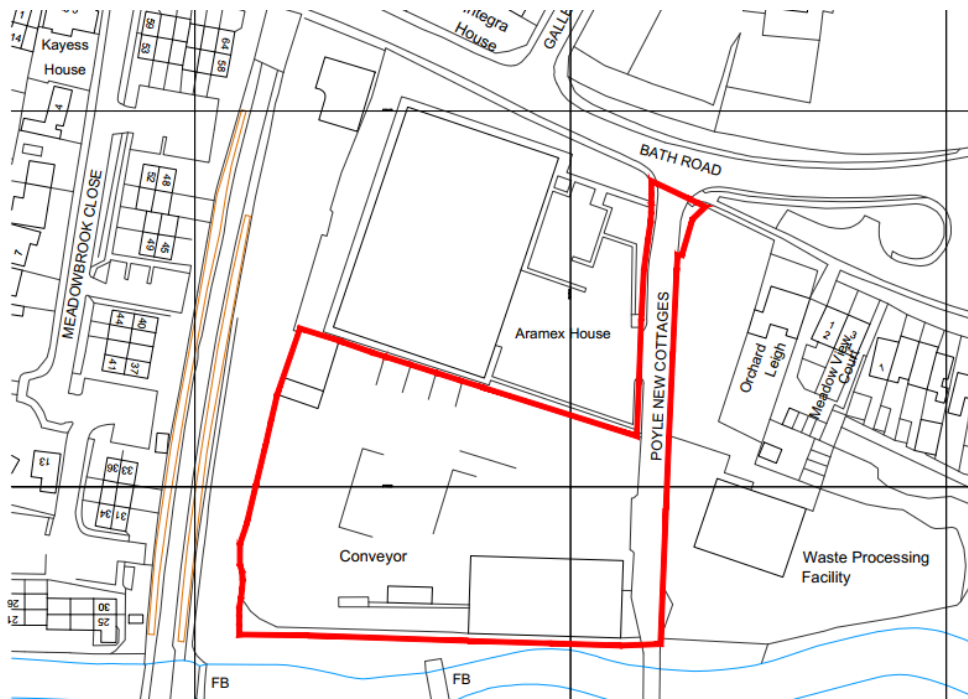


Registration Date:	09-Jan-2023	Application No:	P/10697/015
Officer:	Alex Harrison	Ward:	Colnbrook & Poyle
Applicant:	DV4 Coltham (Colnbrook) Limited	Application Type:	Major
		13 Week Date:	10 April 2023
Agent:	Ben Cook, Barton Willmore, now Stantec Barton Willmore, now Stantec, Bank House, 8 Cherry Street, Birmingham, B2 5AL		
Location:	Waste Facility, Poyle New Cottages, Bath Road, Poyle, Colnbrook, SL3 0NT		
Proposal:	Redevelop the site to deliver a leading industrial and logistics unit of approximately 34,000 sqft (Mixed Use Class E(g)(iii)/B2/B8) with 6,000 sqft of ancillary office floorspace (Use Class E(g)(i)), parking, associated service yards and landscaping.		

Recommendation: Delegate to the Planning Manager



1.0 SUMMARY OF RECOMMENDATION

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

A. Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure a Heavy Goods Vehicle routing and management plan, a travel plan monitoring and a financial contribution towards improvements to Colne Valley Park which are required to mitigate the impacts of development;
- (ii) Referral to the Secretary of State to consider if the application should be called in;
- (iii) Finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 1 May 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

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

PART A: BACKGROUND

2.0 Proposal

2.1 Full planning permission is sought to demolish the existing buildings and structure and clear the site to redevelop it to provide a single building for employment use under Use Classes E (g)(iii)(B2/B8).

Under the Use Classes Order 1987 as amended, the proposal would be used for the following uses:

- E(g)(iii) – Industrial processes that can be carried out in a residential area without detriment to its amenity.
- B2 – General Industrial excluding processes or incineration, chemical treatment or landfill or hazardous waste.
- B8 – Storage and distribution.
- Ancillary Offices are proposed but due to their nature do not form a separate use class as they would be ancillary to the principle use.

The building will sit at the north-western part of the site and provides approximately 3,000sqm of floorspace which includes ancillary office space.

2.2 Parking for staff will be provided at the southern part of the site with 10% of spaces proposed for electrical vehicle (EV) charging and infrastructure in place for further provision in the future.

The proposal will provide:

- 39 car parking spaces
- 2 of the 39 spaces will be accessible
- 4 of the spaces will have EV charging points
- 5 HGV parking spaces

To the immediate east (front) of the proposed building is the yard area for HGVs with loading and turning space proposed. It is proposed that there would be a total of 35 HGV movements over the course of the day at the site once the site is in operation. Access to this is separate from the access to the staff parking.

2.3 Landscaping is proposed to the southern and north-western parts of the site.

2.4 The plans have been amended since their original submission to amend the roof design to incorporate a hip to the pitched roofs.

2.5 The application was originally submitted with the following technical content:

- Planning Statement
- Design and Access Statement
- Flood Risk Assessment
- Drainage Strategy
- Sustainability Statement
- Transport Statement
- Travel Plan
- Noise Assessment
- Air Quality Assessment
- Ecology Appraisal
- Archaeology Assessment
- Landscape Plan
- Landscape and Ecology Management Plan
- Arboricultural Assessment
- Tree Schedule
- Tree Constraints Plan
- BREEAM Pre-Assessment
- Landscape and Visual Impact Assessment and Green Belt Review
- Utilities and Infrastructure Review
- Building Life-Cycle Assessment
- Security Needs Assessment
- External Lighting Layout

Since first submission, the plans have been amended to accommodate comments from Officers and the following additional technical reports were received:

- Amended Plans
- Lighting Note
- Highways Note
- Daylight/Sunlight Assessment
- Revised Noise Assessment

2.6 Prior to submitting the application, the applicant engaged with the Council for pre-application discussions.

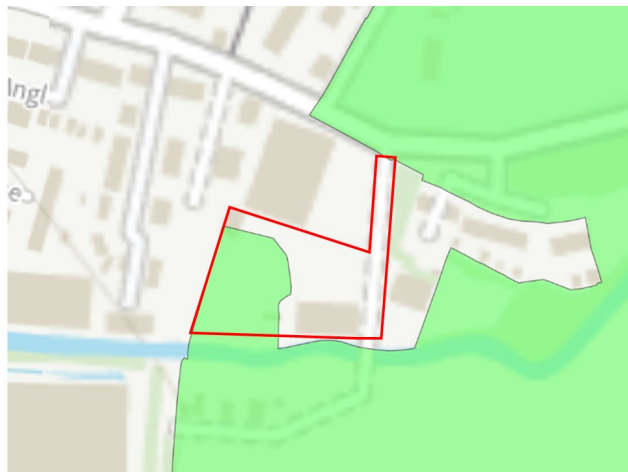
3.0 Application Site

3.1 The site lies south of Galleymead House, east of the former Staines to West Drayton railway line and north of the Poyle Channel, and Poyle New Cottages. The site is just under 0.8 hectares in size.

