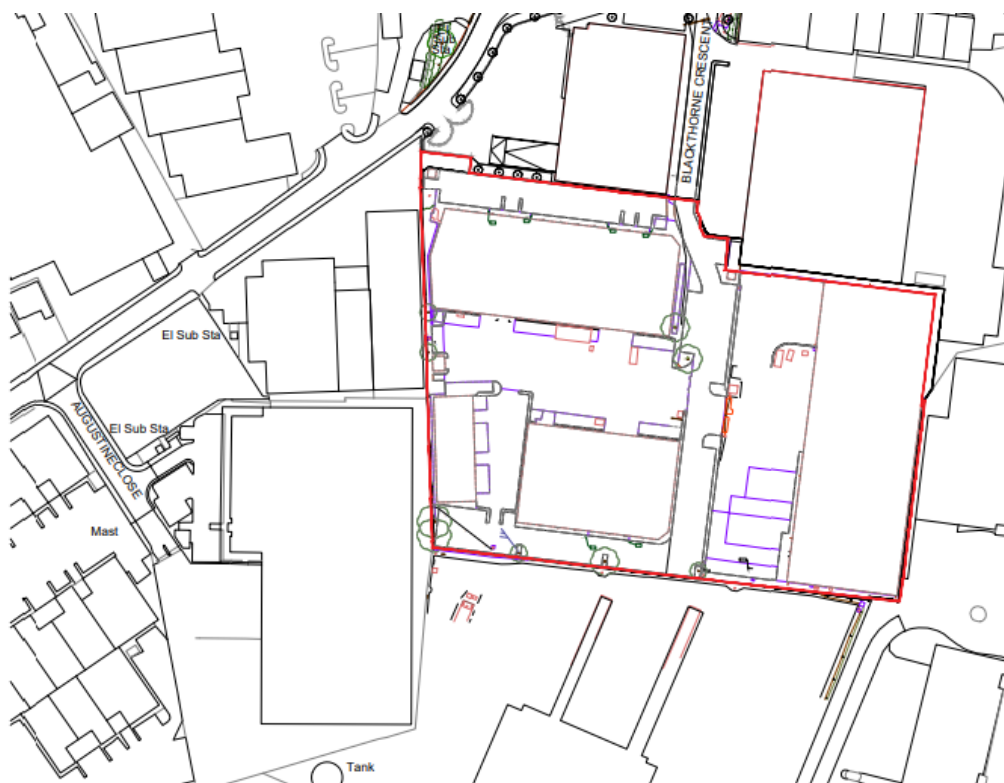


Registration Date:	24 May 2024	Application No:	P/20536/000
Officer:	Alex Harrison	Ward:	Colnbrook & Poyle
Applicant:	Mr. Aiput	Application Type:	Major
		13 Week Date:	23 August 2024
Agent:	Mr. Chris Malone, PRC Architecture & Planning Ltd 24 Church Street West, Woking, GU21 6HT		
Location:	Land Off Blackthorne Crescent, Poyle, Slough, SL3 0QR		
Proposal:	The redevelopment of the site comprising a single speculative commercial building for E(g)(iii) light industrial, B2 general industrial and B8 storage and distribution employment uses, with ancillary offices, associated car parking, service yards and landscaping.		

Recommendation: Delegate to the Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

- 1) For approval subject to:
 - (i) The satisfactory completion of a Section 106 Agreement to secure, highways works and highway contributions towards Traffic Regulation Order;
 - (ii) No substantive objection being raised from the Council's Environmental Quality Officer relating to loading/unloading impacts;
 - (iii) Finalising conditions and agreeing pre-commencement conditions;
 - (iii) Any other minor changes.

OR

2) Refuse the application if a satisfactory section 106 Agreement is not completed by 2 June 2025, unless otherwise agreed by the Planning Manager in consultation with the Chair of Planning Committee.

1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for major development

PART A: BACKGROUND

2.0 Proposal

2.1 Full planning permission is sought for the demolition of the existing buildings on site and its redevelopment to provide a single employment building with associated access, parking and landscaping.

2.2 The proposed building would have an internal floor area of 10,536 sqm which includes ancillary office space. The existing site provides 9,904 sqm of floorspace which means the proposal provides an overall increase of 632 sqm. The building will have a maximum height of 15.5m and be faced in cladding with areas of glazing to the frontage.

