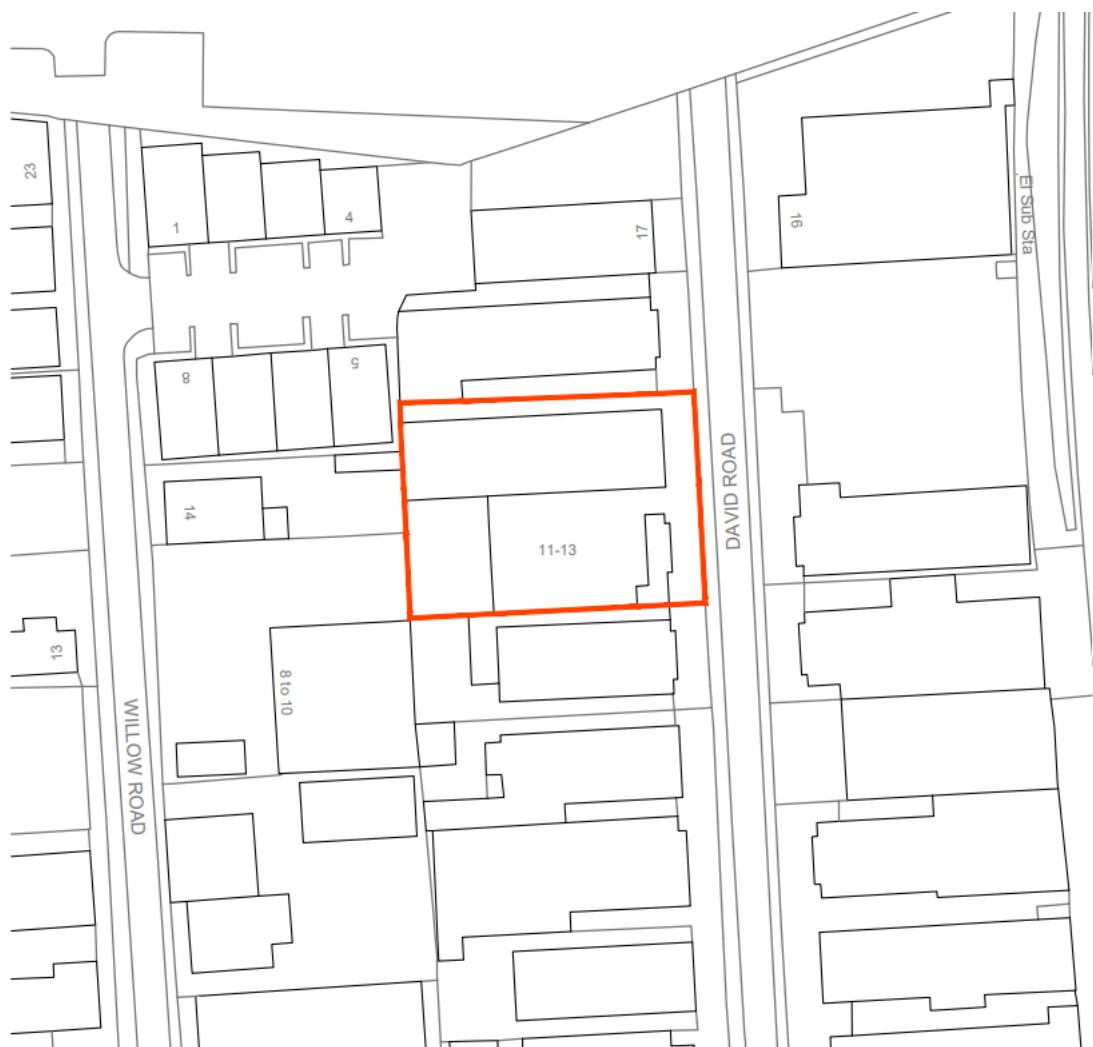


App No	P/20816/000	Applicant	P Scacco, Miwa Ltd
		Agent	Jason O'Donnell, Arktec Ltd
Received	21st May 2025		Arktec Ltd, Lodge Farm Barn, Elvetham Park Estate, Fleet Road, Hartley Wintney, RG27 8AS
Officer	Daniel Terry		
Level	Delegated from Committee	App Type	Major
Ward	Colnbrook and Poyle		

Proposal	Demolition of existing B1 use buildings and construction of 2no warehouses (Class B8 use) with ancillary office units.
Location	11-13 David Road, Slough, SL3 0DB

Recommendation: Delegate to Planning Manager for **APPROVAL** of planning application subject to agreeing pre-commencement planning conditions and any other minor changes.