3.2 The sites lawful use is as a recycling centre and has been used as a waste recycling centre since 1999 and is used by the operator in association with their office and vehicle workshop premises on the east side of the private access road. Over the course of the application, it was confirmed by the applicant that waste operations at the site have effectively ceased with the operator working with other waste facilities in the borough transporting waste to these sites.

3.3 Part of the site falls within land designated as Green Belt and Strategic Gap as shown in the image below. Elsewhere there are numerous open storage bunkers for recovered materials awaiting dispatch. The remaining part of the site has a weighbridge and circulation road, together with areas for skip storage.

3.4



3.5 The eastern boundary of the waste recovery site has a chain-link fence and concrete posts fronting onto the private access road. To the north a large

warehouse building is in use as well as a vacant site immediately to the west of the warehouse building with a valid planning application that has a resolution to approve for residential development subject to a Section 106 agreement, as yet undetermined (Ref: P/12934/018). To the east of the private access road and the remaining Lanz buildings, are residential properties in Bath Road.

4.0 Site History

4.1 The following accounts for the most relevant planning history at the site:

P/10697/000
Permanent retention of waste recycling facility
Approved 02/02/1999

P/10697/003
Relocation of sorting hall at waste recycling centre, realignment of the Poyle Channel and associated landscape
Approved 03/10/2002

P/10697/009
Proposed new light line recycling facility including new building, revised access and internal layout
Approved 22/04/2016

P/10697/010
Demolition of existing building and installation of new light and heavy recycling facility including associated works.
Approved 03/07/2018

4.2 Immediately to the northwest of the site there have been applications approved for development of residential units under the following reference:

P/12934/013
Theale, Old Bath Road, Colnbrook, Slough, SL3 0NS
Redevelopment of site to provide 27no. Flats contained within one 5 storey and one 4 storey block together with access parking and landscaping.
(Retrospective)
Approved 08/11/2019

To the immediate west of the site there is an application to provide 2no blocks of flats that is as yet to be determined:

P/12934/018
Theale, Old Bath Road, Colnbrook, Slough, Slough, SL2 0NS
Outline planning permission with some matters reserved for the redevelopment of the site to provide 24 No. flats contained within 2

separate apartment blocks. Block C will contain 4 storeys and Block D will contain 5 storeys together with access parking and hard landscaping. Under Consideration.

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 01/02/2023 and 07/11/2023. The application was advertised in the 28/07/2023 edition of The Slough Express.

5.2 No letters have been received.

6.0 Consultations

6.1 Highways and Transport

Vehicle Access

Slough Borough Council (SBC) Highways and Transport would have no objection to the proposed development due to the proposed vehicular access arrangements for the development. The NPPF Paragraph 110 requires applications for development to provide *'safe and suitable access to the site can be achieved for all users'*.

The site is served by a private road which measures approximately 6.0m wide. The access also serves an existing industrial unit to the north of the proposed development and Longford Landfill Site and circa. 6 dwellings to the south. A sliding gate is proposed at the access to the HGV loading/servicing yard.

Drawing No. J32-6663-PS-001-Rev-A (dated 17/11/2022) has been submitted which demonstrates that visibility splays of 2.4m x 97m can be provided in each direction from the Bath Road / Site Access Junction. This visibility meets the requirements of the Design Manual for Roads and Bridges (DMRB) for the recorded 38.3pm 85th percentile speed.

The applicant has submitted Drawing No. J32-6663-PS-001-Rev-B, dated March 2023 by Mode Transport Planning which demonstrates that visibility splays of 2.0m x 43m and 2.0m x 12.9m can be provided from the proposed car park access.

The Transport Statement (TS) highlights that a single slight accident occurred at the junction of Poyle New Cottages/Bath Road in 2016, this being the most recent accident near the access. The TS outlines that the collision occurred between a cyclist and a car with the accident attributed to driver/rider error by Police.

Pedestrian Access

An extended footway is proposed along the site access road. This provides an improved pedestrian connection to Bath Road for employees of the site and existing residents of Poyle New Cottages to the south.

Access by Sustainable Travel Modes

The nearest bus stops to the site are 140 metres and 260 metres from the site at Galleymead Road. The number 81 Bus service provides a service between Slough Town Centre, Heathrow and Hounslow stopping every 6-17 minutes at Galleymead Road.

For Bus Stops, 400 metres walking distance is deemed acceptable by the Chartered Institute of Highways and Transport (CIHT) within their document: *'Planning for Walking and Cycling, 2015'*.

Car Parking

The SBC Highways and Transport Officers would have no objection to the proposed number of car parking spaces for the proposed development. 39 car parking spaces are proposed on site, including 33 standard parking spaces, 2 disabled parking spaces and 4 Electric Vehicle Charging Spaces.

29 vehicles are forecast to park on site between 10:00 – 12:00 which can be accommodated within the 39 car parking spaces proposed on site. The forecast has been completed using TRICS survey data of parking demand at similar development sites.

Slough's Car Parking Standards would require the provision of 63 car parking spaces for B2 Light Industrial or 16 car parking spaces for B8 Warehousing. The parking standards are presented in the table below:

Slough Car Parking Standards (2008)			
Possible Use Types	Vehicle Type	Spaces per 100sqm	Spaces Required
B2 Industrial (3159sq.m)	Car Spaces	1 to 50m ²	63
	Lorry Spaces	1 to 500m ²	6
B8 Distribution and Warehousing (3159sq.m)	Car Spaces	1 to 200m ²	16
	Lorry Spaces	1 to 500m ² upto 2000m ² then 1 to 1000m ²	5

The 5 HGV parking spaces proposed are compliant with the lorry parking standard for B2 Industrial use or a shortfall of 1 lorry space for the B8 Distribution parking standard.

Trip Generation / Traffic Impact

SBC Highways and Transport officers would have no objection to the proposed development due to forecast vehicle trip generation of the

development. The NPPF 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’.*

The proposed development is expected to generate 9 and 10 additional trips during the AM and PM Peak Hours, which is 1 additional trip every 6 minutes. SBC officers do not consider this number of trips likely to increase queue lengths on the surrounding road network.

HGV Trips

Over the course of a day, the proposed development is estimated to generate 27 fewer Heavy Good Vehicles (HGV) trips every day compared to the consented Waste Processing Facility (Planning Ref: P/10697/015).

The proposed development is forecast to generate 35 two-way HGV movements over a typical day based on the TRICS trip survey data provided within the Transport Statement appendices.

This is 27 fewer HGVs than the consented 62 two-way daily HGV trips at the Waste Processing Facility based on 25,000Tonne/Annum of waste and survey data from the existing facility.

Capacity Modelling

Junction capacity models have demonstrated that the proposed development would not have a significant impact on queueing or delay at the junctions of Bath Road/Poyle New Cottages, Bath Road / Poyle Road or Bath Road / Galleymead Road.

Site Layout

Swept path analysis has been provided for a large car, a fire tender and a 16.5m long articulated lorry. The swept paths demonstrate there is sufficient turning space for these vehicles and that the car parking spaces can be ingress/egress by a large car measuring 5.079m in length.

