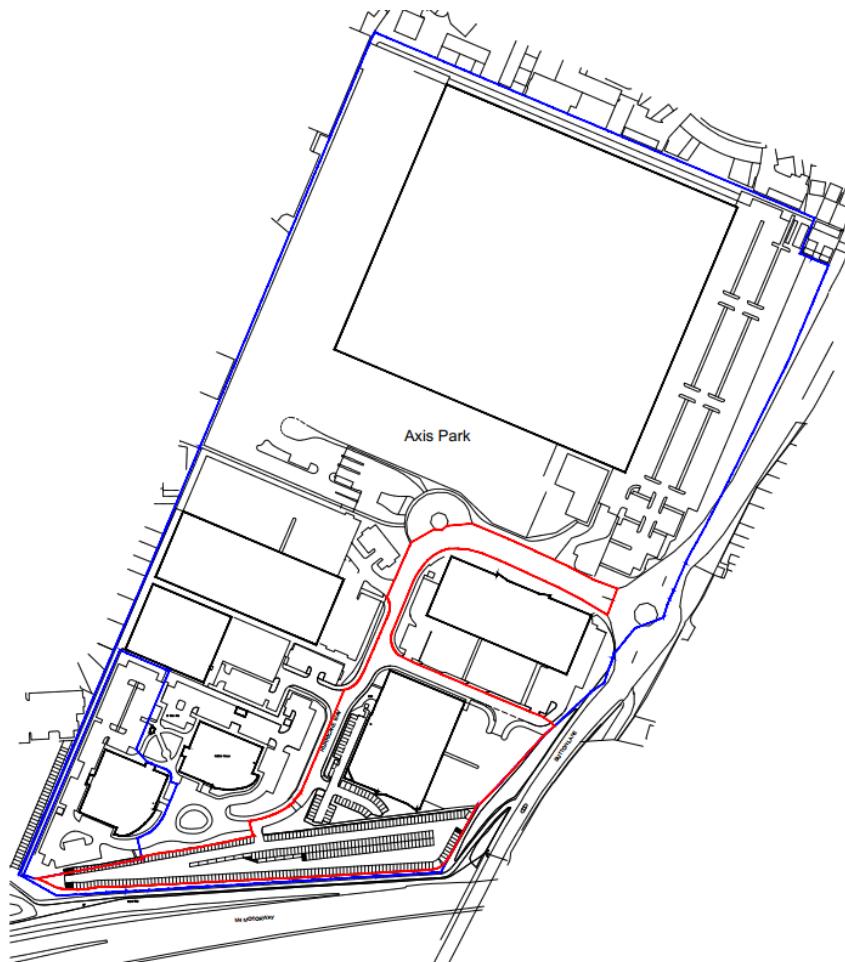


Registration Date:	09 April 2025	Application No:	P/10343/035
Officer:	Nyra John	Ward:	Foxborough
Applicant:	Jo Wilkson, Brixton (Axis Park) Limited	Application Type:	Major
		13 Week Date:	09 July 2024
Agent:	Mr. Andrew Deller, DWD Property and Planning Limited		
Location:	Unit A, Axis Park, Hurricane Way, Langley, Berks, SL3 8AG		
Proposal:	Construction of an extension to the existing industrial building (Class B2 or B8 use) and re-cladding of the existing building, with an extended service yard, car and cycle parking provision, and landscaping and access works		

Recommendation: Delegate to the Planning Group Manager for Approval.



1 SUMMARY OF RECOMMENDATION

1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.

1.2 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 for:
 - A contribution of £6,000 towards Travel Plan Monitoring; and
 - A contribution of £20,000 towards real time bus information screens at nearby bus stops.
 - (ii) Finalising conditions and agreeing pre-commencement conditions;
 - (iii) Awaiting any consultation comments and expiration of the public consultation;
 - (iv) Any other minor changes.
- 2) Refuse the application if a satisfactory section 106 Agreement is not completed by 30 January 2026, unless otherwise agreed by the Planning Manager or the Chair of Planning Committee.

1.3 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 Site and Surroundings

2.1 The site is located in SEGRO Axis Park, to the east of Slough in the Langley Foxborough ward.

2.2 The site is bounded by Sutton Lane to the east, the M4 to the south and Hurricane Way to the west. Other commercial warehouse and industrial units lie to the north and west within Axis Park. Heathrow Worldwide Distribution Centre lies further to the north. Buildings within SEGRO Park Axis typically range from two to three storeys. Beyond Axis Park the wider area is predominantly residential.

2.3 Land to the east of Sutton Lane lies under Buckinghamshire Council.

2.4 The site is within an existing business area as identified on the Council's Proposals Map and Flood Zone 1 and does not lie in a Conservation Area.

2.5 The application was submitted on 1 April 2025 with the accompanying Planning Statement advising that DHL were due to vacate the building in June 2025. It also confirms that the existing unit comprises of 4,761sqm of primarily commercial warehouse with ancillary office space on a mezzanine level, with associated car parking. The existing building is rectangular in shape and approximately 13 metres high to the ridge with an internal clear height of 10 metres provided internally.

2.6 The Planning Statement adds that there are 50 car parking space, including one space for disabled persons and two electric vehicle charging spaces and the overflow car park is further to the south and south-east which provides a further 318 car parking spaces and is bounded by the M4 to the south. To the east of the site is a service yard with three dock levellers.

2.7 The site is currently served by two accesses to the front and rear of the building accessed off Hurricane Way (which is accessed from Sutton Lane). The access to west of the building provides vehicle/ pedestrian/ cyclist access to the car park for staff and visitors. The other is from the site's northern boundary and leads to the service yard for service vehicles only. The overflow car parking area forms part of the Application Site. Internal roads within Axis Park including Hurricane Way are under private ownership and not public highways.



Figure 1: Aerial photograph of the existing site and surrounding area looking north



Figure 2: Photograph of the existing site from the western elevation

3 The Proposal

- 3.1 The description of development for the application is “construction of an extension to the existing industrial building (Class B2 or B8 use) and re-cladding of the existing building, with an extended service yard, car and cycle parking provision, and landscaping and access works”
- 3.2 The proposed development involves the extension of the existing building to provide an additional 2,612sqm of gross internal floor area for Class B2 (General Industrial) / Class B8 (Storage and Distribution) uses consistent with the lawful use of the existing building P/10343/003. The proposed extension will be approximately 18m in height of three storeys (the existing structure is 13m).
- 3.3 The proposed building will provide a total of 7,373sqm of gross internal floor area comprising 6,492sqm on the ground floor and 881sqm of ancillary office space on the first and second floors of the extended area.
- 3.4 As existing there are 50 car parking spaces adjacent to the building. The proposed new car parking area adjacent to the building will have 57 car parking spaces, including 3 accessible spaces, which is an increase of 7 spaces from existing. Of the car parking provision, 12 spaces are designated with electric vehicle charging spaces and the remainder of the spaces will have passive infrastructure to accommodate future demand to the front of the building.
- 3.5 To facilitate the proposed extension, 193 car parking spaces of the total 318 overflow spaces within the overflow car park to the south east have been removed, resulting in a total 125 space remaining.

3.6 There are 8no. operational parking spaces for HGVs provided to the east of the site for servicing.

3.7 There will be 16 Sheffield stands which can accommodate 32 bicycles for staff and visitors. These will be provided in an area adjacent to the extension to the east with an external seating area of staff.

3.8 Pedestrian and cycle access to the site will remain as per the existing site arrangements using the access to the west of the building off Hurricane Way. The proposals will shift the service yard access circa 15m to the east to allow for an improved layout including the provision of the van parking and the bin store. The access will also be widened to allow two-way HGV movements. The internal roads are within private ownership and as such the works can be delivered within the ownership boundaries.

3.9 The landscaping includes removal of 26 individual trees and one group of trees and the replanting of 57 new trees to be incorporated within soft landscaped areas.

3.10 There will be PV panels on the roof of the building, and the building will meet BREEAM 'excellent' standards.



Figure 3: Extract of Proposed Site Plan

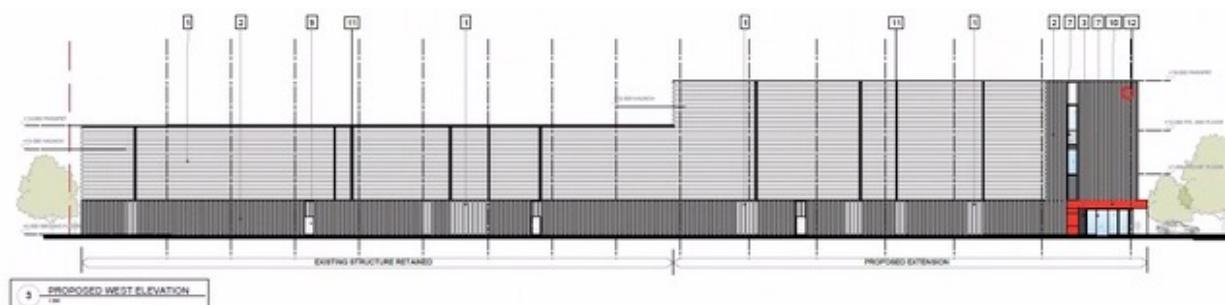


Figure 4: Extract of Proposed West Elevation

4 Planning History

4.1 The most relevant and recent planning history for the site is presented below:

P/10343/034

Advertisement Consent: Non-Illuminated Brand Panel as Flex Face signage, and Flag Poles