2.3 Access is gained via the existing entrance to the north of the site which runs to the side to a car park that provides 79 parking spaces and a rear yard with 20 loading docks and HGV parking and turning space. Four accessible parking spaces are proposed along with 5 car share spaces. EV charging stations are set up to serve 12 spaces.

2.4 Some areas of soft landscaping are proposed at the edges of the site.

2.5 The application was submitted with full plans and the following documents:

- Design and Access Statement
- Planning Statement

- Flood Risk Assessment and Drainage Strategy
- Construction Method Statement
- Construction Ecological Management Plan
- Energy Strategy
- Air Quality Assessment
- Noise Assessment
- Transport Statement and Travel Plan
- External Lighting Proposals
- Preliminary Ecological Appraisal
- Landscape and Ecological Management Plan
- Bat Survey Report
- Bird Management Plan
- BNG Assessment
- Landscape Plans
- Arboricultural Impact Assessment
- Desk Based Geo-Environmental Site Assessment
- Archaeological Desk Based Assessment

3.0 Application Site

3.1 The application site is located centrally within the Poyle Industrial Estate. It currently comprises a number of existing units spread over 4 detached buildings with associated yards and parking areas. The existing buildings vary in footprint and scale and external appearance but all are considered to be typical employment buildings.

3.2 The site lies within the Poyle Industrial Estate and is designated as an Existing Business Area under planning policy. The site is accessed from the north off Blackthorne Road and is surrounded on all sides by existing employment buildings. There are no listed buildings or Tree Preservation Orders in close proximity to the site. Also, the site does not fall within a flood risk zone.

4.0 Relevant Site History

4.1 There is no planning history for the site as a single planning unit.

4.2 The following applicaiotn comprise the principal planning history for parts of the site as titeld:

'Unit 1 and 9-16 Blackthorne Road' – Collecion of units on the western side of the site.

P/11032/002

Prior approval for the demolition of all buildings, structures, hard standings, roads, ground floor slabs and foundations at units 1 and 9-16 blackthorne road. Under Consideration

'Unit 2' – Unit on eastern boundary

P/10260/000

Outline application for demolition of existing & redevelop- ment for class B8 (storage & distribution) purposes with ancillary office accommodation, together with associated car parking, servicing & landscaping.

Approved 30/03/1998

P/10260/002

Submission Of Reserved Matters Pursuant To Conditions No's 2 And 5 Of Planning Application P/10260/000 Siting, Design And External Appearance And Parking

Approved 30/03/1998

P/10260/007

Alterations to existing parking area and footway and additional parking spaces and footway to the western front of the building.

Approved 12/07/2016

P/10260/008

Window and door alterations to the west elevation to create revised main entrance with glazed canopy over. aluminium panel to side to accommodate future signage.

Approved 31/05/2016

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed on 12/06/2024 and a press advert published on 14/06/2024 in the Slough Express.

5.2 No letters of representation have been received at the time of writing this report.

6.0 Consultations

6.1 Local Highway Authority (LHA)

Vehicle Access

The LHA have no objection to the vehicle access proposed for the site. The NPPF Para 116 requires '*Applications for development provide safe and suitable access for all users*' and '*Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles*'.

The vehicle access to the site would be controlled by private traffic signals to ensure no conflicts between vehicles ingressing/egressing the site. A condition will require the developer to maintain these lights. A gate is proposed to prevent unauthorised access and is setback to prevent queues forming on the public highway.

Publicly available collision data shows that there have been no accidents causing injury recorded during the most recently available 5-year period on Blackthorne Crescent, or at it's junction with Blackthorne Road (Crashmap.co.uk).

An internal site footway connects to the existing footway on Blackthorne Crescent and a double height kerb will be provided to physically prevent pavement parking.

A Stage 1 Road Safety Audit has been completed by an independent safety auditor. A tabled pedestrian crossing and an additional signal head have been displayed on the proposed site plan, as requested by the auditor and the LHA.

Section 106 TRO Contribution

The LHA have agreed a section 106 contribution of £6,000 for the provision of double yellow parking restrictions at the junction of Blackthorne Crescent and Blackthorne Road. This would prevent vehicles from parking on the junction to the detriment of highway users safety. The provision of the restrictions would be subject to a Traffic Regulation Order (TRO).

