposed use. There are some changes to the floors area which are illustrated in the table below:

Land use	Existing floor areas (GIA)	Proposed floor areas
Office:	2597sqm (across two buildings)	2358sqm (in one building)
Workshop /stores:	1252sqm (914sqm as part of ground floor office building. Remaining in outbuildings).	1230sqm (in detached building. 425sqm workshop at part ground floor 805sqm in rest of detached building)
External storage	2833sqm. Not specified but measured on mapping to circa	4315sqm

Above: table highlighting existing and proposed floor areas



8.4 The submitted planning statement explains the offices are currently used in association with Cadent’s field operations and on-site depot operations. The proposed office space will continue its use in the same way. It is acknowledged there would be marked increase in external storage on the

application site within the red line, however, this would not result in a change of use the given there is already external storage present on this site.

8.5 While the above local plan policies require offices to be located in the Town Centre subject to a sequential test, it is accepted that in this instance the proposed development would not result in a change of use of the site. As such, offices in this location without a sequential test is acceptable.

8.6 Based on the above, the proposals result in a continuation of the existing operations within the application site, albeit with a more intensified and efficient use. In land use terms, the proposals are considered to be acceptable in principle, although the impacts of the potential intensification of the wider site and its combined uses are addressed further in this report..

8.7 The southern part of the Cadent site is not included within this planning application. It is noted the intention of Cadent is to dispose of the site for redevelopment for other land uses, at which point a planning application may be forthcoming. However, if planning permission were to be granted for this development, both the application site and southern parcel could be used by Cadent for the 'current' purpose as a Gas depot accommodating a mixed range of office, storage and workshop buildings, open storage, and parking areas without requiring planning permission.

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

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

9.2 The existing site comprises an elongated, part two storey, part three storey building mostly clad in brick which is in close proximity to the Uxbridge Road. The building has been poorly altered, adapted, and extended over the years, and as a result the building does little to complement the character and appearance of the surrounding area. To the rear the external storage, temporary buildings, and office building also do little to complement the character and appearance of the surrounding area. It should be noted that a public footway / cycleway footway will be created along the eastern and northern boundaries of the site as part of the recently approved Data Centres on the neighbouring AkzoNobel site, thereby providing more public views of the site.

9.3 The application proposes to demolish the existing buildings and structures on the site. A new roadway would be created east-to-west from the Uxbridge Road junction to the southeast would be created to provide access to the

entrance near the southwest corner of the site.

- 9.4 The proposed office building would be sited close to Uxbridge Road (east) in a similar position to the existing building, but would not be as wide thereby increasing space at each side. Surface level parking is proposed to the southern side of the building and would extend to the west up to the entrance which faces into the site. A strip of soft landscaping is proposed along the street frontage that would return into the site at the northern and southern ends of the site.
- 9.5 Within the northern part of the site and to the western side of the proposed office building is a proposed two storey, detached, pitched roof, workshop / store. A yard and vehicle parking is proposed centrally within site and to the northern side of the proposed workshop / store. External storage areas comprising a pipe store is proposed to the northwest corner of the site, where the gas holder was formally located. Additional external storage is proposed to the southwest corner of the site.
- 9.6 The scale of the buildings are appropriate for the site in terms of height and massing. The proposed office building is oriented so that the main entrance / principal elevation is west facing west into the site. The eastern street facing elevation which fronts Uxbridge Road includes buff coloured brick elevations with sections of dark and light grey metal cladding, and long sections of fenestration at each floor across the elevation. The detailing includes stacked soldier bond brick panels positioned centrally between the ground and first floor windows, a soldier capping course to the top of the brick elevations, and metal cladding sections. Some concerns are raised over what effectively is the rear elevation of the building fronting the street, however a similar scenario occurs with the existing building. This street facing elevation is well detailed with good quality materials and the provision of windows means there would be an element of an active frontage. In addition there is potential for some meaningful and good quality landscaping proposed between the building and Uxbridge Road which is illustrated on the plans. Subject to a planning condition requiring good quality landscaping and the proposed elevation being constructed using good quality materials in accordance with the submitted plans, the eastern elevation if building is considered to suitably address Uxbridge Road.
- 9.7 The western front elevation of the office would be finished in dark grey metal cladding and setback sections of light grey cladding at each end of the building. The entrance provides important visual interest by using a large area of curtain wall glazing with brise soleil, and an orange surround. This is considered to provide an acceptable appearance for the building.
- 9.8 The two storey workshop / store is orientated so that the front of the building is south facing into the site. The rear elevation would face towards the northern boundary some 25 metres away. The elevations would be finished in dark grey metal cladding and a dark grey metal profiled pitched roof. The

southern elevation comprises two large roller shutter door and three smaller pedestrian entrance doors. The northern elevation comprises two pedestrian entrance doors and small windows with shutters (one at first floor and one at second floor). Parking spaces, yard space, and a grass verge are proposed between the north elevation and northern boundary. The proposed workshop / store would be appropriately scaled and proportioned, however it would not contain any meaningful architectural merit. As it would be located well within the site, views from the public realm would be limited. Its appearance would reflect and be visually compatible with the use of the site.