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 for approval**, subject to agreement of the pre-commencement conditions and subject to all other conditions listed at the end of this report and any other minor changes.

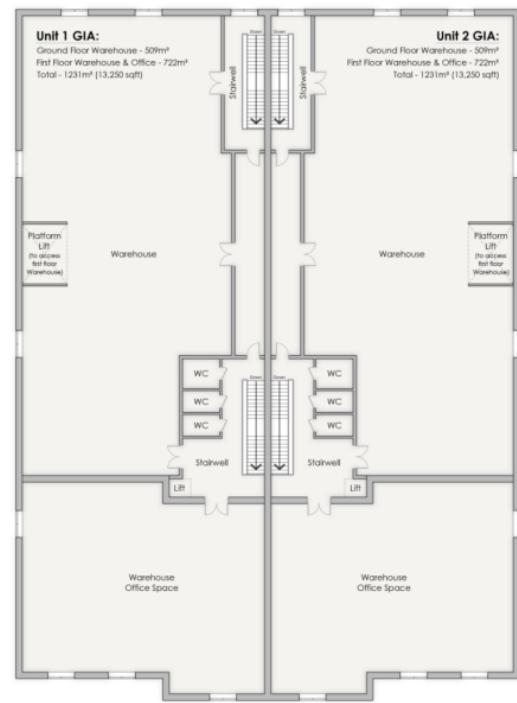
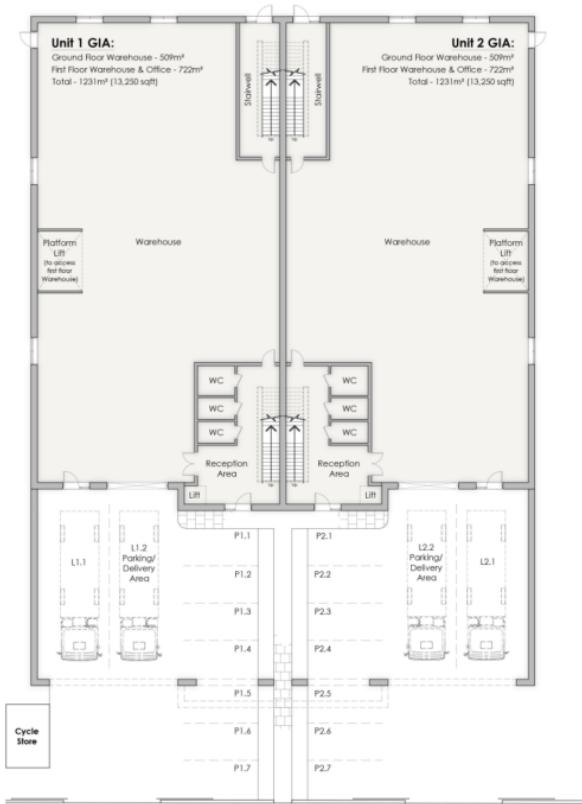
PART A: BACKGROUND

2 Site and Surroundings

- 2.1 The application site lies on the western side of David Road in Poyle Industrial Site, located in the south-eastern corner of Slough. To the east of David Road lies the Colne Valley and M25 motorway, both of which are within the Green Belt, and farther east beyond this is Heathrow Airport.
- 2.2 Planning units along David Road are relatively uniform insofar as they comprise ancillary, two-storey office buildings to their frontage, with warehouse buildings behind, forming part of the same units. No.11 David Road is a slight exception in that it has an open yard area to the rear in between the office building and the warehouse located up against the rear (western) boundary.
- 2.3 Poyle is a heavily industrial area with the residential area of Colnbrook located some distance to the north. The site itself does not fall within the Green Belt, conservation area or public safety zone.

3 The Proposal

- 3.1 Planning permission is sought to demolish the existing buildings on site and erect a single warehouse which would be effectively split down the middle with each half of the plot being identical. This includes the provision of parking to the front and within the building envelope, each half would be a mirror of the attached unit.
- 3.2 The buildings would be used for Class B8 storage and distribution uses, although some ancillary office space would be provided at first-floor level.