Trip Generation

The LHA have no objection to the proposed development due to the forecast trip generation. The Transport Assessment forecasts a net decrease in vehicle trips compared to the existing land use. The NPPF Para 115 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 existing site is likely to generate upto 47 two-way trips during the AM Peak Hour (0800 – 0900), 8 of which would be goods vehicles. In the PM Peak Hour (1700 – 1800) a total of 44 two-way trips are forecast.

The trip generation forecast has been completed using survey data in the TRICS database which has been extracted for similar sites.

Access by Sustainable Travel Modes

The nearest bus stops to the site are 700m (10 minutes' walk) from the site on Poyle Road. The Number 5 bus provides 1 bus per hour to/from Colnbrook, Slough Town Centre, Chalvey, Cippenham and Heathrow Terminal 5. The Institute of Highways and Transport considers 400m an acceptable walking distance to a bus stop.

Car and Lorry Parking

The LHA have no objection to the proposed development due to the proposed number of car parking spaces which are compliant with Slough's adopted car parking standards for these land uses within an 'Existing Business Area'.

The applicant has submitted two separate site layouts which provide 66 car parking spaces and 21 lorry spaces for B8 distribution warehousing OR 211 parking spaces and 13 lorry spaces for B2 light industrial use which can generate greater car use.

The Slough Parking Standards for B2 Light Industrial use and B8 Distribution are summarised in the table below:

Slough Borough Council Parking Standards (Existing Business Area)				
Land Use (10,536sq.m)	Car Spaces per 100sq.m	Lorry Spaces per 100sq.m	Car Spaces Required	Lorry Spaces Required

B2 Light Industrial	1:50sq.m	1 to 500m ²	211	21
B8 Storage and Distribution	1:200sq.m	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	53	13

Source: Slough Developers Guide – Part 3: Highways and Transport (2008).

A Car Parking Management Plan has been prepared to monitor the uses and their car parking requirements and this will be secured by condition.

Slough Local Plan Policy T2 states that: *‘Additional on-site car parking provision will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles’.*

Slough Core Policy 7 (Transport) requires that *‘There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons’.*

Blue Badge

Inclusive Mobility (2023) recommends 5% of parking spaces are designed to an accessible standard with a 1200mm access strip at employment developments. DfT data released in March 2023 showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

Electric Vehicle Parking

SBC Transport Officers are satisfied with the proposed number of Electric vehicle chargers. The applicant has offered provision of 12 spaces with active EV chargers which would exceed the requirement of the Slough Low Emissions Strategy (2018 – 2025) for 10% of parking spaces to be fitted with active EV Chargers at employment generating developments.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EV Charging Points for new dwellings with allocated parking. 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

56 cycle parking spaces are proposed in a secure and covered cycle store. SBC Transport Officers are satisfied that this is a suitable level of cycle parking for the proposed uses which exceeds the SBC cycle parking standards for B2 and B8 Land Uses. The SBC Cycle Parking Standards are presented in the table below:

Land Use (10,536sq.m)	Cycle Parking Per 100sq.m	No. of Cycle Parking Spaces
B2 Light Industrial	1 per 500m ²	21
B8 Warehousing	1 per 500m ²	21

Deliveries, Servicing and Refuse Collection

The LHA are satisfied there is suitable turning space proposed for delivery and servicing vehicles associated with the proposed B2 Light Industrial and B8 Warehousing use.

The Transport Assessment includes swept path analysis which demonstrates suitable turning space is provided for a 16.5m articulated lorry turn to turn and access each of the proposed lorry spaces on the site.

Construction Impact

If planning permission is granted, then the Local Highways Authority require the applicant provide a Construction Traffic Management Plan (CTMP) which details control measures for construction and construction routes for traffic. The CMP can be secured by planning condition.

Summary and Conclusions

The LHA have no objection to the proposed development on highways and transport grounds and recommend approval is subject to conditions relating to vehicle access, EV charging, cycle parking, car parking and construction management.

6.2

Thames Water

Waste Comments

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2023. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

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

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

Thames Water would like the following informative attached to the planning permission: Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be

completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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.

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

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

6.3 SBC Environmental Officer

No comments received, Members will be updated via the Amendment Sheet.

6.4 Land Contamination

No comments received, Members will be updated via the Amendment Sheet.