- 9.9 The proposal also includes large amounts of hardstanding to accommodate the access, car parking, HGV parking, yard space, and external storage. Buff or grey coloured block paving is proposed to the car parking spaces and pedestrian walkways within the site. Grey tarmac is proposed to the car park circulation roads and external storage area to the south west of the site. Finished concrete is proposed to the yard areas and external pipe store to the northwest of the site. While the provision of a tarmac and concrete based surface treatment would have a functional and simple appearance, the proposals are considered acceptable noting the proposals are a betterment above the current appearance of the site and present buildings and structures. The introduction of block paving to the parking bays and walkways provides an overall acceptable palette of hard-surfacing materials when considering the use of the site and its existing appearance.
- 9.10 The strip of soft landscaping proposed along the street frontage would comprise grass, low level planting and potentially small trees. This strip of landscaping would return into the site towards the northern and southern ends of the site. Further pockets of landscaping are proposed within the parking area, and a strip of grass along just over half the length of the northern boundary. These areas of landscaping provide important softening and visual interest to the site subject to appropriate planting. A detailed landscaping scheme should be secured by condition.
- 9.11 There are some existing trees along just outside the boundary of the site to the north east by the Uxbridge Road. It is recommended that an arboricultural method statement to protect these trees during construction is secured by condition.
- 9.12 Along southern the strip of landscaping would be positioned between the parking area and the new east to west roadway leading to the entrance into the site. This is a relatively small strip measuring approximately 2 metres wide and would comprise low level planting and would fail to successfully visually relate with the much wider and tree lined verge which adjoin the recently approved east-to-west estate road in the neighbouring formal AkzoNobel site to the west. This is not considered to be of a high standard of design which respects, is compatible with, or improves and the character and appearance of the surrounding area. Furthermore the emerging Planning Framework for the Centre of Slough and the Centre of Slough Interim

Planning Framework propose an east to west transport road link that would connect Uxbridge Road to the approved east-to-west estate road in the neighbouring formal AkzoNobel site, which is currently under construction and nearly completed. Should this be achieved, the disparity in the landscaping along the transport link would become more obvious.

9.13 The perimeter of the site would be bounded by 2.4 metre high weldmesh fencing coloured green. Given the existing fencing along the Uxbridge Road frontage, together with the proposed soft landscaping beyond the fencing, this is acceptable. A condition should be secured to ensure details such as the shade of green and the topping of the fence are visually appropriate. The northern and western boundaries would adjoin the approved public footway / cycleway in the former AkzoNobel site and would be similar to the boundary treatment approved along boundaries in this location for this neighbouring site. To the south, the fencing would accentuate the poor landscaped relationship with the well treed and deep grass verge in the neighbouring AkzoNobel site.

9.14 However, in all other respects, the proposal would improve the character and appearance of the area, and therefore on the whole, the proposal would broadly comply with the intent of Core Policy 8 of the Core Strategy, and criteria set out in Local Plan Policies EN1, EN3, EMP2, and the requirements of the National Planning Policy Framework.

10.0 **Impact on neighbouring properties / land**

10.1 The National Planning Policy Framework 2021 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 Policy EN1.

10.2 There would be a large enough separation distance from existing neighbouring properties to prevent any unacceptable impacts in terms of overbearing, loss of privacy, or loss of natural light.

10.2 The approved outline residential scheme (up to 1,000 residential dwellings) to the southwest in the neighbouring former AkzNobel site (ref. P/00072/096) and the emerging local plan's potential site allocation to the south for around 217 residential dwellings are noted. There would be a significant separation distance from these sites to degree whereby the proposal would not prejudice their development in terms of overbearing impacts, loss of privacy, or loss of natural light.

10.4 The application has been submitted with a noise report. This has been reviewed by the Council's Environmental Quality Officer who is satisfied the proposal would not result in an unacceptable noise impact on existing sensitive receptors. The proposal would take operations further away from the potential future residential development set out in the outline planning permission P/00072/096. In addition, a noise assessment is secured by

condition to P/00072/096 which will require the residential development to assess and mitigate from external noise.