Electric Vehicle Parking

10% (4 spaces) of the car parking spaces on site should be fitted with Electric Vehicle Charging Points. The TS does not refer to EV Charging. Further details should be secured by planning condition.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EV Charging Points for 10% of car parking spaces at new industrial or employment developments. The National Planning Policy Framework Paragraph 112 requires applications for development to: *‘Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations’.*

Cycle Parking

SBC Highways and Transport have no objection to the proposed cycle parking. The TS states that secure and covered cycle parking is provided for 8 bicycles. 8 cycle parking spaces is compliant with the Slough Parking Standards which require 1 cycle parking space per 500m² for both B2 Light Industrial and B8 Warehousing land uses.

Travel Plan

A Framework Workplace Travel Plan has been submitted which aims to achieve a 10% reduction in the number of people travelling by single occupancy car journey.

SBC Highways and Transport require a Section 106 Contribution of £3,000 towards Travel Plan Monitoring.

SBC request that the Travel Plan is amended to include a TRICS SAM compliant survey after full occupation of the development. This is to establish the baseline travel patterns after occupation of the development. The results of the TRICS survey should be uploaded to the TRICS database.

The applicant has stated that the amended Travel Plan will be submitted once the LHA has provided a final overall consultation response regarding the scheme.

Summary and Conclusions

I can confirm that I have no objection to the proposed development on highways and transport grounds.

6.2 Lead Local Flood Authority

Raised no objections subject to conditions.

6.3 Thames Water

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

The application indicates that surface water will not be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority.

Informatives have been included.

6.4 Environmental Quality

Raised no objections, subject to conditions, details noted on assessment as follows:

Air Quality Comments

The Air Quality Assessment (AQA) has been completed by Air & Acoustic Consultants Limited and includes a construction dust assessment and operational impact assessment. The methodology followed for both is accepted.

Construction

The dust risk assessment follows the Institute of Air Quality Management (IAQM) guidance. The assessment concludes that demolition magnitude is small due to the material of the existing building; earthworks have medium risk due to the underlying soil type; the construction material is likely to be steel so considered medium risk; and there are expected to be 25 HGV movements per day therefore trackout is medium risk. Although this is contradicted later in the report by stating that the expected HGV movements is 37, it is not expected that this will significantly affect the results of the assessment.

This, in addition to low PM₁₀ concentrations nearby, indicate that human health impacts will be low during all elements of the construction phase with the exception of trackout which is medium risk, under the assumption that construction vehicles exit westbound on Bath Road as a worst case scenario.

To ensure that the assessment and recommendations are valid, it is suggested that a condition is imposed which controls the exit route to ensure it is eastbound from the site as proposed in the report. Once mitigated through the implementation of a Construction Environmental Management Plan, it is expected that dust impacts will not be significant.

Operation

In regards to the operational assessment, a detailed assessment has not been completed. Table 6.1 provides a summary of the Annual Average Daily Traffic (AADT) for Light Duty Vehicles (LDV) and HGV trips associated with the development. Travelling westbound, there are 39 LDVs and 0 HDVs, therefore the criteria for a detailed assessment is not triggered. Travelling eastbound however, there are 163 LDVs and 37 HDVs which may affect the Hillingdon Air Quality Management Area (AQMA). The report explains however that the pollutant concentrations at the two nearest continuous monitors and at Slough's closest diffusion tube monitor, are far below 90% of the AQO (36ug/m³). Sections of EPUK & IAQM (2017) guidance have been quoted which indicate that less stringent criteria can be used where there is evidence that a detailed assessment is not

necessary. Due to the low concentrations in proximity to the development, and the likelihood that the vehicles will be using the Strategic Road Network only, it is unlikely that concentrations will increase to above objective levels at sensitive receptors as a result of this development. As such, it is agreed that a detailed air quality assessment is not necessary.

An exposure assessment has not been considered however due to the proximity of the residential receptors to the proposed development and their proximity to the road, there is not expected to be an exposure risk.

Similarly, to the construction assessment, the operational assessment assumes that no HGVs will be travelling west of Poyle New Cottages. This will be secured via condition.

The operational assessment only considers vehicle movements, as the current proposals do not include plant. In the event that plant was to be included, the emissions generated by that plant would need to be assessed.

Environmental Noise Comments

The assessment methodology follows BS4142 for the assessment of industrial/plant noise impact. The proposed development will operate 24/7 so there is risk that the development will cause disturbance to nearby residential receptors.

To assess the impact of the development, library sound data from typical industrial activities (loading, unloading, forklifts etc) has been used. No fixed plant is included in the proposal therefore this has not been included in the assessment. In the event that plant is introduced, it is expected that the plant noise rating level would not exceed the background noise level at the nearest noise sensitive receptor, and an assessment of its impact would be required, secured via condition.

Details of movements associated with the proposed development are provided in the report.

In the updated assessment, three additional receptors have been added (R06, R07 and R08). In the original assessment, the results indicated that the rating level was lower than background noise levels at all receptors during day. During the night however, R03, R04 and R05 exceeded the background noise level. In the updated assessment, the rating level has been updated for R02, R04 and R05, remaining lower than the background noise level at all receptors during the day. During the night, only R03 and R04 exceed the background noise level by 5.4dB and 1.0dB respectively. It was not clear what assumptions had changed which resulted in R05 being 3dB below the background noise level when previously it was 1.5dB above the background noise level.

In regards to LA_{max} levels, only the forklift has been used in the maximum noise level assessment. During the night, Table 6.2 shows that an HGV manoeuvring produces the highest noise levels, so it was not clear why the report refers to forklift noise instead. The updated report confirms that although an HGV manoeuvring has the loudest continuous sound level, the maximum sound level of the forklift is approximately 6dB(A) louder. This is therefore accepted.

In the original report, the predicted noise levels from the forklift at the receptor facades were highest at receptor R04 (64.5dB). Although this exceeds the WHO criterion, the report argued that other LA_{max} levels are much higher so no adverse effect is expected, and mitigation will not be required. However, the time history graphs presented in Appendix B suggest that the LA_{max} level is only exceeded at the beginning and end of the night time period, therefore there may be instances of activity during the night time period between 00:30-05:00 which will result in the WHO criterion being exceeded. As this period is the only time that the nearby receptors have respite from overhead aircraft, it is important that noise from other sources is controlled and will therefore need to be mitigated.

In the updated report, Table 6.6 shows revised predicted LA_{max} levels at R04 and R05, and new predictions for R06, R07 and R08. The criterion level of 60dB (resulting in an internal LA_{max} of 45dB assuming a 15dB reduction via a partially opened window) is only exceeded at R04 by 1.8dB, which the report acknowledges will need to be mitigated.

Mitigation proposals are set out in section 13.5 of the report.

6.5 Contaminated Land Officer

Comments provided below:

- A. *Preliminary Geo-Environmental Risk Assessment*** (Ref. no. 21-2684.01_REP_Colnbrook, Slough_PRA_2022-11-22 (Issue 2)), dated 23rd November 2022, and prepared by Delta-Simons Ltd.
- B. *Geo-Environmental Assessment*** (Ref. no. 21-2684.03), dated 23rd November 2022, and prepared by Delta-Simons Ltd.
 - Following an initial desktop assessment, potential sources of contamination were identified, and an intrusive site investigation was recommended.
 - The intrusive site investigation, monitoring and follow up assessment was carried out subsequently. As a result, it was determined that potential supplementary investigation and assessment might be needed, together with specific remediation works, in order to make the site suitable for use.