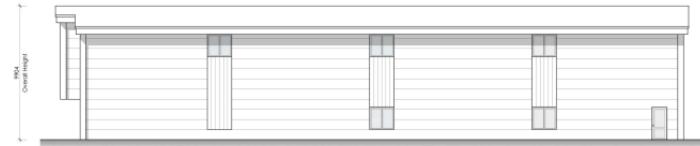
GROUND FLOOR PLAN

Scale 1:200 @ A2



FRONT ELEVATION (east facing)

Scale 1:200 @ A2



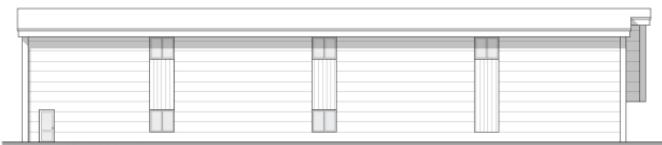
SIDE ELEVATION (north facing)

Scale 1:200 @ A2



REAR ELEVATION (west facing)

Scale 1:200 @ A2



SIDE ELEVATION (south facing)

Scale 1:200 @ A2

3.3 Measured from the plans, the building would have a width of 33.75m and a depth of 44.75m and comprise a dual pitched roof with an eaves of 8.5m and a ridge height of 9.95m.

3.4 As shown on the drawing above, there would be provision for 7 cars to park at the front of each unit, parallel to the highway, as well as provision for two larger HGV vehicles to park on site.

4 Planning History

4.1 There is no specific planning history for No.11 & No.13 David Road (As a combined site), however there is one previous application in relation to No.9 and No.11 David Road:

P/16138/000 - Demolition of existing buildings and construction of a new two storey building for use as a store and preparation centre in connection with the neighbouring bakery – Approved with conditions 08 March 2016



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), neighbour notification was undertaken on 29/05/2025 by way of yellow site notices on David Road and Willow Road. Following amendments to the scheme, the application was re-advertised on 23/07/2025 and 24/09/2025 respectively.

5.2 The application was also advertised in the local press due to the nature of this being a 'major application' on 30/05/2025.

5.3 One comment has been received from representatives of No.12 David Road as follows:

"We act as agents on behalf of Plaspipes Ltd, the occupiers of 12 David Road, which is situated directly opposite the application site. Plaspipes Ltd does not object to the proposed development in principle. However, we wish to draw attention to ongoing issues of congestion and traffic blockages along this section of David Road, which, if not mitigated, could have a negative impact on businesses in the area. We respectfully request that the matters outlined in the attached statement be given due consideration in the assessment of this planning application."

Colnbrook with Poyle Parish Council:

5.4 No comments received.

Cadent Gas:

5.5 Following an initial holding objection, Cadent Gas subsequently confirmed that they had no objection to the application. This was the same result following the re-consultation.

Transport and Highways Development:

5.6 No comments received at the time of writing the report, Members will be provided with an update on the Amendment Sheet.

Contaminated Land Officer:

5.7 No comments received at the time of writing the report, Members will be provided with an update on the Amendment Sheet.

Environmental Quality, Air Quality:

5.8 From what I have read on the planning portal, it seems that this is an application for a new warehouse building only, therefore not introducing new noise sources nor creating additional vehicle trips. If this is correct, the only condition I would suggest is the (Construction Environment Management Plan (CEMP)).

Environmental Quality, Noise:

5.9 As above (air quality).

Lead Local Flood Authority (LLFA):

5.10 Initial comments received 01/07/2025:

“The application has been objected as there is no drainage details provided”

5.11 The LLFA were re-consulted on 21/07/2025 and again on 23/09/2025 (following receipt of a Drainage Strategy), however no further comments have been received at the time of writing the report, Members will be provided with an update on the amendment sheet.

Planning Policy & Projects:

5.12 Comments received 10/06/2025:

“No policy comments. Its in an existing business area.”

The proposals map shows it as in a flood zone but is out of date; not shown on latest EA maps. But the latter does show some surface water flooding in the roadway.”

Heathrow Airport – Safeguarding:

5.13 Comments received 06/08/2025:

“The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

*Submission of a Construction Management Strategy
Submission of a Bird Hazard Management Plan”*

5.14 Note: The conditions suggested are set out in full in the list of conditions at the end of this report.

PART B: PLANNING APPRAISAL

6 Policy Background

6.1 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).