- 10.5 A lighting layout plan has been submitted which plots the location of various lighting columns and lighting bollards. These are set away from the existing neighbouring properties and the potential future residential development set out in the outline planning permission P/00072/096 by a distance ample enough to prevent any unacceptable amenity impacts.
- 10.6 There are two 8 metre high lighting columns proposed to the southern side of the access road which are close to the potential residential site allocation in the emerging local plan. Details of shielding to prevent significant light spilling / glaring into the potential site allocation should be secured by condition to ensure the site is not partially prejudiced.
- 11.0 **Crime Prevention**
- 11.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.
- 11.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 11.3 The site would be secured by 2.4 metre high weld mesh perimeter fencing and 2.4 metre high gated access.
- 11.4 A public footway / cycleway within the neighbouring former AkzoNobel site will be built along the neighbouring western and northern boundaries as part of approved data centre development (ref. P/00072/108). The existing site would provide a limited amount of natural surveillance to part of the footway / cycleway along the northern boundary through the rear windows of Brunel House. The proposal includes two windows in the rear elevation of the proposed workshop / store and some northern side facing windows within the proposed office. This is considered to provide a similar amount of natural surveillance as the existing site. While it is disappointing that further natural surveillance has not been provided, the proposal would not significantly worsen the existing scenario and is therefore acceptable on this basis.
- 11.5 The proposed access to the site would be well lit and sufficiently open to natural surveillance.
- 11.6 Based on the above, the proposal would be in accordance with Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied in the

planning balance.

12.0 **Highways and Parking**

- 12.1 The National Planning Policy Framework 2021 requires development to give priority first to pedestrian and cycle movements. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Paragraph 111 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'. Core Policy 7 requires development proposals to improve road safety.
- 12.2 Local Plan Policy T2 and Core Policy 7 seek no increase in the total number of car parking spaces on-site within commercial redevelopment schemes. Additional on-site car parking provision will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles.
- 12.3 *Trip Generation*
- 12.4 The Local Highway Authority have not accepted the method for calculating the trip rates from the existing site or the trip generation as a result of the proposed development. The applicant asserts that as no change of use would take place and given the proposed floor areas would not be too dissimilar from the existing situation, the resulting highway Impacts would be minimal.
- 12.5 Officers acknowledge there would be a net reduction of 239sqm in office space and net reduction of 22sqm in workshop space. There would also be a reduction of 23 onsite parking spaces. There would, however, be a net increase of 1482sqm in external storage. Based on these figures, Officers accept there is likely to be a negligible impact on trip generation based on these factors.
- 12.6 Notwithstanding the above, it is important to note that the existing site, including the southern parcel is not being used at its full capacity. Officers consider that were the southern site put to a more efficient and economic use with a fuller capacity involving redevelopment, or change of use, it is considered highly probable that the proposals would facilitate a net increase in trips. Notwithstanding this, if the southern site were continued to be used in connection with the Cadent depot at a fuller capacity (and not require planning permission), a net increase in trips is also probable. The Local Highway Authority has noted that the junction used to access with Uxbridge Road is currently substandard and any increase in trips would lead to an intensification of use at the junction which could increase adverse highway safety issues.

- 12.7 The applicant asserts the whole site (including the southern parcel) could be brought into full use without planning permission and as the resulting floor areas would be similar to the existing situation, there would be a negligible net impact on the highway network. Planning Officers accept Cadent require this particular location next to the gasworks site. Should planning permission not be granted, Planning Officers also accept the existing offices and workshops could be renovated to occupy a similar level of employees without planning permission. The fall-back position could result in a net increase in trips to the site and some intensification on the Uxbridge Road junction, but there are no planning interventions available to limit or mitigate this potential scenario.
- 12.8 Thus, notwithstanding the potential for an intensification of use and increased vehicle movements at the Uxbridge Road junction, Planning Officers consider the above fall-back is reasonable in planning terms as it comprises a likely theoretical scenario should planning permission not be forthcoming., Accordingly, it is reasonable for the applicant to consider the fall-back scenario as an appropriate base line to measure the proposed redevelopment of the application site for the purposes intended in this planning application. However, it would be proportionate and necessary for the applicant to provide cost-effective mitigation for the likely real term impacts from bringing the site back into fuller use and ensuring that future redevelopment of the southern land is not significantly prejudiced, by improving road safety conditions in the vicinity of the site.
- 12.9 Given the access junction with Uxbridge Road is currently substandard, the Local Highway Authority has requested this to be designed and constructed by the applicant up to a suitable standard. The applicant has agreed to this, and following a review of an initial design, the highway authority has required further changes which are currently being addressed by the applicant.

East-West Connection between Uxbridge Road and Wexham Road.