A brief outline of the necessary remedial tasks is presented and recommendations made accordingly. However, a site-specific remediation strategy is required together with a verification plan, that will then feed into a final validation report.

6.6 Archaeology

No comments received.

6.7 Neighbourhood Enforcement Team

No comments received.

6.8 London Borough of Hillingdon Council

No comments received.

6.9 Environment Agency

No comments received.

6.10 It should be noted that the site no longer falls within the Public Safety Zone (which Heathrow Airport define) and therefore no consultation is required with Heathrow Airport for this application.

7.0 Policy Background

7.1 Slough Local Development Plan and the National Planning Policy Framework (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 current version of the National Planning Policy Framework (NPPF) was published on 5 September 2023. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development

Plan policies, and an assessment of the proposal against them, is set out within this report.

7.2 National Planning Policy Framework 2023:

- Chapter 2. Achieving sustainable development
- Chapter 4. Decision-making
- Chapter 6: Building a Strong Competitive Economy
- Chapter 9. Promoting sustainable transport
- Chapter 11. Making effective use of land
- Chapter 13. Protecting Green Belt Land
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document policies, December 2008:

- Core Policy 1 – Spatial Strategy
- Core Policy 2 - Green Belt and Open Space
- 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

Local Plan for Slough March 2004 policies:

- CG1 – Colne Valley Park
- CG9 – Strategic Gap
- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EMP2 – Criteria for Business Developments
- EMP9 – Poyle Estate
- T2 - Parking Restraint
- T8 - Cycling Network and Facilities

Other Relevant Documents/Statements:

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map (2010)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
- Slough Low Emission Strategy 2018 – 2025

7.3 National Planning Practice Guidance (NPPG)

The NPPG was first published in 2014 and is iterative web-based guidance that is designed to complement the NPPF across a range of topics.

7.4 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues.

7.5 Equality Act

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

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of Development
- Green Belt considerations
- Impact Upon the Strategic Gap
- Impact Upon the Colne Valley Park
- Design and impact on the character and appearance of the area

- Landscape and ecology
- Impacts on neighbouring amenity
- Highways and parking
- Drainage and flood risk
- Energy and sustainability
- Air quality
- Land contamination
- Equalities considerations
- Presumption in favour of sustainable development

9.0 Principle of Development

- 9.1 Paragraph 81 of the National Planning Policy Framework seeks to create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Each area should be allowed to build on its strengths, counter any weaknesses and address the challenges of the future. Areas with high levels of productivity should be able to capitalise on their performance and potential.
- 9.2 Core Policy 5 (Employment) of the Core Strategy requires “*major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road and rail network*”. Local Plan saved Policy EMP2 states business development should be well designed and appropriate in scale and height, does not harm the character of the area or amenities of neighbouring land uses and can be accommodated within the existing highway network. Policy EMP9 states that proposals for B2, B8 and B1b and c (now known as E(g)(ii) and (iii)) will be permitted within the Galleymead Road and Poyle Estates.
- 9.3 Although it is not a safeguarded employment site, it is an existing business use which and the proposed development will retain the use of the site as such.
- 9.4 However, the proposed development would constitute inappropriate development within the Green Belt which would normally be considered contrary to the Development Plan for Slough Borough Council, in particular Core Strategy Policies Core Policy 1 and Core Policy 2 and Local Plan Policies CG1 and CG9. 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.

In this instance, it is for the Applicant to demonstrate to the satisfaction of the Local Planning Authority if there are (or, if it remains that there are) Very Special Circumstances which demonstrate whether there are other

material circumstances that need to be taken into account, notwithstanding the development plan provisions. This is addressed in the following section.

- 9.5 Therefore, the principle of development will only be considered acceptable if the applicant has been able to demonstrate Very Special Circumstances for development in the Green Belt.

10.0 Green Belt considerations

- 10.1 The site is located within the Green Belt and Strategic Gap. Core Policy 1 of the Core Strategy requires all development to take place within the built-up area, predominantly on previously developed land, unless there are very special circumstances that would justify the use of Green Belt. Core Policy 2 states, among other things, that opportunities to enhance the quality of the Green Belt will be taken and that development will only be permitted in the Strategic Gap and the open areas of the Colne Valley Park if it is essential to be in that location. Paragraph 149 of the National Planning Policy Framework states the construction of new buildings as inappropriate in the Green Belt. A number of exceptions are listed as follows:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

- 10.2 Paragraph 147 of the National Planning Policy Framework states inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 10.3 Paragraph 148 of the National Planning Policy Framework requires Local Planning Authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very Special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 10.4 With this proposal, the applicant acknowledges that the development would result in a greater overall impact upon the openness of the Green Belt and would not comply with para 149 of the NPPF. While the proposal could fall into category G of para 149, the scale of works proposed are such that it is considered to have an impact on the openness of the Green Belt than the existing development does. As a result, the applicant has submitted a 'Landscape and Visual Impact Assessment and Green Belt Review' and rely on their Planning Statement to demonstrate and justify 'Very Special Circumstances'.
- 10.5 The applicant states that the following points should amount to 'Very Special Circumstances' that would enable to proposal to be considered favorably in terms of its impact on the Green Belt:

- The site does not perform against the five purposes of the Green Belt.

These purposes are set out at para 138 of the NPPF and are as follows:

- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns;
- and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 10.6 In considering the justification put forward by the applicant, it is apparent that, while the site is partially within the Green Belt it is not a site that can be considered to be open in character as existing. Development within it is therefore unlikely to check the unrestricted sprawl of larger built-up areas. As a note to this, Green Belt land by definition is not necessarily undeveloped land. It is more typical that such land on the edge of settlements is undeveloped as it has a purpose of controlling sprawl. The site is not considered to achieve this currently and the impact would be no different through the proposal. Similarly, the application proposal would not

result in further encroachment of development into the countryside as it is already developed.

- 10.7 It is considered that there is no implication in respect of preventing neighbouring towns merging. Additionally, the role of the site at present does not play a part in preserving the setting and special character of a historic town.
- 10.8 It is possible to make a case that the proposal results in urban regeneration through recycling urban land due to its previously developed nature although the goal of this point is relevant to non-Green Belt land.
- 10.9 Given that the site is partially located within the Green Belt and is entirely developed it is agreed that the role of the site make no contribution to restricting urban sprawl and stopping encroachment into the countryside. While the development to provide a larger single building on the site will have a further impact on the openness of the Green Belt, it is considered that this impact does not result in any further harm to the Green Belt as a result. Therefore, it is considered that the proposal has Very Special Circumstance to allow the development of the site as a matter of principle, as an exception to Green Belt policy.
- 10.10 One point to note is that supporting this application proposal would not remove the site from the Green Belt. While the applicant makes the case that the site should not be within the Green Belt, it is not the place for Development Management to determine the extent of the allocation. Green Belt is added and/or removed through the Local Plan process which means this aspect is not a consideration with this application.
- 10.11 A final point is that as the application is for development within the Green Belt it is a departure from the Local Plan which resists such development. Therefore, if Members are minded to support the application it will need to be referred to the Secretary of State to determine whether or he or she should consider and determine the application.
- 10.12 **Impact Upon the Strategic Gap**
- 10.13 Local Plan policy CG9 states that any development within the Strategic Gap will not be approved where it threatens the clear separation or the role of open land between Slough and Greater London.
- 10.14 The difference between the lawful use of this site is as a waste transfer site and the proposed employment use would not change or result in the loss of any separation between Slough and Greater London or loss of open land

given that the entire site is used for commercial purposes because the site is previously developed land and currently makes no contribution to the purposes of the gap itself. The proposal would not therefore have a detrimental impact on the Strategic Gap.