Granted, subject to conditions 13 January 2022

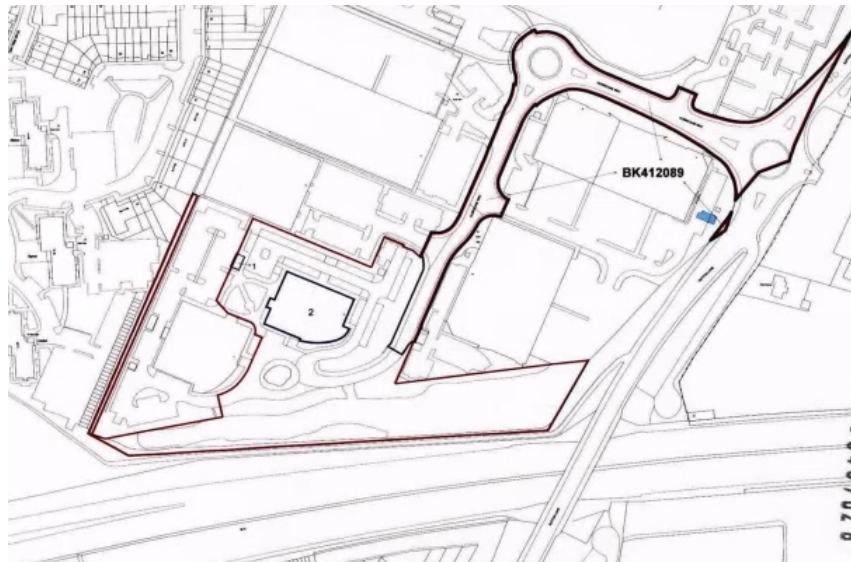
P/10343/028

Gravel Car Park, Axis Park, Langley, SL3 8AG

Certificate of Lawfulness Application: Application for certificate of lawfulness to determine if the existing use of the land for parking with 359 spaces is lawful.

Considered Lawful 10 September 2013

Officer Note: This application relates to the overflow car park only, as it had been informally used as car parking by the occupants of the two adjacent office buildings at Axis One and Axis Two for more than 10 years.



P/10343/012

Site Perimeter Fencing to south and west boundaries

Granted, subject to conditions 18 May 2001

P/10343/006

Approval of Reserved Matters

(Siting, Design, External Appearance, Means of Access and Landscaping) under Condition 1 & 2 of Planning Permission P/10343 dated 23.06.98, erection of 2no. three-storey B1A (office) building (with plant room over) and 1no. part two, part single storey B2 (general industrial) or B8 (storage/distribution) uses (amended plans received 29.03.00 and 03.04.00)

Granted, subject to conditions 5 May 2000

P/10343/003

Approval of Reserved Matters

(Siting, Design, External Appearance, Means of Access and Landscaping) under Condition 1 & 2 of Planning Permission P/10343 dated 23.06.98, erection of 2no. single-storey buildings for use as 3no. industrial (Class B2) or storage/distribution (Class B8) units and formation of access road extension (amended plans dated 19.04.99, 06/07/99, and 27/07/99)

Granted, subject to conditions 29 July 1999

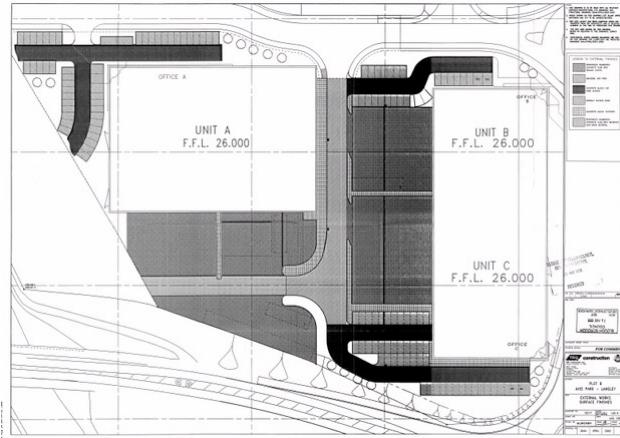


Figure 5: Site Plan Extract of P/10343/003

P/10343/000

Outline Planning Permission for Erection of offices (B1a), warehousing (B8), Industrial Units (B2). Minor adjustment of boundary to reduce site area in accordance with amended plans submitted 12.09.97 & amended plans submitted 18.06.1998

Granted, subject to conditions 23 June 1998

Officer Note: This relates to the buildings to the west and the overflow car parking area

5 Consultations

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), a neighbour notification was undertaken on 18/04/2025 through 2 site notices placed at Hurricane Way with no representations received. Further to an amended blue line boundary being received, an additional site neighbour notification was undertaken 10/07/2025 through 2 site notices placed at Hurricane Way. No representations were received at the time of writing this report but will be considered until 01/08/2025 before a decision is issued. A press notice was issued in the Slough Express on 02/05/2025 and no representations were received following the press notice during the consultation period.

Highways and Transport

5.2 Comments received 30/04/2025:

The LHA would have no objection to the proposed development on highways and transport grounds. The LHA would recommend the agreement of conditions relating to vehicle access, car parking spaces, cycle parking, bin storage and construction management. The full response is in the body of the report as below.

Thames Water

5.3 Comments received 01/05/2025:

Following initial investigations, Thames Water has identified an inability of the existing SEWAGE TREATMENT WORKS infrastructure to accommodate the needs of this development proposal. Therefore a condition is recommended on either sewage work and upgrades are provided or a development and infrastructure phasing plan has been agreed with the Local Planning Authority (LPA).

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.

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

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Following initial investigations, Thames Water has identified an inability of the existing WATER NETWORK infrastructure to accommodate the needs of this development proposal. Therefore, a condition is recommended on either water network upgrades are provided or a development and infrastructure phasing plan has been agreed with the LPA.

An informative is recommended on public sewers crossing and to inform Thames Water of the abandonment of any existing assets.

Berkshire Archaeology

5.4 Comments received 12/05/2025:

There are potential archaeological implications with this proposed development as demonstrated by Berkshire Archaeology's Historic Environment Record. The site lies in an area which has had little previous investigation, however there is potential for both Prehistoric and Medieval locally, with Medieval moated manor at Parlaunt Park c.570m to the north, whilst gravel terraces to the southeast have recorded both undated and modern cropmarks. A Late Bronze Age occupation site c1.1km south demonstrates the potential of the area for Prehistoric occupation.

Mapping shows the plot has successively been used as airfield surrounding a WWII airstrip, a sports ground and, latterly, a carpark, therefore it is likely the plot has never previously been developed and therefore any archaeology may remain undisturbed.

As shown, the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. It is therefore recommended that the following condition is applied, should permission be granted, in order to mitigate the impacts of development. This is in accordance with Paragraph 218 of the NPPF(2025) which states that local planning authorities should '*require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible*'.

Thames Valley Police Designing Out Crime

5.5 Comments received 16/05/2025:

I am not satisfied that the appropriate level of security has been provided for the proposed development and would request that further information is submitted prior to the determination of the application in the form of an Access and Security Strategy to confirm the proposed security arrangements and details:

- Boundary Treatment Plan
- Vehicle Gates
- Lighting Plans
- Provisions for formal Surveillance
- Cycle Store
- Security Personnel

Contaminated Land

5.6 Comments received 02/06/2025:

- The site was partially occupied by part of a motor works in the past and there is potential for chemical impacts to soil and groundwater from this history.
- The desk study identified a potential risk of low to medium risk that human health could be exposed to contaminated soils at the site without mitigation.
- There is considered to be a “Low to Moderate” risk that controlled water receptors could be impacted by past on-site and off-site activities. This relates to the underlying groundwater and to any surface water bodies.
- Based on the above, the following is requested: Phase 2 Intrusive Investigation Method Statement; Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy and; Phase 4 Remediation Validation

Environmental Quality

5.7 Comments received 10/06/2025:

An air quality assessment has been prepared by Rappor Consultants Ltd in support of this application, dated 29th March 2025, which considers the impact of the development during both the construction and operational phases, and considers low to medium risk of dust impact with mitigation measures suggested.

Despite the conclusions of the assessment, some mitigation measures have been proposed including installation of EV charging infrastructure, preparation of a travel plan and funding a travel plan co-ordinator to monitor uptake of sustainable and low emission travel.

In addition to the above, the following mitigation will be required:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works.
- 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.

Environmental Noise Comments

The surrounding land uses are similar in character to the proposed servicing bays and as such, no acoustic character penalties have been applied, therefore the rating level matches the specific sound level. In addition, the surrounding area is industrial and operations already occur

during the day and night, therefore it is unlikely that the noise generated from the site will be easily distinguishable.

For all receptors during the day and night, the specific sound level is lower than the rating level, which is indicative of low impact. There are therefore no objections in relation to noise from this proposal.

The full response is in the assessment section of this report.

Ecology and Biodiversity

5.8 Comments received 10/06/2025:

Based on the information provided regarding the application site, potential ecological constraints requiring further consideration include Biodiversity Net Gain (BNG), bats, badger and nesting birds (full comments in report below).

Urban Design Officer

5.9 Comments received 14/06/2025:

The proposal scheme seeks consent to extend the footprint of the current warehouse building to the south of the site and increase the scale of this new build element by +5 metres above the parapet of the existing development. The enlarged, extended element of the development would introduce new office accommodation and active frontage to the prominent, south facing aspect of the site.

From a design perspective, the main principles of the development are considered to represent an enhancement from the existing condition of the building. The architectural approach of the revised building design is well considered and the 'framed box', feature detailing of the southern aspect of the site is particularly welcomed.

However, given that the revised floorplan and additional massing of the southern aspect of the scheme, will have increased prominence and visibility, from the elevated overpass of Sutton Lane and from the A4, the design principles of the extension would benefit from some further refinement. The comments below suggested to assist in this process.

- Active southern elevation - Have options being explored to increase the amount of glazing within this elevation to assist in providing additional activity, and more balance in the mix of solid to translucent elements within this prominent frontage to the site. Is recognised that this approach requires sensitivity and balance to manage potential future overheating, due to the strong south facing orientation.
- However, it would be helpful to consider whether options have been explored to increase the scale of glazing in this façade; and whether

introduction some form of brise soleil elements would assist in this process.