- 12.10 The Proposed Spatial Strategy includes an east to west public transport and walking route through the Cadent site to connect with the route currently being built out as part of the neighbouring former AkzoNobel site and to ultimately connect with planned improvements to Petersfield Avenue. The outcome is to provide a more direct connection to Slough Station and potentially could form part the Mass Rapid Transit (MRT) link to the northern expansion within the Proposed Spatial Strategy. The MRT is the heart of an improved public transport offer in making public transport the most dominant mode of travel.
12. 11 The Applicant has drawn the application red line so that the access road (from Uxbridge Road) does not extend to the Akzo Nobel site to the west. Officers have requested that the Applicant makes appropriate provision within the application site to allow the constructions of the proposed east-to-west access road (in its entirety) to an adoptable standard and be dedicated a

public highway which can in future be connected to the previously constructed road for the AkzoNobel redevelopment to the west of the Cadent site (pursuant to The Proposed Spatial Strategy). In addition, Officers have also requested the remaining piece of land between the proposed east-to-west access road and the road currently being built within former AkzoNobel site be included in the application red line plan so it could be dedicated for future adoption and secured in the planning application. The applicant has declined these requests, asserting these areas will remain operational to facilitate the relocation to the north and therefore they would not want a public highway intervening.

- 12.12 While the timing of the adoption could be phased to deal with this scenario, Cadent have made it clear a number of times they would not be willing to dedicate this land for adoption. Cadent have stated that once the southern part of the site is released, a third party will be required to submit a planning application for redevelopment making provision for this route within the southern site (potentially) and it is at this time the road will not be required to be part of Cadent's depot facility. As such there may be an opportunity to secure the land when the application for the southern part is submitted.
- 12.13 Given the resulting highway impacts are capable of being mitigated through redesigning the access junction with Uxbridge Road, to improve highway safety at the junction, seeking the dedication of land for adoption on top of this would not be necessary in planning terms to make the proposed development acceptable. While the proposal does not physically prejudice the connection with the former AkzoNobel site, failure to make proportionate contribution towards it by way of dedication would conflict with the Proposed Spatial Strategy and failure to contribute towards sustainable transport provisions and improve accessibility does not fulfil one of the key requirements of the NPPF which seeks to ensure development promotes sustainable travel. Therefore, officers consider that some negative weight is to be applied in the planning balance, although this would only be limited given the Council's Transport proposals are at an early stage and there are no adopted policies of a full weight which can be applied to require the link to be constructed as part of this development.
- 12.14 Officers note that although Cadent are not offering any land up for adoption at this time, as part of their own proposals, they will be constructing an east-to-west access road into their site (which does not extend up to the road on the Akzo Nobel site). This could form part of the public link to the former AkzoNobel link in the future. As such, it is reasonable that this should form part of the Section 278 agreement for the junction works. The applicant and Local Highway Authority have agreed this will be covered in the Section 278 Agreement.
- 12.15 *Car parking:*
- 12.16 The existing site contains 205 car parking spaces. The proposal includes 146

car parking spaces, 30 van parking spaces and 6 large vehicle parking bays which amounts to 182 parking spaces. As such there would be no overall increase in the number of parking spaces which is compliant with Core Policy 7.

12.17 Eight wheelchair accessible spaces are positioned adjacent to the office building which is an appropriate provision and location. 29 electric vehicle charging points are proposed which exceeds the quantum required by the Low Emission Strategy. These could be secured by condition.

12.18 The Local Highway Authority has agreed the parking layout and quantum is acceptable.

12.19 *Cycle parking:*

12.20 28 cycle parking spaces within a covered and secure store are proposed which is in line with the quantum set out in Part 3 of the Developers Guide. The Local Highway Authority has agreed the cycle store.

12.21 *Refuse and recycling Collection:*

Refuse storage would comprise an external store to the northwest corner of the site, just beyond the northern side elevation of the office building. The Local Highway Authority has agreed the location and swept path analysis of refuse vehicles, delivery and servicing vehicles which may need to access the site.

12.22 Summary:

Based on the above, an acceptable design for the access junction with Uxbridge Road needs to be provided before the highway impacts can be considered to be policy compliant. Should this be satisfactorily addressed, then the proposal would comply with Local Plan Policy T2 and T8; Core Policy 7 of the Core Strategy; and some of the requirements of the National Planning Policy Framework in terms of not resulting in severe transport impact.

12.23 As the proposal fails to make a proportionate contribution towards public link with the AkzoNobel public link by way of dedication of land, this would conflict with the Proposed Spatial Strategy and would not meet one of the NPPF's core principles to promote sustainable travel. Therefore limited negative weight is applied in the planning balance.

13.0 **Surface water drainage**

13.1 The site is located within Flood Zone 1. Paragraph 167 of the National Planning Policy Framework requires local planning authorities when determining any planning applications to ensure that flood risk is not

increased elsewhere. 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. Advice from the lead local flood authority should be taken into account. In addition Footnote 55 clarifies that in a site-specific flood-risk assessment should be submitted on sites of 1 hectare or more with a Flood Zone 1.