6.2 The current version of the National Planning Policy Framework (NPPF) was published in December 2024. 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 Development Plan

6.3 The Development Plan consists of:

- The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, (December 2008)
- Site Allocations Development Plan Document (2010)
- The Local Plan for Slough, Adopted March 2004
- Proposals Map (2010)

Supplementary Planning Documents and Guidance

6.4

- National Planning Practice Guidance
- Slough Borough Council Developer's Guide Parts 1-4

- Slough Borough Council's Draft Low Emission Strategy (LES 2017-25)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

Slough Local Development Framework, Core Strategy 2006 – 2026 (December 2008)

6.5 The Council's adopted Spatial Vision set out in the Core Strategy is to consolidate current efforts by the Council and its partners to improve the town's environment; by 2026, Slough will have a positive image which will help to create prosperous, confident and cohesive communities.

6.6 The following key policies in the Core Strategy are relevant to the determination of the planning application.

- Core Policy 1 - Spatial Strategy
- Core Policy 5 - Employment
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 11 – Social Cohesiveness

Slough Local Plan (Saved Policies 2010)

6.7 Some of the policies in the Local Plan for Slough (2004) have been “saved” for development management purposes. The following policies have to be taken into consideration.

- EMP2 – Criteria for Business Development
- EMP9 – Lakeside Road Estate, Galleymead Road and the Poyle Estate
- EN1- Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime
- T2 - Parking
- T8 - Cycling Network and Facilities
- T9 - Bus Network and Facilities

Other Material Considerations

National Planning Policy Framework (NPPF) 2024

6.8 The National Planning Policy Framework was revised in response to the proposed reforms to the National Planning Policy Framework and other changes to the planning system consultation on 12 December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.

6.9 This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8, and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

- Chapter 6: Building a strong, competitive economy
- Chapter 7. Ensuring the vitality of town centres
- Chapter 8. Promoting healthy and safe communities
- Chapter 9. Promoting sustainable transport
- Chapter 11. Making effective use of land
- Chapter 12. Achieving well-designed places
- Chapter 15. Conserving and enhancing the natural environment
- Chapter 16. Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

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

The Proposed Spatial Strategy (Nov 2020)

6.12 Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This set 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."

Equality Act

6.13 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 in Section 7 of 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
- Flood Risk and Drainage
- Sustainability and Energy
- Ecology, Biodiversity
- Land Contamination
- Equalities Considerations

Principle of Development

7.1 As mentioned in the site description section, the site fully sits within the Polye Industrial Estate which is designated for employment use in terms of land use. 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.

7.2 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.

7.3 Saved Policy EMP2 of the Slough Local Plan states:

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.

7.4 Each of these criteria points is assessed in further detail in this report including Design and Impact on streetscene (a, b and f), 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.

7.5 Saved Policy EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate) is also of relevance and this states that B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road estate, Galleymead Road and the Poyle estate. Additional independent B1(a) office floorspace will not be permitted in this location.

7.6 It is not considered that there are any in-principle issues with the proposed loss of the existing (vacant) B1 (light industrial) use on the site and its replacement with a B8 storage and distribution use. It would be in-keeping with the commercial nature of Poyle and complies with EMP9 above. The only office space proposed (as shown on the amended plans) would be a small portion located at first-floor level at the front of the building. This would remain ancillary to the primary use of the site for B8 storage purposes.

7.7 Further to the above, Officers recognise the economic importance of bringing this site back into use as it has been vacant for a number of years. Bringing the site back into economic use will bring benefits to the local economy and create jobs, for example.

7.8 The proposals are therefore acceptable in principle and would accord with the NPPF, and Saved Policies EMP2 and EMP9 of the Slough Local Plan. It is therefore necessary to consider the detailed matters as listed above.

Design & Impact on Streetscene

7.9 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.

7.10 Saved Policy EN1 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. 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.

7.11 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. Policy Core Policy 8 defines High Quality Design as to:

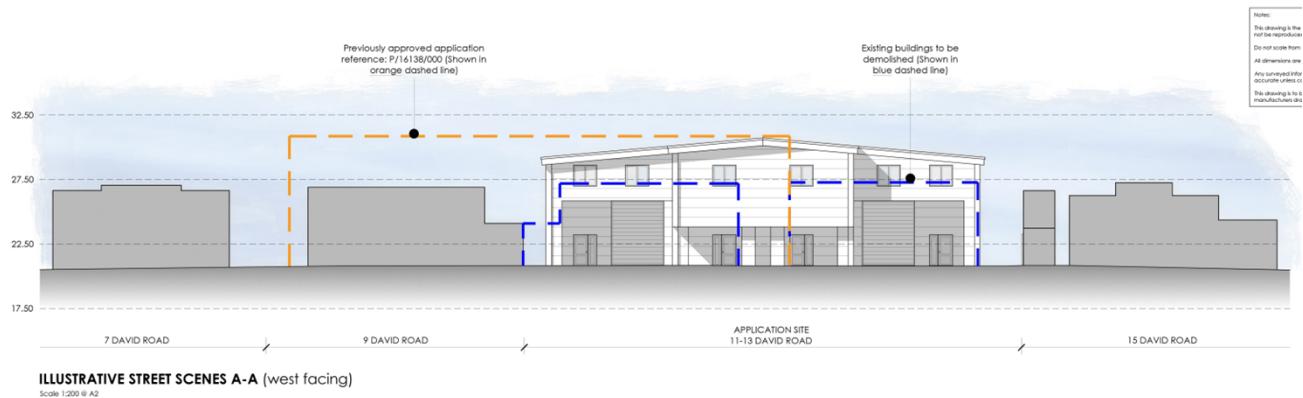
- a) Be of a high-quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms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

The policy also 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.

7.12 Officers initially raised concerns with the proposals as the replacement structure would have significantly more massing and bulk, and the application had not been supported by any drawings to show the context of the proposals and how they would relate to the surrounding sites and wider streetscene. In particular, there were concerns

with the proposed height of the building, which combined with the proposed footprint of the building and the massing and bulk, would result in a sizeable structure.

7.13 Following these concerns, a streetscene elevation drawing was then submitted (see below) which shows the context of the adjacent planning units, but also shows the outline of the 2015 scheme which was permitted in 2016, for a substantial building at No. 9 & No. 11 David Road.



7.14 Whilst the above drawing does demonstrate that the building would be notably taller than the 'norm' for this part of David Road, it would be smaller in scale and better designed, than the 2015 scheme which was approved, but not implemented. The proposed building would have a ridge of 9.95m compared against the existing buildings which have a maximum height of around 6.5m. Compared with the 2015 scheme, the use of a dual-pitched roof would be more appropriate and in-keeping with the character of buildings in David Road.

7.15 Officers have also had regard to the SIG Distribution Centre to the north, which can be seen from David Road and is a substantial building, notably taller than buildings in David Road. Furthermore, there are a number of buildings to the south in Polygon Business Centre (at the junction of David Road and Blackthorne Road) which comprise larger buildings with dual-pitched roofs.





7.16 As such, Officers consider that the proposals are acceptable in scale and design terms. No specific details of the materials to be used in the development have been submitted and so these shall be secured via a planning condition, as shall the materials to be used in the hardsurfaced areas such as the access, parking spaces etc.

Impact on neighbouring amenity

7.17 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.

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

- Give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise;
- Cause contamination or a deterioration in land, soil or water quality; and
- 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.

7.19 There are no residential properties in close proximity to the site as the site is located within a built-up industrial area. The nearest residential properties in Colnbrook to the north are a considerable distance away.

7.20 Notwithstanding the proposed scale of the building, it is not considered that the proposals would unduly affect any adjacent commercial properties, such that it would materially affect their operations. The only comments received are from a neighbour opposite the site and these relate to highways and transport which are discussed in more detail below.

Highways and Transport

7.21 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.

7.22 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.