10.15 Impact Upon the Colne Valley Park

10.16 Local Plan policy CG1 seeks to control development in the Colne Valley Park and where development is permitted to ensure that appropriate mitigation measures are undertaken to realise the aims and objectives of the Colne Valley Park.

10.17 The site is not part of the open area of the Colne Valley Park and there are no existing leisure uses associated with it. Its redevelopment does not therefore result in any loss of this principal activity in the Colne Valley Park.

10.18 The previous approval to redevelopment site (P/10697/010) required a contribution towards improvements to Colne Valley Park and a financial contribution is also considered appropriate for the current proposal as well. The amount is to be agreed with the applicant and an update will be provided on the Amendment Sheet.

11.0 Design and Impact on Appearance and Character of the area

11.1 The National Planning Policy Framework encourages new buildings to be of a high-quality design that should be compatible with their site and surroundings. Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

11.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:

‘All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.’*

- 11.3 The proposed development will introduce a higher element of building into the streetscene compared to the existing site. Permission was previously granted for a building of comparable scale under ref: P/10697/010. This is a material consideration that is given reduced weight as that permission has since expired without being implemented. The building will be comparable to the scale of the building to the immediate north, albeit slightly taller. The applicant has provided sections to show the proposal in the context of its neighbours and while it will be larger it is considered that the relationship would not be so overly dominant that it would result in harm to the character of the area. The relationship with residential properties is discussed in Section 13.
- 11.4 The proposal significantly increases the bulk of built form on the site. The existing site has notably smaller buildings and structures and has the character of an open yard. The proposal would make the building the prominent aspect of the site. The footprint and location of the site are comparable to the previously approved scheme and the bulk is comparable to the existing unit to the north of the site.
- 11.5 The impact of the height and bulk of the building (as a matter of principle) should be balanced against the NPPF guidance on economic growth and paragraph 80 referred to in para 9.2 of this report. The increased height and bulk allows for greater flexibility in operational terms and provides a flexible industrial space for future occupiers as it allows for greater space for equipment such as racking. This is characteristic of a lot of modern employment building proposals and shows designs responding to modern business operations at this scale. In this instance the increased height and bulk is considered to be acceptable.
- 11.6 External lighting is proposed, and details have been included that show that lighting will appear to be considerate to neighbours and not result in an overly lit site during the night hours. The Neighbourhood Enforcement Team has been consulted and no comments have been received to date, Members will be updated on the Amendment Sheet. Boundary treatment details have been provided to show 2.4m high paladin fencing to the north, east and west boundaries, these are considered to be appropriate as they reflect the existing boundary treatment and the one in place at the site opposite. A 2m high acoustic fence is proposed between the yard and car park which would also act to buffer sound from the yard to the south. Details have been secured as part of the approved plans condition.
- 11.7 The site lies within the Colne Valley Regional Park and is within the Strategic Gap. Core Policy 2 states that development will only be permitted in these areas if it is essential to be in that location. In this instance the site is already developed with a lot of activities being in the open. The proposed development will increase the bulk of development on the site and would impact the openness as a result however, in similar circumstances to the previous Green Belt considerations, the site is not part of the open areas of the Colne Valley Regional Park and makes no contribution to its value.

Similarly, its developed nature of the site means it does not contribute to the role of the Strategic Gap and the increase in bulk on site will not have an adverse impact on the Strategic Gap in this location.

11.8 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN3, CG1, CG9 and EMP2 of the Local Plan for Slough March 2004, Core Policies 2 and 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2023.

12.0 **Landscaping and ecology**

12.1 The proposal includes soft landscaping to the southern part of the site as it adjoins the watercourse. The landscaping will provide a softer edge to the southern boundary. Some landscaping is also proposed at the north-western corner of the site to provide a partial screen to at this part.

12.2 Detailed landscape proposals have been submitted with the application that show a mix of trees, hedging and shrubs proposed at the site.

12.3 The existing site is devoid of landscaping features and therefore the proposals represent an improvement to the landscaping character at the site. The gains are particularly minimal, but they are considered to be acceptable in principle. The landscaping is acceptable with regards to species, layout, planting densities and management, however it is considered that more can be done at the north-western corner to screen the building and therefore it is proposed that a condition is included to require a revised landscaping scheme for this area that results in improved screening from the west.

12.4 The submitted application included an Arboricultural Impact Assessment which sets out how the development can take place without harming the vitality of the existing trees to the south of the site. This can be secured by condition.

12.5 In terms of Ecology, no habitats or species of note are identified. The Ecological Appraisal undertaken by 'fcpr' recommends demolition takes place outside of nesting season to ensure no disturbance to birds. The assessment recommends native species to be included in the proposed landscaping to give opportunities for the creation of new habitats from the proposal. To ensure that the development provides a net gain in biodiversity it is required that the development includes the provision of bird boxes at the site, and this can be secured by condition.

13.0 **Impact on neighbouring amenity**

13.1 The National Planning Policy Framework encourages new developments to be of a high-quality design that should provide a high quality of amenity for