- Treatment of prominent south-eastern corner - Submission of a model view of the scheme from the elevated Sutton Lane overpass would be helpful to understand the increased prominence of the building from this view.
- Additional refinement of the architectural treatment – This relates to the treatment of both flanks of the ‘feature box’ element. Here it is suggested to explore options to introduce either additional glazing, whether transparent/translucent or opaque glazing. This review would assist in giving the ‘feature box’ block more refinement and potentially reducing the dominance of the south-eastern corner treatment when viewed from the elevated overpass. This would also assist in giving the ‘feature box’ more consistency in its proportionality.
- Western façade - It is noted that the existing structure includes some elements of glazing within the western façade, have options been explored to retain this glazing, to provide slightly more articulation and breaking down of these longer horizontal façades in localised views.
- Lighting – It would be helpful to confirm whether any architectural lighting is proposed to the building, to give the ‘feature box’ some legibility during evening/nighttime hours. It is worthwhile testing whether lighting with lower levels of luminance would assist in achieving this outcome.
- Pedestrian movement/access – Clarification should be provided as to how pedestrians accessed the main entrance of the development and how dedicated pedestrian access will be provided from Hurricane Way. Additional details of lighting and safety for pedestrians would also be helpful in this regard.
- Landscaping - Have options to increase or enhance the provision of landscaping to southern boundary the site being considered. Could a slight reduction in the provision of overflow car parking be made, to allow for additional greening and landscaping to be provided on site.

Landscape and Tree Consultant (WSP)

5.10 Comments received 07/07/2025:

Design & Access Statement (DAS) / Design Report (DAS_P10343-35(6))

The DAS (Chapter 06 Landscaping) provides an overview of the proposed landscape design. No reference to planning policy has been provided within the landscape proposals to indicate alignment with National and Local planning policy.

- The DAS specifies that planting proposals will help to improve the existing and extensive buffer planting facing onto the M4 and Sutton Lane to the east. The eastern boundary facing Sutton Lane relies on existing external planting outside the redline boundary.
- The DAS specifies that proposed planting will consist of mixed native species trees and shrubs to harmonise with the existing vegetation. Approximately 53% of the proposed species on the Planting Layout Sheets 1–3 (LANDSCAPE DRAWINGS_P10343-35(4)) are native species to the UK.

Planting Layout Sheets 1–3 (LANDSCAPE DRAWINGS P10343-35(4))

Review of Planting Schedule

A review of the Planting Layout Sheets has identified a list of non-native UK species which are proposed within LANDSCAPE DRAWINGS_P10343-35(4) this is not to say these species are wholly inappropriate to the setting, rather that they should be considered with regards to their resilience and ecological benefits.

Non-Native Trees

<i>Acer platanoides</i>
<i>Acer rubrum</i>
<i>Liriodendron tulipifera</i>
<i>Pinus nigra austriaca</i>
<i>Ulmus 'New Horizon'</i>

Non-Native Container Grown Specimens

<i>Ceanothus thyrsiflorus 'Repens'</i>	<i>Lonicera 'Maygreen'</i>
<i>Cornus alba 'Sibirica'</i>	<i>Mahonia 'Apollo'</i>
<i>Cornus stolonifera 'Flaviramea'</i>	<i>Mahonia japonica</i>
<i>Cotoneaster 'Skogholm'</i>	<i>Physocarpus 'Diabolo'</i>
<i>Elaeagnus 'Limelight'</i>	<i>Potentilla 'Elizabeth'</i>
<i>Euonymus 'Darts Blanket'</i>	<i>Prunus 'Cherry Brandy'</i>
<i>Euonymus 'Emerald 'n Gold'</i>	<i>Prunus 'Zabeliana'</i>
<i>Hebe 'James Stirling'</i>	<i>Prunus laurocerasus 'Rotundifolia'</i>
<i>Hebe 'Mrs Winder'</i>	<i>Sarcococca confusa</i>
<i>Hebe 'Sutherlandii'</i>	<i>Spiraea 'Goldflame'</i>
<i>Hypericum 'Hidcote'</i>	<i>Symporicarpos 'Hancock'</i>
<i>Juniperus squamata 'Blue Carpet'</i>	<i>Viburnum davidii</i>
<i>Juniperus virginiana 'Grey Owl'</i>	<i>Lonicera 'Maygreen'</i>

There are some proposed species which are sensitive to dry, windy, or polluted roadside locations and are best used away from heavy traffic, such as the M4 at this site location. Alternate species may be considered in these locations. The below table provides a focus on species that are potentially more vulnerable to these conditions.

The below table focuses on the proposed species tolerance to pollution and busy roads, as well as their vulnerability to climate change:

Species	Pollution Tolerance	Climate Change Vulnerability
<i>Acer campestre</i>	High	Low
<i>Alnus glutinosa</i>	Moderate	Moderate
<i>Betula pendula</i>	Moderate	High Vulnerability
<i>Carpinus betulus</i>	High	Low

<i>Fagus sylvatica</i>	Low Tolerance	High Vulnerability
<i>Platanus x hispanica</i>	Very High	Low
<i>Prunus avium 'Plena'</i>	Moderate	Moderate
<i>Prunus padus 'Albertii'</i>	Moderate	Moderate
<i>Quercus robur</i>	Moderate	Moderate to High
<i>Tilia cordata</i>	Low	High Vulnerability
<i>Cornus stolonifera 'Flaviramea'</i>	Moderate	Low
<i>Cornus stolonifera 'Kelseyi'</i>	Moderate	Low
<i>Cotoneaster dammeri 'Coral Beauty'</i>	High	Low
<i>Euonymus fortunei 'Emerald Gaiety'</i>	High	Low
<i>Euonymus fortunei 'Emerald'n'Gold'</i>	High	Low
<i>Hebe albicans 'Red Edge'</i>	Low to Moderate	Moderate
<i>Acer campestre</i> (Transplant)	High	Low
<i>Alnus glutinosa</i> (Transplant)	Moderate	Moderate
<i>Betula pendula</i> (Transplant)	Moderate	High Vulnerability
<i>Carpinus betulus</i> (Transplant)	High	Low

Supporting details to the planting review:

1. *Tilia cordata* (Small-leaved Lime) – Sensitive to air pollution; aphid honeydew also makes it unsuitable over areas of parked cars.
2. *Fagus sylvatica* – Not well suited to urban pollution or high traffic areas.
3. *Prunus avium 'Plena'* – Ornamental cherries often struggle with pollution.
4. *Sarcococca confusa* – Shade-tolerant but not ideal for open, polluted roadsides.

Outline Specification

Consider adding more detailed information to the Outline Specification within the Planting Layout Sheets 1–3 (LANDSCAPE DRAWINGS_P10343-35(4)), particularly in relation to the maintenance specification, indicate instruction for replacement of planting failures: timeframe and conditions. Also consider adding Quality Standards (BS: 3936) for nursery stock plant quality.

Soft Landscape Layout

Consider the existing tree planting to the northern boundary (adjacent to Unit 1) which is potentially in conflict with proposed substation development. It is advised that the substation proposed development is located away from the existing tree's RPA (Root Protection Area). If the substation is located within the existing tree RPA Roots may exert pressure on substation walls or joints or enter small gaps in search of water. Maintain a minimum root buffer (typically 3–5 metres). The Arboriculture Assessment indicates that the area of existing trees by the substation is to be removed (Category B trees for removal). Please ensure that information on the ARBORICULTURAL IMPACT ASSESSMENT AND DMETHOD STATEMENT AND

TREE PROTECTION PLAN_P10343-35(8) aligns exactly with the Planting Layout Sheets 1–3 (LANDSCAPE DRAWINGS_P10343-35(4)).

Lead Local Flooding Authority

5.11 No comments received.

Environmental Protection

5.12 No comments received.

Slough Borough Council Building Control

5.13 No comments received

Health and Safety Executive

5.14 No comments received

Buckinghamshire County Council

5.15 No comments received

PART B: PLANNING APPRAISAL

6 Policy Background

6.1 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 in December 2024 (as amended on 7 February 2025).

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.

6.2 National Planning Policy Framework (December 2024) and National Planning Policy Guidance:

Section 2: Achieving sustainable development
Section 4. Decision-making
Section 8: Promoting healthy communities
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

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

- Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
- Core Policy 5- Employment
- Core Policy 7 – Transport
- Core Policy 8- Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 - Infrastructure
- Core Policy 12 - Community Safety

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

- EMP2 – Criteria for Business Developments
- EN1 - Standard of Design
- EN2 - Extensions
- EN3 - Landscaping Requirements
- EN5 - Design and Crime
- T2 - Parking Restraint
- T8 – Cycle Network and Facilities
- T9 – Bus Network and Facilities

6.5 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4 2010
- Slough Local Development Framework Proposals Map (2010)
- Noise Guidance BS8233 (Residential Noise) and BS4142 (Industrial and Commercial Noise)

6.6 Emerging Local Plan Policy – The Proposed Spatial Strategy (Nov 2020)

The Draft Centre of Slough Regeneration Framework (Aug 2020) was presented to Members at the Planning Committee meeting of 9 September 2020 and was subsequently determined to be adopted as an evidence document for the forthcoming Slough Local Plan. 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." The Spatial Strategy involves making sufficient provision to meet housing, employment and other needs whilst at the same time conserving the natural, built and historic environment.

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. Therefore the documents holds little weight as it currently stands, and the material weight of policies would strengthen the closer the Local Plan is to adoption. It can be used to inform planning decisions but does not have the weight of planning policy.