6.5 Lead Local Flood Authority

Raised no objections subject to conditions relating to drainage management and maintenance.

6.6 **Airport Safeguarding**

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to draw your attention to the following:

Cranes

Due to the site being within Heathrow Airports crane circle, the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

6.7 **Berkshire Archaeology**

Raised no objections.

6.8 **Parking Enforcement**

Raised no objections.

PART B: PLANNING APPRAISAL

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 and National Planning Policy Guidance:

- Section 2: Achieving sustainable development
- Section 4: Decision Making
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

- Core Policy 1 – Spatial Strategy
- Core Policy 6 – Retail Leisure and Community Facilities
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

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

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- EMP9 – Poyle Estate
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities
- T9 – Bus Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document, 2010.
- Slough Borough Council Developer's Guide Parts 1-4.
- Proposals Map 2010.
- Slough Borough Council's Draft Low Emission Strategy (LES 2017-25).
- DEFRA Local Air Quality Management Technical Guidance TG (16).
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

7.3 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.

7.4 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
- Design and impact on the character of the area
- Impact on amenity of neighbouring occupiers
- Land contamination
- Transport, highways and parking
- Trees and ecology
- Flooding and drainage
- Energy and sustainability
- Air Quality
- Archaeology
- Equalities considerations
- Planning balance

9.0 Principle of development

9.1 The site lies within an existing established industrial estate and, in policy terms, is considered to be within an Existing Business Area as shown on the Proposals Map 2010. The site is currently unoccupied but has previously contained large scale business activities. The land is considered to be classed as 'previously developed land'.

9.2 Paragraph 80 of the National Planning Policy Framework seeks to create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Each area should be allowed to build on its strengths, counter any

weaknesses and address the challenges of the future. Areas with high levels of productivity should be able to capitalise on their performance and potential.

- 9.3 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”.
- 9.4 Local Plan Policy EMP9 (Poyle Estate) states B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Poyle Estate. Additional independent B1(a) office floor space will not be permitted in this location.
- 9.5 The site is located within the defined Poyle Estate Business Area. The proposal would see a 632 square metre increase in employment floor space (proposed: 10,536sq.m) to provide the following uses:
- General industrial – Class B2
 - Storage and distribution – Class B8
 - Light industrial – E(g)(iii)
 - Ancillary offices

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

- 9.6 On the basis of the above it is considered that the proposal would amount to an economic redevelopment scheme in an appropriate location and would therefore be acceptable in principle.

10.0 Design and impact on the character of the area

- 10.1 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.

- 10.2 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.’*

- 10.3 The existing buildings on site are largely in good condition and are of a scale and appearance that would be considered typical for employment buildings in this area. The existing buildings are not of such a high standard that would warrant their retention in architectural terms.
- 10.4 The proposed buildings are also typical of employment buildings of this scale. The proposal has a maximum height of 15.5 metres and occupies a large proportion of the site. The principal elevation shows the ancillary office providing activity on the elevation and a degree of visual interest to what is otherwise a typically clad building.
- 10.5 The site layout shows vehicles to enter the site as existing and route on the western boundary of the site to the rear where car parking and HGV space/parking is provided with loading bays shown on the rear elevation.
- 10.6 The building is relatively simple in plan, providing a large floor area which provides flexibility to accommodate occupiers. The scale of the building is notably larger than the existing buildings on the site however there are larger buildings in the area which account for units of a larger scale. The applicant has submitted a streetscene drawing to show how the building relates to its neighbours and while it is larger it is not considered to cause adverse harm to the character of the area.



- 10.7 External lighting details were provided as part of the application which show a proposal that focuses light to the rear of the site with installations that restrict light spill to neighbouring sites. The proposals do not harm the character of the area and are appropriate for an employment scheme. A condition is proposed to ensure the scheme is implemented in accordance with the submitted details.
- 10.8 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, and EMP2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2023.

11.0 Impact on amenity of neighbouring occupiers

- 11.1 Core Policy 8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers. The proposed development does not include any extensions to the building or any additional openings. The replacement of external cladding will have no harmful impact on the amenities of neighbouring occupiers and the proposed development is therefore considered to comply with policy Core Policy 8 of the Core Strategy and the requirements of the NPPF 2003.
- 11.2 The site lies centrally within the Poyle Trading Estate and is surrounded by employment buildings and commercial activities on all sides. There are no

immediate neighbouring residential uses that would be affected by the proposal and as a result, no impacts to consider.