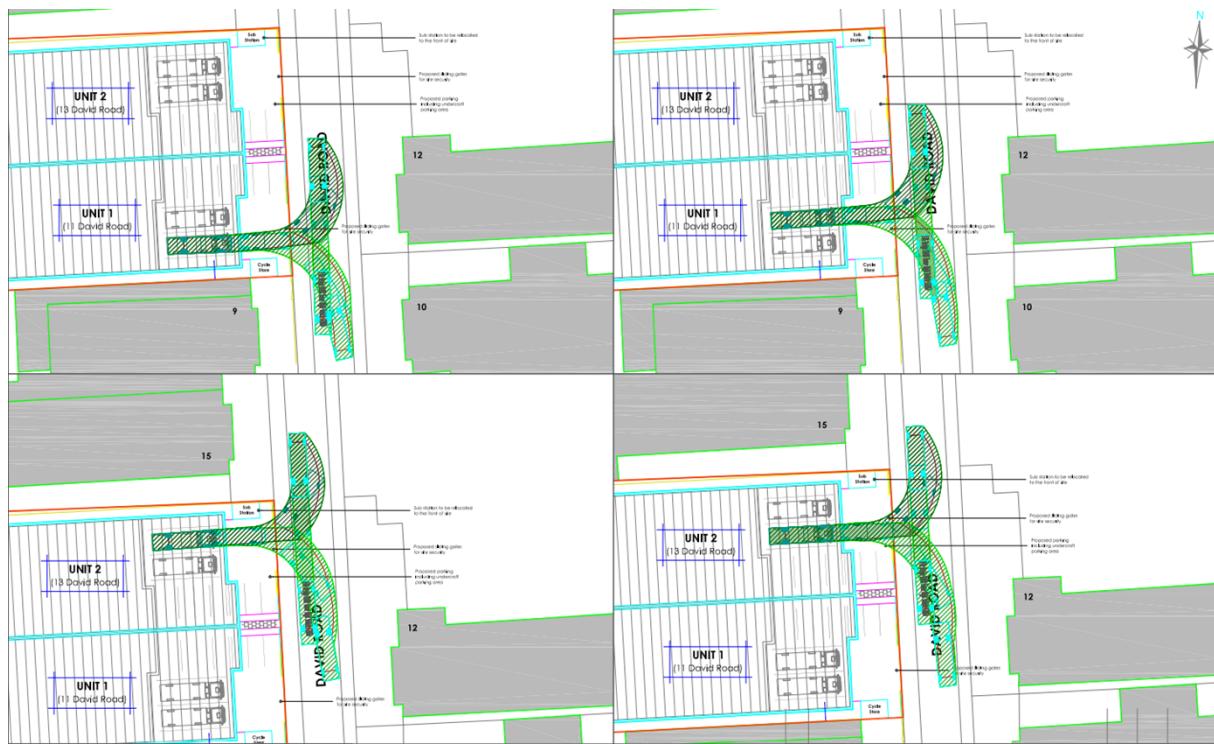
7.23 The national policies are reflected in Core Policy 7 and Policy T2 of the Local Plan 2004. Core Policy 7 states that development proposals will, either individually or collectively, have to make appropriate provisions improving road safety. Policy T2 of the Local Plan 2004 states that within all 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.

7.24 The application is supported by a Transport Statement (TS), carried out by Highway Planning Ltd and dated March 2025.

Vehicle Access

7.25 The existing site comprises of three accesses (not 4 as stated in the TS) and these are located to the northern and southern-most parts of the site where they front onto David Road (to the left and right-hand sides respectively) as well as another shared access provided between the two existing buildings.

7.26 The existing accesses will be stopped up and two new accesses are proposed which would again be a mirror of one another, with each access serving each respective unit. Officers raised concerns with the fact that HGVs would need to reverse into the site as there is not sufficient space within the front of the site itself to allow for turning. However, the TS is supported by a drawing within the appendices which shows how a HGV could access each of the 4 spaces.



Vehicle parking

7.27 Based on the below table, the site would provide a surplus of 5 cycle spaces and 3 car parking spaces. The 4 lorry parking spaces proposed would be deemed acceptable.

7.28 Officers recognise concerns with on-street parking and the existing parking issues in David Road and the wider Poyle estate. However, as the scheme would provide

sufficient parking in accordance with the Council's Parking Standards, it would be difficult to substantiate a reason for refusal in relation to parking provision in this instance.

Proposed Use	Proposed Floor area (GIA)	Parking standards (existing business area)	Required provision (rounded up)	Proposed provision
B8 Storage & Distribution	2060sqm	Cycle spaces - 1 per 500sqm Car parking - 1 per 200sqm Lorry parking - 1 per 500sqm up to 2000sqm	Cycle - 5 Car parking - 11 Lorry parking - 4	Cycle - 14 spaces (across both plots) Car parking - 14 spaces (across both plots) Lorry parking - 4 spaces (across both plots)
Ancillary B1 Office (now Class E)	415sqm	Cycle spaces - 1 per 125sqm Car parking - no increase in existing business area Lorry parking - considered on merits	Cycle - 4 spaces Car parking - nil Lorry parking - nil with office use	See above.