6.7 Equality Act

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

7. Planning Considerations

7.1 The Planning Assessment will cover the following elements:

- Principle of Development
- Design and Impact on Streetscene
- Impact on Neighbouring Amenity
- Highways and Transport
- Crime Prevention

- Flood Risk and Drainage
- Sustainability and Energy
- Ecology, Biodiversity
- Arboriculture and Landscaping
- Land Contamination
- Equalities Considerations

Principle of Development

7.2 The NPPF paragraph 85 states planning policies and decisions should help create the 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

7.3 Core Policy 5 (Employment) states that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons.

7.4 Policy EMP2 states:

Policy EMP2 (Criteria for Business Developments)
 Proposals for business developments will only be permitted if they comply with all of the following criteria:

- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;
- b) It does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building;
- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
- d) appropriate servicing and lorry parking is provided within the site;
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without

increasing traffic congestion in the vicinity or in the transport corridors serving the site;

- f) the proposal incorporates an appropriate landscaping scheme;
- g) the proposal would not significantly reduce the variety and range of business premises;
- h) the proposal does not result in a net loss of residential accommodation; and
- i) the proposal maintains any existing primary and secondary shopping frontages at ground level on the site.

7.5 Each of these criteria points is assessed in further detail in this report including Design and Impact on streetscene (a and b), Impact on Neighbouring Amenity (b), Highways and Transport (c, d and e), and Arboriculture and Landscaping (f). Parts (g, h and i) are not relevant as there is no reduction in business premises, no net loss of residential accommodation and does not relate to a shopping frontage.

7.6 It is noted that Policy EMP11 Axis Park has since been deleted from the Local Plan, but supporting text provides some background for the history of the use of the business area:

Following the closure of the Iveco Ford Plant, the Council produced a Development Brief for the site in April 1997. This specified that the northern third of the site should be developed for residential purposes whilst the remainder of the site should be redeveloped for a range of business uses. Axis Park, as it is now known, provides one of the few opportunities within the Borough to meet the demand for very large warehousing developments which wish to operate on a 24 hour basis. It is therefore anticipated that the bulk of the site will be developed for such uses provided they are able to comply with strict environmental criteria which will ensure that they do not have an adverse effect upon the amenities of nearby residents. A limited amount of B1(a) office development will be permitted along the M4 frontage, in accordance with the development brief.

The site is not well served by public transport. There is no train station within close proximity, the nearest being Langley, and buses services are some distance from the site, in Parlaunt Road. On this basis, access for the workforce and visitors is likely to be by car and parking provision will be in accordance with Appendix 2, unless public transport provision serving the site is improved.

7.7 The planning history Ref. P/10343/003 in 1998 demonstrates that approval was granted for a building with B2 and B8 use, with the overflow car parking being informally used for the neighbouring sites at Axis One and Axis Two as it was surplus to requirements (assessed in further detail in the transport section of the report).

7.8 There is no proposed change in the existing use class which is considered to be B8 (storage and warehouse) and no concern with the principle of development to B2 (industrial) and B8 (storage and warehouse) which would be in keeping with the industrial nature of the locality. Officers consider that the proposed office use proposed on the second and third floor would be ancillary to the main use as industrial and storage and a condition is recommended to ensure this use remains as so.

7.9 Therefore, the expansion of the business use is supported in principle and the proposal would accord with the NPPF 2024 and EMP2, subject to the below considerations.

Design & Impact on Streetscene

7.10 The NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Development should function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development and provide for an appropriate mix of uses, respond to local character and history, create safe and accessible environments which are visually attractive.

7.11 Saved Policy EN1 (Standard of Design) requires development proposals to reflect a high standard of design and must be compatible with, and/or improve the surroundings in terms of layout, scale, height, architectural style and materials. EN2 (Extensions) states that proposals for extensions to existing buildings should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure. Extensions should not result in the significant loss of sunlight or create significant overshadowing as a result of their construction.

7.12 Core Policy 1 of the Core Strategy states that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited.

7.13 Core Policy 8 of the Core Strategy 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 requires that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area. Core Policy 8 defines high quality design as to:

- 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.

7.14

Scale

The existing building's height is 13m and is a standard box shape. The height of the proposed extension is circa 18m to its ridge providing an internal clear height of 15m, which has been determined by function and operation. In comparison to the existing building, the proposed extension is 5 metres taller with respect to both its internal height and at its ridge. Whilst the extension would appear larger to the original building, officers do not raise objection to this as this height would be in keeping with surrounding industrial/ office uses at Axis Park and seen in this context whilst the height at the entrance would provide a clear legibility and prominence for users. Views from the building publicly will be most visible from Sutton Lane, which is raised at the bridge where it crosses the M4. The extension would be similar in height to Axis One and Two, which are three stories in height.

The site would be read in its backdrop with other taller buildings



Figure 6: View of site as existing from Sutton Lane bridge



Figure 7: View of the site as proposed from Sutton Lane bridge

Siting and Layout

7.15 The footprint of the proposed extension will protrude from the southern elevation of the existing building southwards and encroach into part of the existing car parking area serving the existing building, as well as part of an existing overflow car parking area.

7.16 In addition, it is proposed to extend the service yard southwards to serve the proposed extension and incorporate two additional level access doors to provide access to the proposed extension via its eastern elevation.

7.17 The footprint of the extension would reflect the dimensions of the existing building. This would still remain set back from the public highway at Sutton Lane and the M4 as the overflow car park and landscaping would remain to provide a buffer. Officers would raise no objection to this element.

Design and Materials

7.18 The elevations use vertical features of different size and the DAS states “uncluttered elevations giving it a modern and high-tech appearance with the use of vertical feature of different size to generate image of a barcode”. The treatment of the eastern and western elevations features three primary materials: vertically orientated sheeting in silver, anthracite and grey colours. There will also be intermittent strips of glazing, and the two new level access doors will be anthracite grey to match the cladding. Officers would not object to this elevational treatment which would modernise the existing building.

7.19 The treatment of the southern elevation will also feature vertically orientated sheeting silver in colour and vertically orientated sheeting anthracite in colour. However, the central feature on this elevation will be two rows of aluminium curtain walling/windows framed by horizontal orientated sheeting anthracite in colour. Further there will be red colour sheeting to clearly define, thereby adding legibility to the entrance, as well as a small “O” logo to represent the applicant. This creates the opportunity

to create an active frontage and introduces glazing which would make this elevation lighter in appearance.

7.20 Whilst these materials would be distinctive and different to the existing, it is not considered that they would cause harm to the character or appearance of the area and further details of these materials are requested through a condition. Officers would not raise objection as it would appear commensurate with the industrial use and appropriate within its wider context.

Other

7.21 The Urban Design Officer has been consulted on the proposal and has stated that the main principles of the development are considered to represent an enhancement from the existing condition of the building. The architectural approach of the revised building design is well considered and the 'framed box', feature detailing of the southern aspect of the site is particularly welcomed. The Urban Design Officer raised a couple of queries with regards to the justification and evolution of the design, as assessed below.

7.22 The applicants have advised that the amount of glazing is proportionate to what is required without potential overheating to increase the functionality of the space. The 'feature box' is enhanced with a full height glazed entrance on the ground floor and is clearly legible by the red surround. It is therefore considered that on balance this elevation is acceptable.

7.23 A condition is suggested to seek further details of architectural lighting on the 'feature box' as well as lighting for pedestrians. Further clarification has been provided of pedestrian movement/ access from the development from Hurricane Way.

7.24 A suggestion of increasing landscaping to provide a buffer on the southern elevation was made, however, the applicants have noted that there already is a landscape buffer outside of the site to the south, noting this is outside of the site within the highway verge of the M4. Existing and proposed views from Sutton Lane have been provided and whilst there would be a clear increase in height and visibility of the proposal, officers consider that this would not be significantly detrimental to the surrounding industrial area.

7.25 The plans show that the proposal respects the existing building lines and is of a high-quality design and the proposed development is considered to raise no significant design and street scene concerns and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

Impacts on Neighbouring Amenity

7.26 Policy EN1 of the Local Plan and Core Policy 8 of the Core Strategy requires new development proposals to reflect a high standard of design

and to be compatible with and/or improve the surroundings in terms of the relationship to nearby properties.

7.27 Part 3 of Core Policy 8 states development shall not:

- a) Give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise;
- b) Cause contamination or a deterioration in land, soil or water quality; and
- c) Be located on polluted land, areas affected by air pollution or in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.

Daylight/ Sunlight/ Privacy

7.28 The nearest residential receptors are at Severn Crescent 75m to the south separated by the M4 and Common Road 75m to the west of the car park so there would be no overshadowing/ overlooking impacts.

Air Quality

7.29 An air quality assessment has been prepared by Rapor Consultants Ltd in support of this application, dated 29th March 2025, which considers the impact of the development during both the construction and operational phases.

7.30 The assessment methodology for both the construction and operational phase assessments is provided in Section 3 and aligns with Slough Borough Council 2024 Annual Status Report.

Construction

7.31 Section 5 presents the construction phase dust assessment. In terms of dust emission magnitude, all stages of construction are considered small except construction which is classed as medium. The assessment determined the sensitivity of the study area to dust soiling as medium for demolition, earthworks and construction, but high for trackout. The sensitivity to human health impacts is low for all stages of construction. When combined, this results in an overall low to medium risk of dust impact. The applicant proposes to implement mitigation measures to reduce this impact to negligible are accepted and it is agreed that this will adequately control dust impacts to ensure that they are not significant.

7.32 The impact of HDV emissions during the construction phase has not been considered, however it is indicated that less than 20 outward HDV movements will occur in any one day at the height of construction phase activities, therefore falling below screening criteria. This outcome is accepted.