all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

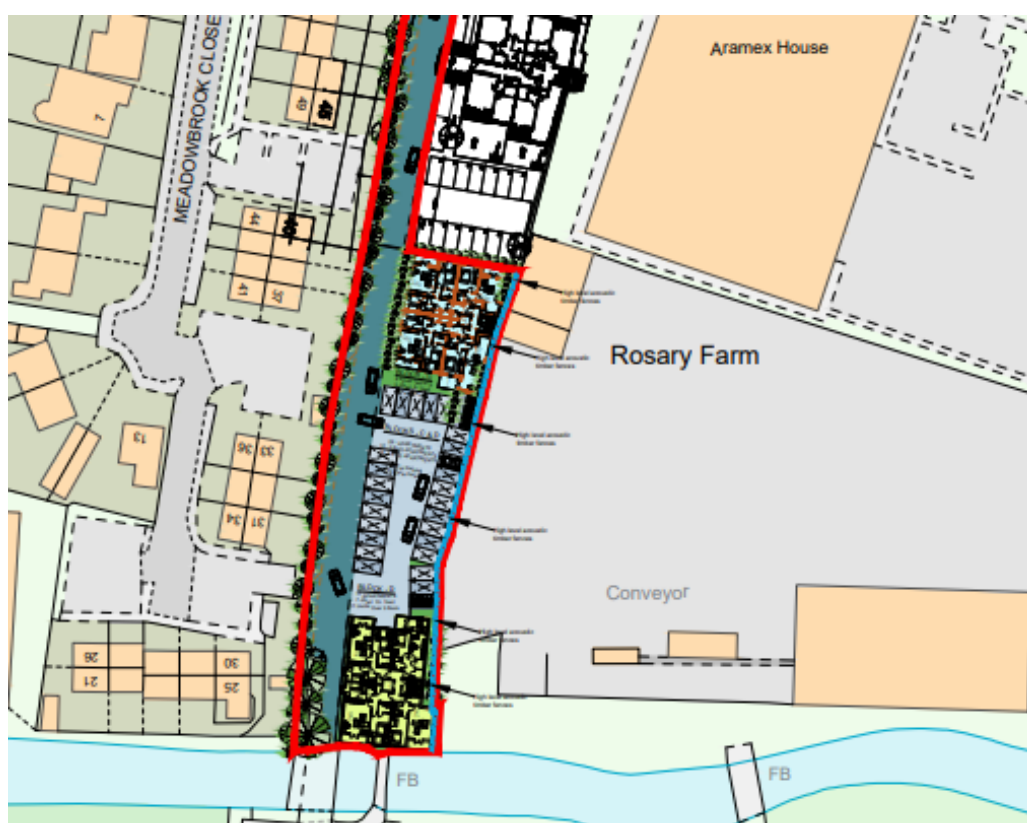
- 13.2 The site has a relationship with existing residential properties to the west and south of the site although those to the south are separated by the existing route of the brook and landscaping. There are also newly built flats to the northwest of the site and a current proposal for flats to the immediate west of the site.
- 13.3 The current site operations involve recycling materials in an outdoor location. There is therefore an existing impact of industrial operations from the site as a baseline scenario. There are also noise impacts from aircraft in this area given its proximity to Heathrow Airport.
- 13.4 In terms of noise impacts the Environmental Quality (EQ) Officer has reviewed the initial and revised Noise Assessments and has raised no objections. Officers have required the applicant to provide significant information on noise impacts to existing, forthcoming and potential residential units close to the site. The EQ Officer is satisfied that, subject to mitigation, the impacts will not amount to a significant adverse impact on amenity through noise impact.
- 13.5 In terms of mitigation the EQ Officer has requested the following:
- Construction noise: A Construction Environmental Management Plan must be submitted which contains details of noise reduction methods to comply with a noise limit of 75dB(A).
 - Plant noise: In the event that plant is introduced, it is expected that the plant noise rating level would not exceed the background noise level at the nearest noise sensitive receptor, and an assessment of its impact would be required.
 - HGV cap: Throughout the occupation of the development hereby permitted, non-electric HGV (greater than or equal to 25 tonnes) movements shall be restricted to an average of 12 individual movements (arrivals and departures) in any hour during daytime hours between 07:00 and 23:00, and an average of 4 movements in any hour during night time hours between 23:00 and 07:00.
 - Breakout noise monitoring: Throughout the occupation of the development, internal noise levels shall be less than the specified levels in the AAC Noise Assessment.

These mitigation requirements can be secured by condition and have been included as part of the recommendation.

- 13.6 In terms of impacts on daylight and sunlight, it is considered that there are suitable separation distances from existing properties to the west (approx 35m) and to the south (over 50m) that would ensure there would be no adverse impact on natural daylight and sunlight to these properties and no significant adverse harm through overshadowing. To the northeast, the

newly constructed flats were not considered to have any adverse impact that would be over and above that experienced from the existing relationship of these units to the existing commercial building to the immediate north of the application site. For the same reasons the proposed development is also not considered to be overbearing to any of these properties either.

- 13.7 Consideration has to fall to the potential impacts on units proposed in an, as yet undetermined, application to the immediate west of the site. Under application ref: P/12934/018, two apartment blocks are proposed on the land to the immediate west of the site. The scheme is for outline planning permission with detailed designs reserved and therefore not formally proposed. The indicative relationship of the proposed buildings to this application proposal are shown below:



Extract plan taken from P/12934/018

- 13.8 There are two important matters to note in relation to the adjacent development proposed under P/12934/018. Firstly, this is a proposed scheme and while a formal resolution to grant planning consent was approved at committee on 23rd April 2022, the decision has not been issued and therefore, while the application is a material consideration, and the impacts are required to be considered the status is such that there is no extant consent on the neighbouring site. Had consent been issued, it would be incumbent on the applicants for the residential development to successfully design a detailed scheme where the relationship between sites is acceptable in planning terms (as design was excluded from the Outline consent), and this would be considered at reserved matters stage.

13.9 Notwithstanding this, officers have considered the potential impact based on the indicative scheme presented and make the following observations:

- a) The southernmost block would be close to the southwestern corner of the site which will be where the car park area is located. There would not be an immediate prominence of the bulk of the proposed building in relation to this proposed apartment although there would be a visual impact. The impact itself is considered to be minor and it would not be overbearing to potential future residents and it would not adversely affect natural light to the proposed windows. The northernmost block would have a close relationship to the application building and there would be little separation distance between the two, approximately 5 metres. The proposed indicative plans for P/12934/018 show that the proposed apartment block will have windows serving habitable rooms that would face onto the application site and would therefore be affected by the proposed building. However, it would be for the detailed design reserved matters application to demonstrate an acceptable relationship.
- b) The northernmost block would have a close relationship to the application building and there would be little separation distance between the two. The proposed plans for P/12934/018 show that the proposed apartment block will have windows serving habitable rooms that would face onto the application site and would therefore be affected by the proposed building. The applicant has submitted a Daylight and Sunlight Assessment to consider the impact on this proposed apartment block. The assessment concludes that the majority of the windows (8 of 12) that face onto the site will be adversely affected by the application proposal. The assessment recommends a number of amendments to the proposed apartment scheme to improve this situation. The proposed plans have amended the roof to a hipped structure to reduce the extent of bulk from the application proposal. Again, these matters are for the residential development to submit the appropriate design at reserved matters stage.

13.10 Additionally, while the resolution to grant planning permission was approved at committee in April 2022, alterations to the proposal have been discussed with the applicant including matters relating to the relationship with the site the subject of this application and amendments are to be proposed with the application due to return to Planning Committee for members to consider at a future date.

13.11 Members are required to consider the application on the basis of the planning policy framework and material considerations that are apparent at that time. In this instance it is considered that the scheme does not, at this

time, have a demonstrable adverse impact on the potential development to the west of the site.

- 13.12 As a result of the above assessment, there is no demonstrable adverse impact on neighbouring amenity and the proposal is considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan 2004.

14.0 Highways and Parking

- 14.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan policies T2 and T8. Paragraph 111 of the National Planning Policy Framework states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 14.2 The proposed access arrangements utilise the existing road and there are no objections to this. The road itself is a private road and serves two other units as well as the 6 dwellings to the south. The entrance into the site is acceptable and the submission shows that HGVs can enter, turn within the site and leave in a safe and convenient manner. A separate entrance for staff vehicles is proposed which separates these cars from the HGV movements.
- 14.3 An extended pedestrian access is proposed along the site access which improves accessibility to the site.
- 14.4 The proposal provides 39 car parking spaces at the site which would include 2 accessible spaces. 4 of the remaining 37 spaces would be fitted with EV charging points, amounting to a policy compliant 10%. The level of parking is considered to be acceptable in planning terms. In the yard area, 5 HGV parking spaces are proposed, which is also considered to be acceptable.
- 14.5 In terms of vehicle trips the proposed development will result in a reduction of vehicle movements by 27 HGV trips compared to the consented limit of the current use. There would be an increase in car trips as the current use makes no provision for car parking.
- 14.6 The application includes a Travel Plan which achieves a 10% reduction in the number of people travelling by single occupancy car journey. In accordance with the Developer's Guide a contribution is required to enable the Council to monitor this plan, in this instance the identified fee is £3,000.