- 11.3 In spite of this the application was submitted with a Noise Assessment that concludes there would be no adverse impacts as a result of the proposed development. There are no objections from Environmental Quality subject to the proposal complying with the assessment submitted but it is noted that reference is made to noise impacts from loading and unloading but the assessment does not make conclusions in this respect. It is anticipated that there would be no impact of concern however at this point it is an aspect that is not concluded. The recommendation reflects this omission and requires clarification of the issue before permission can be issued.
- 11.4 Subject to that clarification, 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.

12.0 Transport, highways and parking

- 12.1 The National Planning Policy Framework states that planning should seek to locate development 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 115 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.
- 12.2 Initial comments from Highways sought amendments and additional information to the access arrangement in the interests of providing improved visibility at the access point and improved space for HGVs to manoeuvre in and out of the site.
- 12.3 Further details were also required in respect of tracking vehicle movements and refuse collection, and these are required for clarification purposes rather than any onerous specific impacts.
- 12.4 The amended access arrangement shows a traffic light arrangement in and out of the site that addresses the concerns regarding the bend that would not allow two lorries to pass. The traffic light arrangement would favour vehicles entering the site to ensure no spacing on the highway would occur and it has passed a road safety audit and no objections are raised as a result.
- 12.5 The Highways Officer has identified a requirement for a contribution toward improving car park restrictions on Blackthorne Road which would include introducing a loading ban opposite the site access junction to remove clashes of loading vehicles and vehicles entering and leaving the site. The contribution is considered to be reasonable and appropriate in scale to the development proposed. Moreover, it's required to make the scheme acceptable in planning terms and is considered to be acceptable in respect of para 57 of the NPPF relating to planning obligations. The applicant has accepted to obligation and the recommendation reflects the requirement to complete it.

12.6 There are no objections in respect of parking although it is noted that the site only provides suitable parking levels for a B8 use. The applicant has confirmed that the intended occupier operates a B8 use which therefore raises no concerns but it will be necessary to restrict future uses by condition. Specifically a condition is proposed that restricts the occupancy to a B8 use and any proposal for an alternative use will require a planning application to enable the Council to reconsider the impacts. In light of the parking numbers proposed and the on-street parking issues in the Poyle Estate, this condition is considered reasonable and necessary to make the scheme acceptable in planning terms.

12.7 Based on the above, and the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, Core Policy 7 of the Core Strategy, as well as the provisions of the NPPF.

13.0 Land contamination

13.1 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.

13.2 The application is accompanied with a Preliminary Geo-Environmental Risk Assessment (known as Phase 1) which concludes that a further intrusive investigation (known as Phase 2) is considered to be required and, subject to findings of that investigation, a remediation and verification strategy would also be required. This has been included as part of the recommended conditions and it is also prudent to include a requirement for Phase 3 (quantitative risk assessment) and 4 (remediation and validation) to be submitted should they be needed as part of the conclusions from the further investigations.

14.0 Trees and ecology

14.1 Paragraph 186 of the NPPF 2023 states that when determining planning applications, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

14.2 The application as accompanied with an ecological appraisal, bat survey report, bird management plan, arboricultural impact assessment, construction ecological management plan, landscape and ecological management plan and Biodiversity Net Gain (BNG) assessment.

14.3 The surveys identify no species of significance and there is little to no existing habitat on the site. A number of precautionary measures are proposed in respect of bats and birds and the scheme proposes to introduce new soft landscaping at the site which will, according to the submitted details, result in BNG of 19%. A condition will be required to ensure implementation to secure the gain.

14.4 Subject to conditions set out in the recommendation, there are no objections in respect of trees and ecology.

15.0 Flooding and drainage

- 15.1 The site is located within flood zone 1 and therefore flood risk is minimal. The application was accompanied with a flood risk assessment and drainage strategy along with drainage plans.
- 15.2 The Local Lead Flood Authority has considered the information submitted and raises no objections subject to conditions which are included as part of the recommendation. Thames Water have also considered the application and also raise no objections subject to including informatives on the decision notice which has also been included in the recommendation.
- 15.3 As a result, there are no objection to the proposal in respect of drainage and flood risk impact.