Operation

7.33 Although there is a reduction in parking spaces with the proposed development (-186), the development increases the internal floorspace by

2612 sqm. However, given the predicted increase in vehicle movements and as the site is within an AQMA a full detailed Air Quality assessment has been completed. The assessment results indicate there is a negligible impact.

Mitigation

7.34 Despite the conclusions of the assessment, mitigation measures have been proposed including installation of EV charging infrastructure, preparation of a travel plan and funding a travel plan co-ordinator and funding bus information system updates at nearby bus stops to monitor and encourage uptake of sustainable and low emission travel.

7.35 In addition to the above, the following mitigation will be required:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works.
- 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.

Noise

7.36 An environmental noise impact assessment has been prepared by Sharps Acoustics LLP in support of this application, dated March 2025.

7.37 The assessment is supported by a noise survey, undertaken from 14:30 Tuesday 14th January 2025 to 11:15 Friday 17th January 2025 at a monitoring location on the east of the development site .. When visiting the site, the report notes that the dominant noise sources were road traffic from the surrounding road network and occasional commercial / industrial noise from the service yard.

7.38 The predicted worst case scenario for vehicle movements associated with the additional two servicing bays has been provided for the daytime (1 hour worst case) and night time (15 minutes worst case), followed by predicted noise levels for each vehicle movement type based on the consultant's library data from similar projects.

7.39 This information has been used to predict the specific sound level at the nearest noise sensitive receptors, located to the east and south of the development site. The surrounding land uses are similar in character to the proposed servicing bays and as such, no acoustic character penalties have been applied, therefore the rating level as has been assessed in the noise survey matches the specific sound level. In addition, the surrounding area is industrial and operations already occur during the day and night, therefore it is unlikely that the noise generated from the site will be easily distinguishable.

7.40 For all receptors during the day and night, the specific sound level is lower than the rating level, which is indicative of low impact. There are therefore no objections in relation to noise from this proposal.

7.41 In conclusion, officers consider there would not be a detrimental impact by reason of unacceptable levels of pollution including air and noise pollution, dust, odour, artificial lighting to the surrounding area in accordance with Policy EN1 of the Local Plan and Core Policy 8 of the Core Strategy.

Highways and Transport

Policy Background

7.42 Paragraph 109 of the NPPF 2024 states that transport issues should consider patterns of movement, streets, parking and other transport considerations. Development proposals should identify and pursue opportunities to promote walking, cycling and public transport use and to avoid and mitigate against environmental impacts.

7.43 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'.

7.44 Paragraph 115 states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 116 states that 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.

7.45 Paragraph 117 states that development should give priority first to pedestrian and cycle movements and second to public transport. Applications should create places that are safe, secure and attractive, allow for the delivery of goods, access by service and emergency vehicles and charging of plug-in vehicles.

7.46 The national policies are reflected in Core Policy 7 and Policy T2 of the Local Plan 2004. Core Policy 7 states that development proposals will, either individually or collectively, have to make appropriate provisions improving road safety. Policy T2 of the Local Plan 2004 states that within all development that attracts an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy.

7.47 The planning application is supported by a Transport Assessment and Travel Plan completed by STANTEC. A site visit was completed by SBC Transport Officers in order to observe existing car parking levels.

Vehicle Access

7.48 The LHA have no objection to the proposed vehicle access arrangements. The documents submitted demonstrate a visibility splay of 2.4m x 25m at the site access junction which meets the requirement of Manual for Streets for the 20mph speed limit on Hurricane Way.

7.49 It is noted that Hurricane Way is under private ownership and the double yellow car parking restrictions are present along Hurricane Way and are privately enforced by SEGRO (the landlord). This reduces the likelihood of overspill car parking having a highway safety impact on visibility splays or turning heads as any vehicle contravening restrictions would receive a fine.

7.50 The applicant has submitted swept path analysis which demonstrates that a Dennis Eagle Refuse Vehicle and a 16.5m long articulated vehicle can ingress and egress the site servicing entrance (STANTEC Drawing No. 332612235-STN-HGN-ZZ-DR-TR-5506). Swept paths demonstrate a large car (5.079m long) can ingress/egress the separate car park entrance (Drawing No. 332612235-STN-HGN-ZZ-DR-TR-5507-Rev-P02).

7.51 A review of collision data demonstrates shows there has been just 1 recorded collision causing injury on the roundabout of Hurricane Way / Sutton Lane roundabout. This collision occurred on 17th June 2020.

Access by Sustainable Travel Modes

7.52 The nearest bus stop to the site is Axis Park (200m, 2 minutes' walk). This stop is served by the No. 7 bus which provides 3 buses per hour to Heathrow Terminal 5 and 3 buses per hour to Langley. The site is connected to the bus stops by footways which measure 2.0m wide.

7.53 The bus stop is within the 400m (5 minutes) considered the acceptable walking distance to a bus stop by Chartered Institute of Highways and Transport in their guidance document 'Planning for Walking' (2015).

Existing Car Parking Use

7.54 The TA states the new development at Unit A will remove some of the parking within the existing overflow car parking to provide the extension to Unit A but as per the parking surveys, these spaces were not in use on either day (prior to DHL vacating the unit). Therefore, the LHA consider it acceptable to reduce the overflow car park from 318 parking spaces to 125 car parking spaces. Although it is noted that the car park may have been in use at the time of the survey, it is clear that there is not a high demand as existing, further noting the shared use with Axis Park One and Two to meet any additional need.

7.55 The surveys completed on Tuesday 4th March and Wednesday 5th March 2025 between 10:00 – 11:00 found 47 and 60 cars occupying the 318 car parking spaces within the Overflow Car Park. Furthermore, the car parks for Axis One and Axis Two are currently underutilised by the existing

businesses on site as noted by the Transport Officer upon a site visit on both days.

Trip Generation

7.56 A site visit was completed by SBC Transport Officers on 29th April 2025. 42 cars were counted occupying the 318 parking spaces in the existing overflow car park at 13:30hrs, with 276 available spaces.

7.57 When the site was occupied by DHL, it generated car and HGV trips and therefore not all of the car/HGV trips from B2/B8 use will be completely new vehicle trips. The TA contains a forecast of the site's vehicular trip generation using TRICS survey data from similar commercial development sites.

7.58 The TA forecasts that the net trip generation will increase by 12 two-way trips in the AM Peak and 15 two-way trips in the PM Peak. This will equate to 1 additional vehicle trip every 4 minutes.

7.59 The LHA consider that this level of vehicle trips will have a minimal impact on the operation of the surrounding Highway Network and is unlikely to increase vehicle queue lengths or driver delays. The LHA would therefore not raise an objection to the proposed development due to the expected vehicle trip generation associated with the proposed development.

Car Parking

7.60 The LHA consider the proposed number of car parking spaces to be acceptable and no parking overspill onto the surrounding road network is expected.

7.61 The proposed site plan shows 57 parking spaces, not the 59 mentioned in the Transport Assessment. Therefore, the site is assessed on the site plans and 57 parking spaces.

7.62 There are also 125 car parking spaces proposed to be provided to the south in an 'overflow' car park. The SBC Parking Standards for B2 General Industrial use and B8 storage as required are shown below:

Slough Borough Council Parking Standards				
Land Use (7,666sq.m)	Car Spaces per Sq.m	Lorry Spaces Per Sq.m	Car Parking Spaces	Lorry Parking Spaces
B8 Parking Standard	1 to 200m ²	1 to 500m ² upto 2000m ² then 1 to 1000m ²	38	10
B2 Parking Standard	1 to 50m ²	1 to 500m ²	134	13

Source: Slough Developer's Guide – Part 3: Highways and Transport (2008).

Lorry Parking Spaces

7.63 The LHA consider the lorry parking proposed acceptable. The applicant has stated that 10 lorry spaces can be provided on site, although it appears there is more space for lorries to be provided if needed. This number meets the 10 required for the B8 Parking Standards and is just below the 13 required for the B2 Parking Standard.

Blue Badge

7.64 Inclusive Mobility (2021) recommends 5% of parking spaces are designed to an accessible standard with a 1200mm access strip. DfT data released in March 2023 showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

7.65 The LHA consider the 3 blue badge car parking spaces are proposed which compliant with the requirements of Inclusive Mobility. This is 5.2% of the 57 parking spaces shown on site.

Electric Vehicle Parking

7.66 The LHA accept the provision of active EV Charging points for 12 car parking spaces (20% of the 57 allocated to the new warehousing) plus infrastructure for other spaces. This would exceed the requirement of the Slough Low Emissions Strategy (2018 – 2025) which requires the provision of EV charging points for 10% of parking spaces at employment generating facilities.

Cycle Parking

7.67 The TA outlines that a new cycle parking shelter is proposed which would provide 32 cycle parking spaces within 16 Sheffield stands. The building already provides shower and changing facilities which will be retained for staff and visitors cycling to work.

7.68 A condition should be agreed which secures further details of the cycle store design and stand type. The store should be fully enclosed to protect bicycles from theft and the weather as per the requirements of the Slough Developers Guide – Part 3: Highways and Transport.

7.69 The 32 cycle parking spaces exceed the requirements of the Slough Parking Standards which require 1 cycle parking space per 500m² for B2 Warehousing or B8 Warehousing. A minimum of 15 cycle parking spaces are required for the 7766sq.m of B2 / B8 Warehousing.

Deliveries, Servicing and Refuse Collection

7.70 Swept paths have been provided which demonstrate a 16.5m articulated lorry and a 9.5m long refuse vehicle can turn within the site and enter and exit in a forward gear. The applicant has stated that 10 lorry spaces can be provided on site, although it appears there is more space for lorries to be provided if needed.

7.71 The LHA is satisfied that delivery and servicing vehicles will not need to reverse out of the site onto Hurricane Way, which would be detrimental to safety. Furthermore, the former DHL site had already accommodated articulated delivery vehicles without any known issues.