13.2 Core Policy 8 of the Core Strategy and the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016 requires development to manage surface water arising from the site in a sustainable manner. 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, (Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015).

13.3 *Flood risk:*

The application has been submitted with a flood risk assessment which concludes that as the site is located within a Flood Zone 1, there is no significant risk of flooding from coastal or fluvial sourced (including the Grand Union Canal approximately 104 metres to the north). Flooding from Surface water (medium/high risk); groundwater (moderate risk); sewers (negligible risk) can all be mitigated through the submitted drainage strategy.

13.4 *Drainage:*

A Sustainable Drainage System has been designed for all 1 in 100-year storm event plus climate change. Infiltration is not considered suitable for this site and therefore a system chiefly comprising an underground attenuation tank and tanked porous paving to provide a restricted flow rate of 5 litre per second into the wider sewer system. Foul water is proposed to discharge direct into the existing wider foul water sewer system.

13.5 The Lead Local Flood Authority have been consulted with regard to the submitted flood risk assessment and drainage strategy. No comments have been received and any update will be provided to the planning committee. This matter could potentially be dealt with by being delegated back to planning officers

14.0 **Sustainable design and construction**

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

- 14.2 The Developers Guide Part 2 expects commercial development of 10,000 sqm or more to achieve a BREEAM rating of excellent along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions. Given the floor area of the proposed buildings would be less than 10,000 sqm, a BREEAM rating of “very good” would be required.
- 14.3 In addition, The Developers Guide Part 2 requires energy generation from low or zero carbon. This should equate to 10 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).
- 14.4 The application has been submitted with an energy statement which proposes a solar array on the roof along with heat pumps which are predicted to save 65.86% carbon emissions compared to complaint Building Regs Part L scheme. This should be secured by condition.
- 14.5 The submitted Design and Access Statement states the proposed office building is committed to achieve a BREEAM Excellent. No BREEAM rating is proposed for the workshop / store. As this is relatively small and given the proposal for an ‘excellent’ rating for the larger office building, this is considered acceptable. Appropriate conditions should be included to secure the BREEAM excellent rating.
- 14.6 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy.
- 15.0 **Impact on biodiversity and ecology**
- 15.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 15.2 Paragraph 174 of the National Planning Policy Framework requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 15.3 The application has been submitted with an extended phase 1 habitat & protected species scoping survey and a Further Bat Activity Survey Report. This has found that much of the habitats on the site were considered to be of limited ecological value by being common, widespread, and easily replaceable. The phase 1 report notes that nesting feral pigeons are located within the Polygon House and that the flat roofs on seven of the building onsite host suitability for nesting birds. In addition, the scrub, trees and leafy plants on the site are likely to support a small amount of common and priority invertebrate species.

- 15.4 Mitigation for the feral pigeon impacts include any works to the trees and buildings should be done outside of nesting bird season unless checked by an ecologist prior to works commencing. For the invertebrate species the proposed landscaping scheme includes areas new areas of planting and the retention of much of the existing soft landscaped area and all trees. It is considered possible to enhance local invertebrates and birds through an appropriate landscaping scheme new bird boxes which can be secured by condition.
- 15.5 The Further Bat Activity Report concludes a likely absence of roosting bats within the buildings. The surveys noted a single noctule and a population of common pipistrelle bats utilising the site and habitats directly adjacent to the site for traversing and for foraging grounds. The report therefore recommends precautionary measures for the works given the nomadic nature of crevice roosting bats. In addition. Lighting, which is direct, hooded design, low level, low light spill, and low lux is also recommended.
- 15.6 In addition to the above, there is a low potential for the presence of roosting bats within the three of the existing buildings (Polygon House; Brunel House; Windsor House), and therefore further surveys are recommended. In accordance with current Government guidance (Protected species and development: advice for local planning authorities), planning conditions that ask for surveys should not normally be attached to decisions. This is because consideration of the full impact of the proposal on protected species is required before granting planning permission. The applicant has agreed to carry out the additional surveys. Once these are completed the final avoidance, mitigation measures, and net gains in biodiversity can be established. Any update will be provided to the planning committee however, this matter can be dealt with by being delegated back to planning officers
- 15.7 The applicant has agreed to provide net gains in biodiversity, and a report pursuant to this is currently being provided. Notwithstanding this a condition is included to secure the details which will achieve net gains in biodiversity.
- 15.8 Based on the above, the proposal would comply with Core Policy 9 of the Core Strategy, and the requirements of the National Planning Policy Framework.
- 16.0 **Contaminated Land**
- 16.1 Paragraphs 183 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. This is reflected in Core Policy 8 of the Core Strategy.
- 16.2 The site is at high risk of being contaminated due to the use of the neighbouring gas works and the previous use of the neighbouring AkzoNobel site. The application has been submitted with desktop study which recommends further intrusive investigations which are currently being carried.