16.0 **Energy and sustainability**

- 16.1 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 with a BREEAM pre-assessment and an energy strategy. The statements advise that the proposal will meet a BREEAM rating of 'Very Good which is acceptable under Core Policy 8. The proposal will also achieve a minimum of 10% energy from renewable sources through air source heat pumps and roof mounted PV Panels.
- 16.3 For the purposes of planning the proposed development accords with the Core strategy policies on energy and sustainable development. Conditions will be required to ensure the development is implemented as set out in the relevant statements.

17.0 **Air quality**

- 17.1 The application site is not within a designated Air Quality Management Area. An Air Quality Impact Assessment was submitted with the application which concludes there would be no adverse impact on air quality from this proposal which is accepted.
- 17.2 In accordance with the Low Emissions Strategy there is a requirement to provide EV charging points in the car park and the proposed plans show 6 points are to be included at the car park which is acceptable. This can be secured by condition and is included as part of the recommendation.

18.0 **Archaeology**

- 18.1 Core Strategy Policy 9 (Natural and Built Environment) resists development unless it enhances and protects the historic environment.
- 18.2 The application was accompanied with an Archaeological Desk Based Assessment which concluded that the site is considered to have a low potential for archaeology overall.
- 18.3 The Council's Archaeologist raises no objection and requires no mitigation.

19.0 **Equalities considerations**

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

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

19.2 The proposal would provide a new employment building on the site which will be built to Building Regulation standards, these provisions are considered appropriate and would comply with local and national planning policies. 4no accessible parking spaces are provided and the plans show that level access is provided throughout the proposed building.

19.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction environmental management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.

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

20.0 **Planning balance**

20.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2023 (NPPF) and the Local Planning Authority (LPA) has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development."

20.2 The proposed development will provide a modern employment unit that would allow for single occupation within flexible workspace. Suitable parking and vehicle space is provided, and the proposal use is wholly appropriate for the area. The report has not identified any significant adverse impacts.

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

21.0 **PART C: RECOMMENDATION**

21.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

- 1) For approval subject to:
 - (i) The satisfactory completion of a Section 106 Agreement to secure, highways works and highway contributions towards Traffic Regulation Order;
 - (ii) No substantive objection being raised from the Council's Environmental Quality;
 - (iii) Finalising conditions and agreeing pre-commencement conditions;
 - (iv) Any other minor changes.

OR

2) Refuse the application if a satisfactory section 106 Agreement is not completed by 2 June 2025, unless otherwise agreed by the Planning Manager or the Chair of Planning Committee.

22.0 **PART D: RECOMMENDED CONDITIONS**

22.1 **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 by the Local Planning Authority:

- (a) Drawing Number 101, dated 10/2022, received 24/05/2024
- (b) Drawing Number 103 Rev B, dated 05/2024, received 29/11/2024
- (c) Drawing Number 104, dated 10/2022, received 24/05/2024
- (d) Drawing Number 105, dated 10/2022, received 24/05/2024

- (e) Drawing Number 106, dated 10/2022, received 24/05/2024
- (f) Drawing Number 107, dated 10/2022, received 24/05/2024
- (g) Drawing Number B21049 007 Rev D, dated 28/11/2024, received 29/11/2024

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

3. External Materials

No development aside from demolition of the existing buildings shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the proposed external materials to be used on the building hereby approved. The works shall be carried out in accordance with the approved details and retained thereafter.

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

4. Drainage Implementation

Drainage works on the development hereby approved shall be carried out in accordance with the details contained within Flood Risk Assessment and Drainage Strategy from Beynham Meikle ref 13401-R100 Rev 1.2, dated 05/2024, received 24/05/2024 and Drawing Number 13401-105 Rev B, dated 17/05/2024, received 24/05/2024. The works shall be carried out in accordance with the approved details and be in place prior to the first occupation of the development hereby approved.

Reason: To ensure the site is served by appropriate drainage from the outset of operations in the interests of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

5. Drainage Management

The development hereby approved shall not be brought into use 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, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

6. Drainage Verification

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, from Baynham Meikle Ref 13401 R100 Rev 1.2, dated 05/2024, received 4/05/2024 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, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

7. Phase 2 Intrusive Investigation Method Statement

The findings of the Phase 1 Desk Study identified the potential for contamination on site. Thus, no development aside from demolition of the existing buildings and clearance shall take place until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. Phase 4 Remediation Validation

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

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Ancillary Offices

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

REASON In order ensure that independent offices which are high intensive employment generating uses, are directed towards the Town Centre to promote the long-term vitality and viability of the Town Centre, and to ensure offices are located in the most sustainable locations, in order to comply with Local Plan Policy EMP9, Core Policies 1, 5 and 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2023.