7.72 The application is considered compliant with Paragraph 117 of the NPPF which states that applications for development should: 'Allow for the efficient delivery of goods, and access by service and emergency vehicles'.

Travel Plan

7.73 The LHA consider the submitted Travel Plan acceptable.

7.74 The Travel Plan sets a target to reduce single occupancy car use by 7% from 69% to 62% of employees and increase travel by sustainable modes. A baseline travel survey will be completed within 6 months of occupation to establish baseline travel patterns and revise target mode shares if necessary. The Travel Plan includes measures such as the government cycle to work scheme, provision of a travel information pack to staff, installation of travel noticeboards/information provision of cycle training, provision of EV charging and cycle storage.

7.75 The Travel Plan surveys and measures will be administered by a Travel Plan Coordinator appointed by SEGRO.

Section 106 Contributions

7.76 The LHA require section 106 contributions from the proposed development, in order to support sustainable travel amongst employees. This is required to make the development acceptable, and as a result of the potential increase in vehicle trips, secure sustainability improvements in the locality. The application is recommended to be refused if a satisfactory section 106 Agreement is not completed as The contributions are listed below:

- A Section 106 contribution of **£6,000** towards Travel Plan Monitoring, as per the requirements of the Slough Developer Contributions Guidance (September 2017).
- **£20,000** contribution towards real time bus information screens at the two nearby bus stops on Sutton Lane (Sutton Court Farm north and south);

Construction Impact

7.77 It is noted that a Construction Management Plan (CMP) has been provided with the planning application. However, the Local Highways Authority require the applicant provides a more detailed CMP which details control measures for construction and construction routes for traffic. This is secured through a condition.

Summary and Conclusions

7.78 There is no objection to the proposed development on highways and transport grounds. Officers recommend permission is subject to conditions relating to number of parking spaces layout, car parking management and construction management and Section 106 contributions towards a travel plan and bus stop improvements.

7.79 Overall, the proposal is considered to have no detrimental impact to the highway network, in accordance with Core Policy 7 of the Core Strategy 2008, Policy T2 of the Local Plan 2004, Paragraphs 109, 116 and 117 the NPPF 2024.

Crime Prevention

7.80 Paragraph 96 of the NPPF 2024 requires planning decisions to promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Paragraph 135(f) states Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.81 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5 which requires development proposals to be designed to reduce the potential for criminal activity and anti-social behaviour.

7.82 The Designing Out Crime Officer (Thames Valley Police) has been consulted on the application and requested further details, which can be secured through a condition, including further detail of the extent of boundary fencing around the whole building, active surveillance of the entrances into the site by security personnel. Gates should be able to be locked outside of working hours to ensure no unauthorised access. This should cover both the entrance to the main car park and the overflow. Confirmation was requested that lighting covered the overflow car park, provision for CCTV, cycle stores and security personnel.

7.83 A condition is recommended to request an Access and Security Strategy to confirm the proposed security arrangements and details. It is considered that the proposal is in accordance with Core Strategy Policies 8 and 12.

Flood Risk and Drainage

7.84 Paragraph 181 of the NPPF 2024 requires the incorporation of sustainable drainage systems unless there is clear evidence that this would be inappropriate.

7.85 Core Policy 8 of the Core Strategy 2008 relates to flooding and states development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of the floodplain; and development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

7.86 Core Policy 10 of the Core Strategy 2008 states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs. Infrastructure includes utilities (water, sewerage and drainage).

7.87 Saved Local Plan Policy EN34 (Utility Infrastructure) states that development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul water drainage or sewerage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.

7.88 The site lies in Flood Zone 1, which means the site has a low risk of flooding. The site does not lie in a high risk flood zone, but matters of surface water and foul water drainage and the wider network infrastructure are considered.

7.89 A Flooding and Drainage Report has been prepared which covers risk of flooding, surface water drainage, SuDs and management and maintenance. This concludes that the existing flood risk to the development area from all sources has been assessed from a review of all available data. Future climate change has also been considered. Using the proposed development plan, the extent of the flood risk has been determined for the site as well as the effect that the development might have on flood risk elsewhere.

7.90 Regarding surface water, the proposed development is the extension of an existing industrial unit over an area of 0.503ha. The proposed development work would reduce the risk of flooding from fluvial sources by reducing the discharge rate from this area of the wider site from 13.01l/s to 2l/s, resulting in a betterment. Surface water drains via gravity through drainage channels, petrol interceptor and permeable paving prior to

entering a below ground attenuation tank. Run off from roofs outfall directly into the tank. The final outfall from the tank is via a pumping station that pumps at a controlled rate into a newly constructed manhole before discharging via gravity into an existing private manhole in the service yard. Thames Water have been consulted and confirm there is no objection with regards to surface water drainage.

7.91 Regarding foul water drainage, this is to drain via gravity into a new private foul water pumping station located on the existing foul water rising main. Thames Water have been consulted and confirm there is no objection with regards to surface water and foul water drainage.

7.92 Following initial investigations, Thames Water has identified an inability of the existing sewage treatment works and water network infrastructure to accommodate the needs of this development proposal. Therefore, a condition is recommended on either sewage work upgrades and water network upgrades are provided or a development and infrastructure phasing plan has been agreed with the LPA.

7.93 Thames Water and Local Lead Flood Authority have been consulted on the application and further to planning conditions on a detail surface water drainage scheme, ownership and maintenance details and a verification report are submitted to comply with Core Policy 8 and the NPPF 2024.

Sustainability and Energy

7.94 Requirements relating to sustainability are set out in Core Policy 8. This expects all development within the Borough to be of a high-quality design, improve the quality of the environment and address the impact of climate change. The policy sets out a number of sustainable design principles that all development, where feasible are expected to include measures to:

- a) Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;
- b) Recycle waste;
- c) Generate energy from renewable resources;
- d) Reduce water consumption; and
- e) Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.

7.95 During construction, the Construction and Environmental Management Plan will address the construction phase of the development and measures put in place to reduce waste and to recycle wherever possible. Contracts will be set up with local waste collection companies to ensure that they are disposed of in an appropriate way.

7.96 An Energy and Sustainability Statement, prepared by Cudd Bently, dated 27th March 2025 outlines the energy strategy and confirms building methods, water consumption, transport sustainability, construction site management, flooding, noise, ecology and air quality inter alia.

7.97 The Energy and Sustainability Statement confirms that a series of passive design and energy efficiency measures are incorporated, such as energy efficient lighting, submetering of relevant areas, upgrading of 'U' values, and occupancy sensing in appropriate areas. Added to these measures are two forms of renewable energy technology, being an air source heat pump, and the installation of photovoltaic (PV) panels on the roof of approximately 257 kWp total capacity. The building can meet BREEAM's 2018 'Excellent' standards.

7.98 Most of the building is a warehouse facility and is not heated, ventilated or cooled. Only the office area is proposed to have heating, cooling and ventilation. These areas will be heated using air source heat pumps. They are ideally suited to serve the office areas within the proposed development during periods when they may require heating or cooling. The times when cooling is required may differ for different space depending on their use, occupancy period and levels, the operation of individual air source heat pumps would allow individual control and can be efficiently accommodated within the building design.

7.99 It is considered that the above is sufficient to confirm sustainable design principles can be met, and a condition is recommended that a certificate will need to be submitted and approved by the LPA that a BREEAM 'Excellent' has been implemented, prior to the first use of the development in accordance with Core Policy 8.

Ecology and Biodiversity

7.100 Paragraph 187 the NPPF 2024 requires new development to contribute and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.

7.101 Core Policy 9 of the Core Strategy 2008 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.

7.102 In England, Biodiversity Net Gain (BNG) is now mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value.

7.103 The Preliminary Ecological Appraisal and BNG assessment were undertaken within the past 12 months (January 2025). The surveys

undertaken followed accepted methodologies and guidance, as referenced within the ecological reports.

7.104 The Site includes an area of other broadleaved woodland which is to be retained. January is sub-optimal for surveying habitats and in particular woodland, for which the optimal season for ground flora identification is April-May, as recommended for both UKHab and condition assessment methodologies. The location of the woodland adjacent to screening planting of the M4 suggests that the assessment as 'other broadleaved woodland' and condition of 'poor' is likely to be accurate despite the limitation, and requiring re-survey would arguably not be proportionate. If the proposed development is amended to include loss of this area of woodland, an updated UKHab and condition assessment during the optimal season for botanical survey should be required.

Designated Sites

7.105 There would be no adverse impacts upon internationally, nationally, or locally designated statutory and non-statutory sites are anticipated as a result of the Proposed Development.

Habitats & Flora

7.106 The following area-based habitats were recorded as the Site baseline: developed land sealed surface/buildings, built up areas and gardens (introduced shrub), mixed scrub, modified grassland, artificial unvegetated, unsealed surface, other broadleaved woodland and individual trees. Linear habitats recorded comprised native hedgerow. The baseline assessment is considered likely to accurately reflect the baseline habitats on Site and no degradation of habitats on Site appears to have occurred post 2020 (from review of historic aerial imagery).

Birds

7.107 The proposed development will comprise clearance of part of a hedgerow, introduced shrubs and individual trees. These habitats are suitable to support nesting birds.

7.108 All British birds' nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended.

7.109 A pre-works check should be undertaken for nesting birds and where nesting birds are recorded a suitable buffer, dependent on species present and confirmed by a suitably experienced ecologist, should be maintained until the nesting attempt has reached a natural conclusion. As this is covered by separate legislation to the Town and Country Planning Act 1990, an informative is recommended on this.

Bats

7.110 The building and trees on Site were not found to be suitable to support roosting bats.

7.111 The value of the Site to foraging and commuting bats is likely to be limited due to lack of suitable habitats. However, roadside woodland on the north boundary of the M4 abuts the site and may be used by commuting bats if unlit from the north (i.e. the Site), as such a low impact lighting strategy should be prepared prior to commencement and this is secured by a lighting condition.