14.7 Conditions are required to ensure the development is implemented in an acceptable manner. Conditions proposed relate to access, visibility splays, layout and parking, EV parking and construction management plan. A condition is also proposed to require the submission of an amended Travel Plan to include a TRICS compliant survey after the full occupation of the site to establish the baseline travel patterns that will enable the monitoring to be effective.

14.8 Subject to conditions, the scheme is not considered to have an adverse impact on highway safety and convenience and the scheme is therefore considered to be acceptable in light of Core Policy 7 of the Core Strategy, Policy T2 of The Adopted Local Plan for Slough 2004 and the parking standards set out in Developer Guide 3 (Parking Standards Table 5) and the NPPF.

15.0 Drainage and flood risk

15.1 The site is located within flood zone 1 and therefore flood risk is minimal. Detailed drainage information was submitted with the application and considered by consultees, conditions have been recommended.

15.2 Thames Water have reviewed the application and have raised no objection and the Local Lead Flood Authority similarly has no objections subject to conditions, all of which are included in the recommendation.

15.3 There are no objections in respect of drainage and flood risk as a result.

16.0 Energy and sustainability

16.1 Core Strategy Policy Core Policy 8 (Sustainability and The Environment) seeks development proposals to be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate change.

16.2 The application was accompanied by a BREEAM pre-assessment and an Energy Strategy. The statements advise that the proposal will meet a BREEAM rating of 'Excellent' which exceeds the requirement of Core Policy 8.

16.3 The Sustainability Statement confirms that the development adopt a fabric-first approach to improve thermal performance, and utilise air source heat pumps for heating and cooling the office areas.

16.4 The implementation of the identified measures and achieving a BREEAM Excellent rating would ensure the development is acceptable in light of Core Policy 8. It will be necessary to include a condition that requires the applicant to prove that the BREEAM rating has been achieved.

17.0 **Air Quality**

- 17.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. The proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 17.2 The Council has adopted the Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.
- 17.3 The application was accompanied by an Air Quality Assessment which has been considered by the Environmental Quality Officer. There are two areas of consideration, construction phase and operational phase.
- 17.4 In respect of the construction phase there are no objections, the applicant proposes to follow air quality guidance in this process and the building materials are principally steel and cladding which represent low risk materials. No objections are raised but a condition is recommended for a construction management plan to ensure there are no impacts from contractors.
- 17.5 In respect of operational impacts there is not expected to be any exposure risk due to the proximity of residential receptors to the yard and car park area. The lack of impact assumes that there would be no HGVs travelling west on Bath Road. The following mitigation proposals are requested to ensure there would be no adverse air quality impact:
- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. Electric vehicle charging points should be provided for 4 parking spaces as specified in the TS.
 - An exit route restriction shall be imposed to allow for eastbound HGV movements only. This can be secured through a legal agreement with the applicant.

- Should any emission producing plant be introduced, an assessment of its impact on nearby receptors should be produced.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It should include details of noise and dust control.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard.
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.

17.6 Therefore, no objections are raised in respect of Air Quality impacts subject to the implementation of development in accordance with the approved plans. It should also be noted that, as set out in the Highways section, there is a notable decrease in HGV movements at the site under the proposed use.

18.0 **Land contamination**

18.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

18.2 No objection is raised by the Council's Environmental Services Contamination Officer following considerations of the Geo-Environmental Assessment and Preliminary Risk Assessment submitted with the application.

18.3 The conclusions of the assessment require the submission of a quantitative risk assessment, site specific remediation strategy and remediation validation reports before the site can be developed and these reports can be secured by condition and are included as part of the recommended conditions for the application.

19.0 **Equalities Considerations**

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

19.2 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic

involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

- 19.3 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.
- 19.4 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.
- 19.5 Throughout this report, regard has been given to the needs of individuals with these protected characteristics, as required by the Act in order to understand the likely impact of the development proposal on them. Given that the duty is an ongoing one the Council will continue to have regard to it throughout the detailed design stage of this development proposal in due course.
- 19.6 The proposal would provide a new employment unit and it is shown to have a level threshold access and the first-floor office area is accessible by lift.
- 19.7 In relation to the car parking provisions, the plans show the provision of 2no accessible spaces which are closely located to access points to the building. Internal corridors are considered to be able to accommodate the needs of staff and visitors with disabilities.
- 19.8 It is considered that there would 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 would have 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.

19.9 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 Equality Act 2010.

20.0 Presumption in favour of sustainable development

20.1 Paragraph 11 of the NPPF states that there should be a presumption in favour of sustainable development.

20.2 In consideration of whether or not development is sustainable, para 8 of the NPPF set out 3 objectives that should be met in order for a scheme to be considered sustainable development; the economic, social and environmental objective.

20.3 In terms of the economic objective, the proposal creates a single commercial building that will support a business within the borough and result in job creation both temporary (during construction) and long-term (operational).

20.4 In terms of the social objective, it is considered to be met through the potential to bring in local construction jobs and to provide employment for people within the borough, therefore contributing to supporting a wider community.

20.5 In terms of the environmental role, the proposal is considered to be able to demonstrate very special circumstances for development in the Green Belt principally due to the existing character of the site resulting in the part of the site which is within the Green Belt is not performing the function of Green Belt Land. Similarly, the redevelopment of the site will not result in any detriment to the role of the Strategic Gap as the site does not contribute to this separation as existing. There are environmental enhancements through the provision of soft landscaping and financial contribution towards enhancements at Colne Valley Park.

20.6 There are impacts on the amenity of neighbouring residents, including potential future residents, however the impacts are not considered to be significant adverse.

21.0 PART C: RECOMMENDATION

21.1 Having considered the relevant policies set out above, comments from consultees as well as all relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to the completion of a Section 106 Agreement to secure a travel plan monitoring, financial contribution towards improvements to

Colne Valley Park and a HGV routing and management plan which are required to mitigate the impacts of development and the following conditions listed below.

27.0 PART D: CONDITIONS

27.1 CONDITIONS:

1. Time Limit

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

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

2. Approved Plans

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

- (a) Drawing No. 21-141-PL-03 Rev D, dated 10/2022, received 14/08/2023.
- (b) Drawing No. 21-141-PL-04 Rev D, dated 10/2022, received 14/08/2023.
- (c) Drawing No. 21-141-PL-01 Rev B, dated 10/2022, received 09/01/2023.
- (d) Drawing No. 21-141-PL-02 Rev A, dated 10/2022, received 09/01/2023.
- (e) Drawing No. 21-141-PL-05 Rev A, dated 10/2022, received 09/01/2023.
- (f) Drawing No. 21-141-PL-08, dated 10/2022, received 09/01/2023.
- (g) Drawing No. 21-141-PL-09, dated 10/2022, received 09/01/2023.
- (h) Drawing No. 832-ESC-00-ZZ-DR-E2100, Rev P1, dated 26/09/2022, received 09/01/2023

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

3. Materials

Prior to the commencement of any above ground works, details of all facing materials, including where relevant, render colours, glazed facades, timber louvres and metal framework framing to be used on the relevant block on all external facades and roofs of the buildings, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works commencing on the relevant part of the development. No part of the development shall be used or occupied prior to the implementation of the approved details. The development shall be carried out strictly in accordance with the approved details.