16.3 No comments have been received from the Council's contaminated land advisor. The environment agency has commented that site is located within a ground water source protection zone and advised certain precautions if using infiltration drainage. No infiltration drainage is proposed and a condition can be imposed to ensure no such drainage is used in the future.

16.4 Any comments from the land contamination officer update will be provided to the planning committee however, this matter can be dealt with by being delegated back to planning officers

17.0 **Health and Safety**

17.1 The proposed development would be located close to high pressure gas pipes. The Health and Safety Executive and Cadent have been consulted. No comments have been received and any update will be provided to committee.

18.0 **Equalities Considerations**

18.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (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).

18.2 The proposal would provide new workplace accommodation. Access from the public footway up to the buildings is through designated footpaths up to the site and then shared surfacing through the car park area. Lifts are proposed to the upper floors in both buildings.

18.3 In relation to the car parking provisions, these are in compliance with development plan policies. Eight wheelchair accessible spaces are positioned adjacent to the office building.

18.4 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. 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 residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.

- 18.5 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.
- 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.” The report identifies that the proposal, subject to addressing the issues set out in the delegation to Planning Manager would comply with the relevant policies in the current Development Plan.
- 19.2 The proposals are attributed moderate positive weight (in terms of supporting the economy) due to the retention, consolidation and modernisation of the existing business within Slough and from the employment created through construction of the development. Moderate positive weight is also attributed to the enhanced appearance of the site by virtue of replacing the out-dated office and storage structures, improving the boundary treatment, renewal of the areas of hardstanding and provision of additional landscaping. All other matters are considered to be of neutral weight, given the broad Local Plan policy compliance. The report identifies the proposal fails to make a proportionate contribution towards the public link with the AkzoNobel by way of dedication of land, and this would conflict with the Proposed Spatial Strategy and would not promote sustainable travel in full accord with the NPPF. Accordingly limited negative weight is applied in the planning balance to the transport and highways matters.
- 19.3 However, given there is full compliance with the current Development Plan, and the proposed development would not result in severe harm to local highways conditions, the limited negative weighting applied to the transport matters would therefore not provide sufficient justification to refuse the application. The benefits to arise from the development would not significantly or demonstrably be outweighed by the limited adverse impacts in this case and the proposals are therefore considered to constitute sustainable development in accordance with para 11 of the NPPF.
- 19.4 The application is therefore recommended for to be delated to the Planning

Manager for approval in accordance with the recommendation set out below.

20.0 **PART C: RECOMMENDATION**

20.1 Having considered the relevant policies and planning considerations set out below, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

1. An acceptable drainage strategy in consultation with the Lead Local Flood Authority.
2. An acceptable design for the access junction with Uxbridge Road.
3. Addressing any further consultation responses to the satisfaction of planning officers.
4. Finalising conditions; and any other minor changes.

B) Refuse the application if the above have not been finalised by 26th January 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

21.0 **CONDITIONS:**

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, drawings, and documents hereby approved by the Local Planning Authority:

- a) Drawing No. 02001 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- b) Drawing No. 02230 Rev P07; Dated 0303/2022; Rec'd 07/03/2022
- c) Drawing No. 02200 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- d) Drawing No. 02201 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- e) Drawing No. 02203 Rev P05; Dated 0303/2022; Rec'd 07/03/2022
- f) Drawing No. 02300 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- g) Drawing No. 02301 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- h) Drawing No. 02720 Rev P01; Dated 0303/2022; Rec'd 07/03/2022

- i) Drawing No. 02721 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- j) Drawing No. 02320 Rev P02; Dated 0303/2022; Rec'd 07/03/2022
- k) Drawing No. 02321 Rev P02; Dated 0303/2022; Rec'd 07/03/2022
- l) Drawing No. 02350 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- m) Drawing No. 02351 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- n) Drawing No. 02230 Rev P07; Dated 0303/2022; Rec'd 07/03/2022
- o) Drawing No. 02231 Rev P06; Dated 0303/2022; Rec'd 07/03/2022
- p) Drawing No. 02232 Rev P04; Dated 0303/2022; Rec'd 07/03/2022
- q) Drawing No. 02310 Rev P05; Dated 0303/2022; Rec'd 07/03/2022
- r) Drawing No. 02311 Rev P05; Dated 0303/2022; Rec'd 07/03/2022
- s) Drawing No. 02355 Rev P03; Dated 0303/2022; Rec'd 07/03/2022
- t) Drawing No. 02720 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- u) Drawing No. 02721 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- v) Drawing No. 02120 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- w) Drawing No. 02160 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
(landscape)
- x) Drawing No. 18002 Rev P01; Dated 0303/2022; Rec'd 07/03/2022
- y) Drawing No. 18002 Rev P02; Dated 0303/2022; Rec'd 07/03/2022
- z) Drawing No. 4465-HDR-XX-SP-DR-E-63001 Rev T1; Dated
0802/2022; Rec'd 07/03/2022

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

3. Approved plans for the access of development

Access to the development shall be completed pursuant to, **TBC** and as may subsequently be agreed through highways agreements with the local highway authority.