Badgers

7.112 The PEA states 'The Site is located in an urban area and surrounded by roads, with the M4 to the south of the Site, and no connectivity to other suitable habitats for badgers, such that it is anticipated that badger would be highly unlikely to venture onto the Site as it. As such badgers are not considered a constraint and are not mentioned further in this report.'

7.113 However, road and rail side planting and woodland can be used by badgers for foraging and sett construction where more suitable habitat is limited within the surrounding landscape. A small area of woodland is to be retained under the proposed development, however if the proposed development is amended to include the loss or impact to the woodland, a pre-construction badger survey should be undertaken.

Biodiversity Net Gain (BNG)

7.114 The BNG report identifies a total net gain in Habitat Units of 12.50% and in Hedgerow of 123.43%, with adherence to trading rules. The habitats proposed to be created as part of the proposed development are considered appropriate and feasible.

Conclusion

7.115 Officers consider that the submitted information is adequate, further to conditions and informatics relating to potential ecological constraints requiring further consideration include bats, badger and nesting birds. The proposed development is therefore considered to be in accordance with Core Policy 9 of the Core Strategy, the NPPF and the Town and Country Planning Act.

Arboriculture and Landscaping

7.116 Policy EN3 states that comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme. Landscaping should be carried out in the first planting season following the completion of the proposed

development and a scheme for the subsequent maintenance and retention of the existing and proposed planting should be established. Off-site planting may be required for development proposals where there is a substantial loss of landscaping on site or where there is the opportunity to enhance existing landscaping in the vicinity of the development.

In addition, landscaping schemes must have regard to all of the following:

- a) impact upon the street scene;
- b) screening effect of the proposed landscaping;
- c) use of both hard and soft landscaping to soften the built form;
- d) variety of plant and tree species and their appropriateness for the location;
- e) the extent to which landscaping can act as a means of enclosure;
- f) improvements to visual amenity; and
- g) opportunities for creating new wildlife habitats.

In some cases, it will be more appropriate for landscaping schemes to be initiated prior to construction.

7.117 The proposed landscaping strategy includes a total of 57 new trees to be incorporated within soft landscaped areas. This represents a significant increase in those being removed, and subject to a detailed tree planting strategy, can result in a future increase in tree canopy at the site and an improvement in species diversity, climatic resilience and amenity.

7.118 A variety of new vegetation and tree planting is proposed across the application Site to be blended in with retained trees and shrubs. The planting of new vegetation will significantly increase the tree cover across the site and improve the level of amenity and biodiversity.

7.119 Comments have been received from the Council's landscaping consultant who have stated that a review of the Planting Layout Sheets has identified a list of non-native UK species which are not wholly inappropriate to the setting, but they should be considered with regards to their resilience and ecological benefits.

7.120 There are some proposed species including *Tilia cordata*, *Fagus sylvatica*, *prunus avium plena* and *sarcococca confusa* which are sensitive to dry, windy, or polluted roadside locations and are best used away from heavy traffic, such as the M4 at this site location. Alternate species may be considered in these locations.

7.121 The landscaping consultant has suggested to consider adding more detailed information within the planting layout sheets, particularly in relation to the maintenance specification, indicate instruction for replacement of planting failures: timeframe and conditions. Also consider adding Quality Standards (BS: 3936) for nursery stock plant quality.

7.122 The landscaping consultant has requested to consider the existing tree planting to the northern boundary (adjacent to Unit 1) which is potentially in conflict with proposed substation development. It is advised that the

substation proposed development is located away from the existing tree's RPA (Root Protection Area). If the substation is located within the existing tree RPA Roots may exert pressure on substation walls or joints or enter small gaps in search of water. Maintain a minimum root buffer (typically 3–5 metres). The Arboriculture Assessment indicates that the area of existing trees by the substation is to be removed (Category B trees for removal). The Landscape consultant has advised that the Arboricultural Method Statement and Tree Protection Plan needs to align with the Planting Layout Sheets. Therefore, officers have recommended a condition requiring these details to be considered and submitted for review by the LPA.

7.123 Subject to conditions, the proposals the scheme is capable of achieving compliance with Core Policy 9 and saved Policy EN3 and other relevant national planning policies and industry guidance with respect to ecology. Overall, there are no overriding ecological constraints to the development of the site.

Land Contamination

7.124 Core Policy 8 of the Core Strategy 2008 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. Paragraph 189 of the NPPF 2024 states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

7.125 Paragraph 190 of the NPPF 2024 states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

7.126 The Contaminated Land Officer has been consulted on this application and confirms that there are no potentially contaminative historical uses associated with the site; however, the site is adjacent to some priority sites. Thus, it is recommended that a Watching Brief is kept for the duration of the development, and anything of note to be reported back to the Local Planning Authority.

7.127 Based on the above, with the recommended Watching Brief condition the proposal would demonstrate that it would not cause contamination or deterioration in land, in accordance with Core Policy 8 of the Core Strategy 2008.

Equalities Considerations

7.128 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).

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

7.130 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.

Conclusion

7.131 The application has been evaluated against the Development Plan, and the core planning principles of the NPPF and whether the proposals deliver “sustainable development” and all other material considerations. The report identifies that the proposal, subject to addressing the issues set out in the delegation to Planning Manager would represent sustainable development and would comply with all of the relevant policies in the current Development Plan and the relevant parts of the NPPF.

7.132 The proposal would comply with the Development Plan as whole. The application is therefore recommended for to be delegated to the Planning Manager for approval in accordance with the recommendation set out below.

8.0 PART C: RECOMMENDATION

8.1 Delegate to the Planning Group Manager for approval subject to agreement of the pre-commencement conditions with the applicant/agent; finalising conditions; and any other minor changes.

PART D: CONDITIONS

CONDITIONS

1. Time Limit for Implementation

The proposed works for which planning permission is granted shall commence before the expiration of 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:

Drawings

- i. Elevation Demolition, Drawing No. 31702-MSA-PL-00104, Dated 24/02/2025, Received 09/04/2025
- ii. Existing Elevations, Drawing No. 31702-MSA-PL-00102, Dated 24/02/2025, Received 09/04/2025
- iii. Existing Site Plan, Drawing No. 31702-MSA-PL-00101 Rev A, Dated 24/02/2025, Received 09/04/2025
- iv. Proposed Elevations, Drawing No. 31702-MSA-PL-00203 Rev B, Dated 27/03/2025, Received 09/04/2025
- v. Proposed Office Plans, Drawing No. 31702-MSA-PL-00202 Rev A, Dated 24/02/2025, Received 09/04/2025
- vi. Proposed Sections, Drawing No. 31702-MSA-PL-00204 Rev B, Dated 28/03/2025, Received 09/04/2025
- vii. Proposed Site Layout, Drawing No. 31702-MSA-PL-00200 Rev E, Dated 10/07/2025, Received 09/04/2025
- viii. Unit GA Plan, Drawing No. 31702-MSA-PL-00201 Rev B, Dated 26/03/2025, Received 09/04/2025
- ix. Site Demolition Plan, Drawing No. 31702-MSA-PL-00103 Rev A, Dated 03/03/2025, Received 09/04/2025
- x. Site Location Plan, Drawing No. 31702-MSA-PL-00100 Rev B, Dated 24/02/2025, Received 09/04/2025
- xi. Planting Layout, Drawing No. 911.39.04 Sheet 1 of 3, prepared by Terry Anderson Landscape Architects, Dated 03/2025, Received 09/04/2025

- xii. Planting Layout, Drawing No. 911.39.04 Sheet 2 of 3, prepared by Terry Anderson Landscape Architects, Dated 03/2025, Received 09/04/2025
- xiii. Planting Layout, Drawing No. 911.39.04 Sheet 3 of 3, prepared by Terry Anderson Landscape Architects, Dated 03/2025, Received 09/04/2025
- xiv. Site Location Plan, Drawing No. 31702-MSA-PL-00100 Rev D, Dated 10/07/2025, Received 10/07/2025

Documents

- a) Planning Statement, prepared by DWD, Dated 31/03/2025, Received 09/04/2025
- b) Design and Access Statement, prepared by Michael Sparks Associates, Dated 31/03/2025, Received 09/04/2025
- c) Fire Statement, prepared by Semper Dated 05/03/2025, Received 09/04/2025
- d) Arboricultural Impact Assessment and Method Statement, prepared by PJC Consultancy, Dated 03/03/2025, Received 09/04/2025
- e) Transport Statement, prepared by Stantec Dated 25/03/2025, Received 09/04/2025
- f) Travel Plan, prepared by Stantec Dated 26/02/2025, Received 09/04/2025
- g) Air Quality Assessment, prepared by Rappor, Dated 29/03/2025, Received 09/04/2025
- h) Energy and Sustainability Statement, prepared by Cudd Bentley, Dated 27/03/2025, Received 09/04/2025
- i) External Lighting Assessment, prepared by Cudd Bentley, Dated 03/05/2025, Received 01/07/2025
- j) Noise Impact Assessment, prepared by Sharps Acoustics, Dated 28/03/2025, Received 09/04/2025
- k) Flood Risk Assessment and Drainage Strategy, prepared by HDR, Dated 28/03/2025, Received 09/04/2025
- l) Geo-environmental Desk Study, prepared by HDR, Dated 29/01/2025, Received 09/04/2025
- m) Utilities Statement Technical Note, prepared by Cudd Bentley, Dated 26/02/2025, Received 09/04/2025
- n) Ecological Impact Assessment, prepared by Lucion Delta-Simons Limited, Dated 06/03/2025, Received 09/04/2025
- o) Biodiversity Net Gain Assessment, prepared by Lucion Delta-Simons Limited, Dated 06/03/2025, Received 09/04/2025
- p) Construction & Environmental Management Plan, prepared by Michael Sparks Associates, Dated 08/01/2025, Received 09/04/2025

REASON: For the avoidance of doubt, to ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 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 (2024).