7.29 The proposals are considered acceptable with regard to Transport and Highways impacts. Planning conditions are required to ensure that the existing accesses are stopped up and new accesses are created in accordance with SBC standards prior to occupation of the development. It is also important to ensure that the parking spaces are provided and retained in perpetuity. Furthermore, details of the cycle and bin storage are required to ensure that these are accounted for on site and are appropriate in terms of their appearance and location. Any additional conditions that flow from the Highways Officer's advice will be added accordingly. Subject to conditions, the proposals are considered acceptable.

Flood Risk and Drainage

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

7.31 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.

7.32 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).

7.33 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.

7.34 The site lies in Flood Zone 1 according to the Environment Agency Flood Maps, which means the site has a low risk of fluvial 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 still need to be considered.

7.35 In this regard, Officers requested that drainage details be provided upfront as, due to the footprint of the proposals and limited space around the building for attenuation, it was not clear whether there was sufficient space for drainage to be appropriately handled on site. A Drainage Design Statement (DDS) by Vector Structures Limited was then provided on 19/09/2025.

7.36 Paragraph 1.2 of the DDS sets out that the existing site utilises a public foul water sewer network, via Thames Water. Paragraph 2.2 explains that a formal application to Thames Water will be made but that preliminary analysis shows that there is capacity within the existing network for foul water drainage.

7.37 Section 3 of the DDS explains that rainwater runoff will be managed via rainwater harvesting systems and below ground attenuation tanks. Whilst these are not the most preferred options in the drainage hierarchy, it must be recognised that this is fundamentally much improved over the existing management of rainwater/surface water draining directly into the local sewer network. Proposals for rainwater harvesting and re-use are therefore encouraged and preferable in this regard.

7.38 In the absence of any updated comments from the LLFA, Officers consider that the proposals are acceptable with regard to surface water drainage, although a planning condition is required confirming the location, capacity, connections etc. on site. Subject to a planning condition, the proposals are acceptable in this regard.

Sustainability and Energy

7.39 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.

7.40 As the proposal relates to a major development and a relatively sizeable building, Officers requested some preliminary details in relation to energy efficiency and sustainability, in order to provide some assurances that the proposals would comply with Core Policy 8 above. It is generally expected that such proposals would achieve a minimum of BREEAM Excellent.

- 7.41 Following initial concerns by Officers with regard to the level of detail provided in the submission, a BREEAM Pre-assessment & Energy Statement, prepared by SAP 100, was submitted on 19/09/2025.
- 7.42 The Report sets out that, to achieve a BREEAM Excellent rating, proposals must achieve a score of between 70-85%. The proposals, based on the preliminary assessment, would achieve a score of 71.8% and Table 3.1 sets out the contribution that each section would make in order to achieve this.
- 7.43 Importantly, Paragraph 7.0 recognises that there can often be a 'performance gap' between expected performance and actual building performance. For this reason, the 1.8% is incorporated to allow for any such discrepancies and ensure that the building would still achieve BREEAM Excellent. A planning condition will be imposed requiring a certificate to be submitted and approved by the LPA, confirming a BREEAM 'Excellent' has been achieved, prior to the first use of the development in accordance with Core Policy 8.

Ecology & Biodiversity

- 7.44 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.
- 7.45 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.
- 7.46 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.
- 7.47 Turning firstly to the existing site and buildings, it is not considered likely that they would provide any suitable habitat, given their location, susceptibility to noise from nearby commercial operations and the fact that the site is entirely hardsurfaced at present. It is therefore highly unlikely that any protected species would be affected by the proposals.
- 7.48 With regard to BNG, the applicant has applied on the basis that the exemption for less than 25sqm of habitat being affected would apply to this application. Having carried out a site visit, Officers are satisfied that the proposals would not affect any existing habitat, hedgerows or watercourses and as such, Officers are satisfied that the BNG exemption would apply in this case.
- 7.49 As such, the proposals are acceptable with regard to ecology/biodiversity and no further information would be required in this regard.

Land Contamination

- 7.50 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.

7.51 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.

7.52 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.

7.53 The Contaminated Land Officer has been consulted on this application but no comments have been received. Notwithstanding this, Officers consider it appropriate to impose the 'standard' planning conditions relating to Land Contamination in this instance. These are the same conditions that were imposed on the 2015 application (relating to No.9 & No.11 David Road) and are deemed appropriate and necessary in the interests of public safety.

Equality Considerations

7.54 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 (e.g. 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).

7.55 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 as explained above in this report.

7.56 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

7.57 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

proposals 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.

7.58 The proposal would comply with the Development Plan as whole. The application is therefore recommended for approval, subject to the conditions set out below.