REASON To ensure that the site is developed in accordance with the principles of the submitted application and to ensure that the proposed development does not prejudice the safety and amenity of the access and to comply with the relevant Policies in the Development Plan in relation to access.

4. Ecology mitigation

The development hereby approved shall be carried out in accordance with the Avoidance and Mitigation measures set out in Table 5 of the Preliminary Ecological Assessment Report V2 by Syntegra Consulting; Ref. 21-8595; Dated January 2022.

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework

5. Phase 2 Additional Intrusive Investigation Method Statement

Following the findings of the Desk Study Report for Cadent Gas, Uxbridge Road, Slough (Northern Site) prepared by Applied Geology (AG3317-21-AN07-Issue 3); Dated February 2022 prior to commencement of any development, an Intrusive Investigation Method Statement (IIMS) has to be 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.

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

Construction works excluding demolition works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the additional 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.

7. 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.

8. Construction Traffic Management Plan

Prior to any demolition or construction works taking place a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- a) Construction access
- b) Vehicle parking for site operatives and visitors
- c) Loading/off-loading and turning areas
- d) Site compound
- e) Storage of materials
- f) A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles
- g) Precautions to prevent the deposit of mud and debris on the adjacent highway
- h) Construction vehicle to be a minimum Euro 6
- i) The route of construction traffic to the development avoiding residential areas and air quality management areas

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON: To minimise danger and inconvenience to highway users and in the interest of air quality in accordance with Core Policy 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

9. Working Method Statement

Prior to any construction works taking place 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:

- a) Control of noise
- b) Control of dust, smell and other effluvia
- c) Control of surface water run off
- d) Proposed method of piling for foundations
- e) Construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- f) NRMM to meet Stage IV of the Directive as a minimum and in accordance with Table 10 of the Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework.

10. Net gains in biodiversity

Prior to any construction works taking place a scheme for setting out net gains in biodiversity shall be submitted to and approved by the Local Planning Authority.

The net gains in biodiversity shall be fully installed in accordance with the approved details and not retained at all times in the future

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework

11. Surface Water Drainage – **TBC**

The development hereby approved shall be carried out in accordance with the following surface water drainage details which shall be fully installed before the development hereby approved is substantially completed and be retained in good working order for the lifetime of the development hereby approved.

TBC

The surface water drainage shall then be managed and maintained in accordance with the approved details for the lifetime of the development hereby approved.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

12. Energy Statement

None of the buildings hereby approved shall be occupied until, details of the solar and roof heat pumps pursuant to the submitted Energy Statement; Issue 1; ref. 10315281; Dated 28th February 2022 shall be submitted to and approved by the Local Planning Authority. The details shall include the location, quantity and performance of PV Panels and location, capacity and performance of the Air Source Heat Pumps to achieve at least 10 % of the developments carbon emissions as defined by the Building Emission Rate (Building Regs Part L).

The approved details shall be fully installed in full order prior to first occupation and retained in good working order at all times in the future.

REASON In the interest of sustainable development, appearance, neighbour amenity, aircraft glare in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

13. Material and detailing

None of the buildings hereby approved shall commence above ground floor slab until samples of the external materials to be used on the buildings hereby approved (pursuant to the approved plans) shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details materials approved and the detailing on the elevations of the buildings hereby approved shall be carried out in accordance with the approved plans prior to first occupation.

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

14. Landscaping

None of the buildings hereby approved shall be brought into first use until a detailed landscaping and tree planting scheme pursuant to the approved plans and biodiversity net gains 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 of new trees and shrubs.

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

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004

15. Landscape management plan

None of the buildings hereby approved shall be brought into first use until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

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

16. Boundary treatment

None of the buildings hereby approved shall be brought into first use until details of the boundary treatment (and any topping) in accordance with the approved plans shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details approved prior to first occupation. No boundary treatment shall be provided at the site other than in accordance with the approved scheme

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework.