3. Materials

No development above damp proof course level shall take place until details of all facing materials to be used on all new buildings (including, where relevant, render colours, glazed facades, louvres, framing), boundary treatments (colour, height and siting) have been submitted to and approved in writing by the Local Planning Authority. Where requested by the Local Planning Authority, samples shall be displayed on site for inspection prior to their installation. The development shall then be completed in full accordance with the approved details. The development shall be carried out in accordance with the details approved and retained thereafter.

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

4. Vehicle 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 the Slough Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

5. Car Parking Spaces

Prior to the development hereby approved first being brought into use, 57 no. car parking spaces shall be provided and made available for use in connection with the commercial development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use. A further 125 car parking spaces shall be made available as an 'overspill' car park only for the use of Axis Unit A, and the office buildings known as Axis One and Axis Two.

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

6. Layout

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.

7. Electric Vehicle Charging

Prior to the occupation of any development hereby approved, details of the 12 active electric vehicle charging points (Type 2 socket and be rated to at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase) together with details of power supply and cable provision; shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be installed, and the active charging points shall be fully operational prior to the first occupation of the Class B2 or B8 use and be retained in good working order at all times in the future.

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 2021.

8. Cycle Parking

No construction of the building above damp proof course level shall commence 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.

9. Refuse Storage

Prior to the first occupation of the development hereby approved, details of refuse storage, refuse collection and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and made available for use prior to the development hereby approved first being brought into use.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

10. 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 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 07:00 – 09:00 and 16:00 – 19:00.
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 Air Quality Management Areas, and local schools at collection/drop off time.
6. Details of dust control measures which align with those outlined in Appendix A6 of the Air Quality Assessment, prepared by Logika Group, dated 13 December 2024.
7. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the Local Highway Authority must be notified of any abnormal loads at the following location:
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>
8. Measures for the control of noise.
9. Measures for control of surface water run off.
10. Proposed method of piling for foundations if applicable.

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 2024.

11. Thames Water - Sewage

No development shall be occupied until details have been submitted and confirmation has been provided in writing by the LPA that either:

- all sewage works upgrades required to accommodate the additional flows from the development have been completed; or
- a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied.

Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. The sewage treatment works /

should be implemented and retained thereafter in accordance with these details.

REASON: Sewage Treatment Upgrades are likely to be required to accommodate the proposed development. Any upgrade works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents and ensure accordance with Policy 8 of the Core Strategy 2008.

12. Thames Water – Piling

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. The condition ensures utility infrastructure is protected in accordance with Policy 8 of the Core Strategy 2008.

13. Thames Water – Water Network

No development shall be occupied until details have been submitted and confirmation has been provided in writing by the LPA that either:

- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or
- a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied.

Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. The sewage treatment works / should be implemented and retained thereafter in accordance with these details

REASON: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development, to ensure accordance with Policy 8 of the Core Strategy 2008.

14. Surface water drainage

Development shall not commence until a full surface water drainage design including a layout and calculations has been submitted to and approved in writing by the Local Planning Authority and in consultation with Thames Water, the Lead Local Flood Authority, and the Environment Agency. The drainage design should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connections to existing sewers.

The development shall be carried out in accordance with approved details and retained as approved thereafter. The drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of NPPF 2024.

15. Watching Brief

A Watching Brief shall be carried out by an appropriately accredited Competent Person, during site works and shall prepare the necessary evidence to be submitted to the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

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

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

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

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

16. Access and Security Strategy

Prior to occupation of development, an Access and Security Strategy should be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Valley Police which should detail:

- Boundary Treatment Plan
- Vehicle Gates
- Lighting Plans
- Provisions for formal Surveillance
- Cycle Store
- Security Personnel

The development shall be implemented and retained thereafter in accordance with these details

REASON: In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework Core Strategy 2006 – 2026 Development Plan Document December 2008, Policy EN5 of the Local Plan 2004 and to reflect the guidance contained in The National Planning Policy Framework 2024.

17. Phase 2 Intrusive Investigation Method Statement (APAS code: NEN17)

Based on the findings and recommendations of the Geo-environmental Desk Study (ref. no. 0421806-HDR-XX-XX-RP-GE-14-0001-S0-P01), dated January 2025 and prepared by HDR Consulting Limited, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

18. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy (APAS code: NEN18)

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive

investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

19. Phase 4 Remediation Validation (APAS code: NEN19)

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 final 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 Phase 3 condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

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.

20. Sustainable Development Design Stage Certificate

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

REASON: In the interest of sustainable development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EMP2 of the

Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2024.

21. Lighting Scheme

Prior to occupation, details of associated exterior lighting shall have first been submitted to and approved in writing by the local planning authority. The lighting shall be implemented and retained thereafter in accordance with the details approved. The details shall include location, type and levels of illumination and any impact to foraging/ commuting bats.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and in the interest of biodiversity in accordance with Core Policy 9 of the Core Strategy 2008 and NPPF 2024.

22. Restriction on Use

Notwithstanding the description of development and for the avoidance of doubt, the proposed office use shall be retained as ancillary to the principle use of the building as B2/ B8 only and not to be let separately.

REASON: To ensure the development is retained as its current use and does not result in any detrimental highways impacts as a result of a different use in accordance with Core Policy 7 of the Core Strategy 2008.

23. Landscaping

Prior to occupation, a detailed landscaping scheme including planting layouts shall be submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights and include provision of any new trees and shrubs, and details of hard-surfaces.

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

REASON: In the interests of the visual amenity of the area and to ensure the planting layouts are appropriate for the area, in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2024).

24. Arboricultural Method Statement and Tree Protection Plan

Prior to commencement of works, a detailed Arboricultural Method Statement demonstrating the trees to be removed and retained and Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority, which should align with the Planting Layout Sheets (as required by Condition 23 Landscaping). It is advised that the substation proposed development is located away from the existing tree's Root Protection Area) and should maintain a minimum root buffer (typically 3–5 metres).

REASON: To ensure the development improves the quality of the environment, enhances and preserves natural habitats and the biodiversity of the Borough, including bio-diversity rich features in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2024).

INFORMATIVES

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. 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. 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.
3. 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. Thames Water will need to check that the development doesn't limit repair or maintenance activities, or inhibit the services Thames Water provide in any other way. The applicant is advised to read the guide working near or diverting our pipes.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C02%7CNyra.John%40slough.gov.uk%7C12f6ff0646534cb398e408dd88c53ff5%7C5b68e17be5f9469eb0cfbed4fb97f95b%7C0%7C0%7C638817102933777054%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIiYiOilwLjAuMDAwMCIsIiAiOiJXaW4zMilsIkFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=L9clxzgtP%2Bvx1sz%2FMiD9Ev0WEnRffhMsJZX6MDbaawI%3D&reserved=0>

4. The Developer is also requested to confirm whether they have been in touch with Thames Water to discuss or arrange for the abandonment of any existing assets beneath the development site. Please give a short summary of any correspondence to date and any references they have been provided.

Plans of Thames Water apparatus can be obtained through our website at <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tha>

[meswater-propertysearches.co.uk%2F&data=05%7C02%7CNyra.John%40slough.gov.uk%7C12f6ff0646534cb398e408dd88c53ff5%7C5b68e17be5f9469eb0cfbed4fb97f95b%7C0%7C0%7C638817102933814674%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIYiOilwLjAuMDAwMCIsIIAiOiJXaW4zMilskFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=vDypydn08Dfnw044V7LzWeKW73LO8KbMQQdaaKzoPjI%3D&reserved=0">Please use the following reference in all future correspondence: DTS 78979.](https://meswater-propertysearches.co.uk%2F&data=05%7C02%7CNyra.John%40slough.gov.uk%7C12f6ff0646534cb398e408dd88c53ff5%7C5b68e17be5f9469eb0cfbed4fb97f95b%7C0%7C0%7C638817102933814674%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIYiOilwLjAuMDAwMCIsIIAiOiJXaW4zMilskFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=vDypydn08Dfnw044V7LzWeKW73LO8KbMQQdaaKzoPjI%3D&reserved=0)

5. Please read the Thames Water guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near pipes or other structures.
<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C02%7CNyra.John%40slough.gov.uk%7C12f6ff0646534cb398e408dd88c53ff5%7C5b68e17be5f9469eb0cfbed4fb97f95b%7C0%7C0%7C638817102933801361%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIYiOilwLjAuMDAwMCIsIIAiOiJXaW4zMilskFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=kdje3S80HalGhb1sNYvNYap0WAG02ANz7Z097sYPyF8%3D&reserved=0> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
6. 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.
7. 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.
8. All British birds' nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A pre-works check should be undertaken for nesting birds and where nesting birds are recorded a suitable buffer, dependent on species present and confirmed by a suitably experienced ecologist, should be maintained until the nesting attempt has reached a natural conclusion.
9. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:
 - (a) a Biodiversity Gain Plan has been submitted to the planning authority (Slough Borough Council), and
 - (b) the planning authority (Slough Borough Council) has approved the plan.

Based on the information available this permission is considered to be one which will require the approval of a Biodiversity Gain Plan before development

is begun because none of the statutory exemptions, transitional arrangements or requirements relating to irreplaceable habitat apply. The Biodiversity Gain Plan is required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans if relevant).

Please see the following link for the Biodiversity Gain Plan template:

<https://defralanduse.blog.gov.uk/wp-content/uploads/sites/276/2023/10/Biodiversity-gain-plan-template-draft-1.pdf>