11. Restriction on Use

The premises shall be used for E(g)(iii) light industrial, B2 general industrial and B8 Storage and Distribution Use Class only and for no other purpose (including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON: To enable the Local Planning Authority to formally assess any proposed new use classes in the interests of highway safety and convenience in accordance with Policy T2 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

12. No change of use to residential

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

REASON: to prevent the loss of employment uses and to prevent poor living conditions by virtue of using of buildings which are not design coded for residential purposes in accordance with Core Policies 4, 5, and 11 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework 2023.

13. No additional floor space

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

REASON: In the interest of ensuring there is adequate parking provision for the proposed B8 and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2023.

14. Energy

The development hereby approved shall be carried out in accordance with the Energy Strategy Report by Shepherd Bromley Partnership, Issue 2 dated 03/08/2023 and BREEAM Pre-assessment Report by AES Sustainability Consultants Ltd, dated 05/12/2022. 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 Very Good (or equivalent standard).

REASON In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2023.

15. BREEAM requirement

Within 6 months of the development hereby approved being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed so as to achieve a standard of BREEAM Very Good (or equivalent standard) shall be submitted to and approved the Local Planning Authority.

REASON In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2023.

16. External lighting

External lighting shall be installed in accordance with the approved plans and the details within the document External Lighting Proposals by Shepherd Bromley Partnership, Issue 2 dated 03/08/2023 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.

17. Landscaping

Soft landscaping on site shall be provided in accordance with the details in drawing no. 020 Rev E, dated 09/2022, received 24/05/2024. Hard landscaping on site shall be provided in accordance with the details in drawing no. 103 Rev A, dated 05/2024, received 24/05/2024.

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

Management of the Landscaping on site shall be undertaken in accordance with the Landscape and Ecological Management Plan from Middlemarch Ref: RT-MME-158842-05-Rev A dated 08/2023, received 24/05/2024.

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

18. Tree Protection

The development hereby approved shall be implemented in accordance with the conclusions and recommendations of the Arboricultural Impact Assessment from SJ Stephens Associates ref 1989, dated 07/08/2023, received 24/05/2024.

Reason: To ensure the protection and retention of identified trees in the interests of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. Construction Management Plan

Notwithstanding the details in the approved plans, 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 08:00 – 09:00 and 17:00 – 18:00, and outside of 14:30 – 15:30 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. Non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
9. 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 Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2023.

20. Vehicle Access

No part of the development shall commence until the means of access has been sited and laid out in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide and Manual for Streets. The means of access should be maintained in this form in perpetuity.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

21. Electric Vehicle Charging

Prior to the commencement of any development hereby approved, details of the active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; shall be submitted to and approved in writing by the local planning authority. A minimum of 12 spaces with active EV chargers for B8 use or 21 spaces for B2 light industrial use.

The approved details shall be fully installed and the active charging points shall be fully operational prior to the first operation of the warehouses and be retained in good working order at all times in perpetuity.

REASON: To provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2023.

22. Cycle Parking

No development shall be begun until details of the cycle parking provision (including 56 cycle spaces, 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 thereafter.

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.

23. Bin Storage

No part of the development shall be occupied until bin storage has been provided in accordance with the approved plans and standards set out in the Slough Developers Guide and retained thereafter.

REASON: To ensure that adequate refuse storage is provided to serve the development.

24. Car Park Management

The management for the car park hereby approved shall be undertaken in accordance with the Car Park Management Plan prepared by Stunt Consulting, reference B2149 CPMP01, dated 09/2022 included as Appendix E of the Transport Assessment Ref B2149/TA01, dated 14/08/2023, received 24/05/2024 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure efficient management of the car park in the interests of highway safety and convenience and Core Policy 7 of the Core Strategy 2006-2026.

INFORMATIVE(S):

1. Highways Informatives

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for numbering of the unit/s.

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

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

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

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

2. Positive and proactive statement

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