17. External Site Lighting

None of the buildings hereby approved shall be brought into first use until shielding for the two 8 metre high lighting columns proposed to the southern side of the access road is provided to minimise spillage into the southern part of the site, and details of lighting levels pursuant to the approved ecology report have been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in full accordance with the approved details prior to first occupation and shall be retained as such at all times in the future. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the future development on the southern part of the site amenities and to conserve the natural environment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy H9 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

18. Sustainable Development Design Stage Certificate

None of the buildings hereby approved shall be brought into first use until 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 excellent (or equivalent standard).

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 .

19. EV Charging

None of the buildings hereby approved shall be brought into first use until at least 17 electric vehicle charging bays with electric vehicle charging points shall be implemented in full working order. The EV charging points

must have at least a 'Type 2' sockets, be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The electric vehicle charging bays and points shall be installed and maintained in accordance manufacturer's requirements, and be made available at all times in the future in association with the development hereby permitted

REASON: In the interest of ensuring satisfactory parking provision and the provision of sustainable modes of transport for occupiers of the development 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.

20. Sustainable Development Post-Construction Review Certificate

Within 6 months of any the buildings hereby approved shall be brought into first 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 excellent (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.

21. Noise mitigation

Prior to the installation of any plant, a noise report and any required mitigation in accordance with BS4142:2014 shall be submitted and approved in writing by the Local Planning Authority. The plant shall be installed in full accordance with the approved details and be retained as such and maintained in accordance with the manufacturers requirements at all times.

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 Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

22. Storage areas

The external storage areas shall not be used for the parking of vehicles.

REASON To ensure that adequate on-site parking provision to control

the traffic flows as a result of the development in the interests of highway safety, congestion, and air quality, and to encourage sustainable modes of transport, 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

23. Cycle Parking

The cycle store and internal cycle parking spaces as shown on the approved plans shall be provided on site in accordance with the approved plans prior to occupation of any building hereby and retained at all times in the future for cycle parking.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of Core Strategy 2008, Policy T8 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

24. Vehicle access gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers other than those 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 in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

25. External site lighting

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

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

26. Drainage no infiltration / soakaways

No drainage infrastructure shall be installed at the site at anytime that would result in the infiltration of water into the ground.

REASON: to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line

with paragraph 170 of the National Planning Policy Framework

27. Ancillary offices

The offices and storage / workshop building hereby permitted shall only be used ancillary to the main sui generis use of the site and shall at no time be used as independent offices or independent storage / workshop falling within and E(g)(i); E(g)(ii) E(g)(iii); B2; 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 to ensure an appropriate use within this defined business and to have an acceptable impact on the highway network area comply with Core Policies 1, 5, 7 and 8 of The Core Strategy 2008, Local Plan Policy EMP12, and the requirements of the National Planning Policy Framework.

28. 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 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 1, 4, 5, and 11 of the Slough Local Development Framework Core Strategy 2006-2026, Local Plan Policy EMP12, and the National Planning Policy Framework.

29. Facilities

No part of the development shall be occupied until the W.C and shower facilities as shown on the approved plans have been provided for the future occupiers. The W.C and shower shall be made available for all employees of each unit retained in good working order at all times in the future.

REASON: To facilitate sustainable modes of travel to the development hereby permitted such as walking, cycling, jogging and thereby reducing travel by car in accordance with Core Policies 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

30. Parking

The car parking spaces, roadways, and manoeuvring areas as shown on the approved plans shall be provided prior to first occupation of the development hereby approved and be retained at all times in the future for such purposes.

REASON: To ensure that adequate on-site parking provision, access, and manoeuvring space is available to serve the development 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 National Planning Policy Framework.

Informatives:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions and requesting amendments. 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. The applicant / developer / landowner are advised that the detailed design and construction of the proposed access junction with Uxbridge Road and the adjoining access road within the site will be subject to a Section 278 highways agreement with the local highway authority. Please contact highways@slough.gov.uk.
3. Thames Water

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.

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

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

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.

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.

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

4. Potential Polluting Activities:

Businesses have a duty to ensure they do not cause or allow pollution. We have a number of publications available to help you do this. Pollution is when any substance not naturally found in the environment gets into the air, water or ground.

The following publications are available online:

- Pollution prevention for businesses
- Report and environmental incident
- Discharges to surface water or groundwater
- Managing waste
- Oil storage regulations
- Storing oil
- Discharge sewage with no mains drainage
- Managing water on land
- Other Consents

As you are aware we also have a regulatory role in issuing legally required consents, permits or licences for various activities. We have not assessed whether consent will be required under our regulatory role and therefore this letter does not indicate that permission will be given by the Environment Agency as a regulatory body.

The applicant should contact 03708 506 506 or consult our website to establish if consent will be required for the works they are proposing.

Please see <http://www.environment-agency.gov.uk/business/topics/permitting/default.aspx>

This includes any proposal to undertake work in, over, under, or within 8 metres of the top of the bank of a designated Main River, called a Flood Risk Activity permit.