REASON: To ensure a satisfactory external appearance of the development and in accordance with Policy EN1 of the Local Adopted Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

4. Means of Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guidance.

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.

5. Parking

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

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

6. Electric Vehicle

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

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework 2023

7. Cycle Parking

The development hereby approved shall not be occupied until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning

Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

8. Travel Plan

The approved development shall be implemented in accordance with the measures and targets set out in the Framework Travel Plan (dated 2nd July 2021).

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

9. Construction Management Plan

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

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

8. Confirmation that all non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
9. Confirmation that all construction vehicles shall meet a minimum Euro 6/VI Emission Standard

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2023.

10. Visibility Splays

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

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

11. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy (SBC Environment Officer)

No development aside from demolition of the existing buildings and clearance shall take place until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory

liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

12. Remediation Validation (SBC Environment Officer)

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

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

13. Use Class

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

REASON In order ensure that independent offices which are high intensive employment generating uses, are directed towards the Town Centre to promote the long-term vitality and viability of the Town Centre, and to ensure offices are located in the most sustainable locations, in order to comply with Core Policies 1, 5 and 7 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023.

14. Use Class

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

REASON In order protect the amenities of the area and to ensure an appropriate use within a defined business area comply with Core Policies 5 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023.

15. Use Class

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

REASON: to prevent the loss of employment uses and to prevent poor living conditions by virtue of using of buildings which are not design coded for residential purposes in accordance with Core Policies 4, 5, and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework 2023.

16. Floor Space

No additional floor space created by internal sub-division, mezzanine floor, or external extension shall take place at any time.

REASON: In the interest of ensuring there is adequate parking provision for the proposed B8 and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023.

17. BREEAM

The development hereby approved shall be carried out in accordance with the Sustainability Statement by Coltham, dated 24/11/2022 and BREEAM Pre-assessment Report by ESC dated 06/2022. Prior to the first use of the development hereby approved a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Excellent (or equivalent standard).

REASON In the interest of sustainable development in accordance with Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023.

18. BREEAM

Within 6 months of the development hereby approved being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed so as to achieve a standard of BREEAM Excellent (or equivalent standard) shall be submitted to and approved in writing by 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 2023.

19. Lighting

Prior to first occupation, the external lighting shall be installed in accordance with the approved plans and the details within the document 'Lighting Note' by ESC, ref ESC1832 dated 23/03/2023 and shall be retained thereafter.

REASON: To ensure the holistic implementation of development as approved in the interests of the visual amenity and character of the area in accordance with Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004.

20. Landscaping

Notwithstanding the details submitted with the application, prior to the first occupation of the building a revised soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority that includes amended screen planting at the northwest corner of the site. The works shall be carried out in accordance with the approved details 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.

Management of the Landscaping on site shall be undertaken in accordance with the Landscape and Ecology Management Plan from fpcr dated 11/2022, received 09/01/2023.

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

21. Surface Water Drainage Scheme (LLFA)

Before any above ground works commence a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures
- ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for urban creep.
- iii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
- iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
- v) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

Reason: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy of the Core Strategy for ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

22. Sustainable Drainage (LLFA)

No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter.

- Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.
- The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.
- A site plan including access points, maintenance access easements and outfalls.
- Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.

- Details of expected design life of all assets with a schedule of when replacement assets may be required.

Reason: To ensure the future maintenance of drainage systems associated with the development.

23. Verification Report (LLFA)

No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, Ref. P/10697/015(006) FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) Any As-Built Drawings and accompanying photos
- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

Reason: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

24. Bird Box

The development hereby approved shall be undertaken in accordance with the recommendations of the Ecology Appraisal by fpcr, dated 09/2022, received 09/01/2023.

Prior to the development hereby approved being brought into use, details shall be submitted to and approved in writing by the Local Planning Authority of proposals to provide bird boxes on the site. The development shall be implemented in accordance with the approved details and be in place prior to first use of the site and shall thereafter be retained.

REASON: To ensure the development provides a net gain in biodiversity in accordance with paragraph 174 of the NPPF 2023.

25. Arboricultural Impact Assessment

The development hereby approved shall be carried out in accordance with the recommendations of the Arboricultural Impact Assessment from aspect

Arboriculture ref: 11381_AIA.001 Rev B, dated 11/2022, received 09/01/2023 unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the protection of existing trees during the construction phase in the interests of the character of the area in accordance with saved policy EN1 of the Slough Local Plan.

26. HGV Routing and Management Plan (TBC – S.106/condition)

Prior to the development hereby approved coming into use, details shall be submitted to and approved in writing by the Local Planning Authority of a proposed HGV routing and management plan that will include:

- Plans for the introduction and management of an exit route restriction that will prohibit HGVs exiting the site and travelling westbound on Bath Road to accord with the proposals in the Air Quality Management Assessment from Air and Acoustic Consultants ref 100563, dated 05/10/2022.
- Plans for the implementation and management of restrictions for non-electric HGV (greater than or equal to 25 tonnes) movements at an average of 12 individual movements (arrivals and departures) in any hour during daytime hours between 07:00 and 23:00, and an average of 4 movements in any hour during night time hours between 23:00 and 07:00 in accordance with the Noise Assessment from Air and Acoustic Consultants ref: 100563 version 02, dated 11/08/2022.

The works shall be carried out, and the site shall operate, in accordance with the approved details and thereafter be retained throughout the life of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development does not have an adverse impact on Air Quality and Noise amenity in accordance with saved policy EN1 of the Slough Local Plan, Policy 8 of the Core Strategy 2006-2026 and the National Planning Policy Framework 2023.

27. Plant Equipment

Notwithstanding the details in the approved plans, details of any external plant, equipment and/or machinery to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a noise assessment that demonstrates that the plant noise rating level would not exceed the background noise level at the nearest noise sensitive receptor. Works shall be installed in accordance with the approved details and retained in a working condition at all times in the future.

REASON To prevent air pollution of the protect the amenities of the local residents in accordance with Policy EN29 of The Local Plan for Slough 2004.

28. Noise

Throughout the occupation of the development, monitoring shall be undertaken by the site occupier of internal noise levels to ensure that these shall be less than the specified levels in the AAC Noise Assessment (100563[02]_Colnbrook_Slough_Noise_Assessment_Final dated 11/08/2023). Monitoring shall be averaged at intervals along a line inside the south and west facades during the daytime (07:00-23:00) and the night-time period (23:00-07:00). The averaging period for the measurements should be 1 hour during the daytime and 15 minutes during the night-time. The results of monitoring shall be made available to the Council upon request.

Reason: To ensure the development does not have an adverse impact on noise amenity in accordance with saved policy EN1 of the Slough Local Plan, Policy 8 of the Core Strategy 2006-2026 and the National Planning Policy Framework 2023.

Informatives:

Thames Water

Waste Comments

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

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

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes -

toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent. Applications should be made at <https://wholesale.thameswater.co.uk/Wholesale-services/Business-customers/Trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Highways

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

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

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