8.0 PART C: RECOMMENDATION

8.1 Delegate to Planning Manager for **GRANT** of planning permission, subject to agreeing pre-commencement conditions.

PART D: CONDITIONS

Standard time condition

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

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

Approved drawings

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved:

- (a) Drawing No. P24/12/100, Dated 11/04/2025, Recd On 17/04/2025
- (b) Drawing No. P24/12/S/101 Rev A, Dated 11/04/2025, Recd On 11/07/2025
- (c) Drawing No. P24/12/S/110 Rev B, Dated 11/04/2025, Recd On 19/09/2025
- (d) Drawing No. P24/12/S/120 Rev A, Dated 11/04/2025, Recd On 11/07/2025

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

Materials

3. No development shall commence (excluding demolition and site clearance works) until details of the materials to be used in the external elevations of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

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. No development shall commence on site (excluding demolition and site clearance works) until details of the external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice

the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

Boundary treatments

5. No development shall commence on site (excluding demolition and site clearance works) until details of the proposed boundary treatments including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The approved boundary treatments shall then be constructed/installed prior to first occupation of the development and retained at all times thereafter.

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

Bin store details

6. No development shall commence (excluding demolition and site clearance works) until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

Vehicular access

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

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

Stopping up existing accesses

8. No part of the development shall be occupied until the redundant means of access has been removed and the footway reinstated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

Cycle storage

9. Development shall not commence until (excluding demolition and site clearance works) 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.

Construction management plan – Pre-commencement condition

10. No development shall be carried out until a construction management plan has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- a strategy for the management of construction traffic to and from the site together with details of parking and waiting for construction site staff and for delivery vehicles
- details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with CAST Advice Note 4 Cranes and Other Construction Issues.
- control of activities likely to produce dust and smoke etc
- details of temporary lighting – Such details shall comply with CAST Advice Note 2 'Lighting', CAST Advice Note 2 Lighting Near Aerodromes

The approved management plan shall be implemented for the duration of the construction period.

Note: Any cranes higher than 40.6m AMSL will be subject to further specialist assessments and may not be allowed to interfere with instrument flight procedures at Heathrow airport.

REASON To ensure that construction work and construction equipment on the site and adjoining land does not prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety and does not breach the Instrument Flight Procedural surfaces associated to Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome, in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

Working method statement – Pre-commencement condition

11. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction phase when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

Provision of car and lorry parking spaces

12. Prior to first occupation of the development hereby approved, the car parking spaces and lorry spaces shown on the approved plans shall be laid out and made available for use and the spaces shall be retained at all times for the parking of cars and for no other purpose.

REASON To ensure adequate car parking to serve the development in accordance with Policy T2 of the adopted Local Plan for Slough 2004.

Land Contamination – Pre-commencement conditions

13. Development works shall not commence until a Phase 1 Desk Study (DS) has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

14. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, 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 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

15. 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 Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise

location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

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

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

Heathrow Safeguarding – Bird Hazard Management Plan – Pre-commencement condition

17. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON It is necessary to manage the roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Surface Water Drainage

18. No development shall commence above slab level until details of the below ground attenuation tanks have been provided. Such details shall include the location, capacity and the connections for non-potable uses on site. The development shall thereafter be carried out in accordance with the approved details.

REASON To ensure that surface water is adequately managed on site to reduce flood risk and ensure that the proposals do not cause flooding on adjacent land in accordance with Core Policy 8 and 10 of the Slough Core Strategy (2008), Saved Policy EN34 of the Slough Local Plan (2004) and Paragraph 181 of the National Planning Policy Framework (2024).

Sustainability – BREEAM Excellent

19. 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 8 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.

Undercroft area to be retained

20. The undercroft area shown on the approved drawings shall be retained at all times for parking of cars and lorries as shown and shall not be infilled, enclosed or used for any other purpose, including those falling within a Class B8 use.

REASON To ensure that sufficient parking spaces are retained on site to serve the development in accordance with Saved Policy T2 of the Slough Local Plan (2004), Core Policy 7 of the Slough Core Strategy (2008) and Paragraphs 115-117 of the National Planning Policy Framework (2024).

INFORMATIVE(S):

1. This notice (letter/acknowledgement etc.) DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether an application is required.
2. The applicant is advised of their requirement to comply with the Party Wall Act 1996, including the need to serve appropriate notices on neighbours before work commences.
3. The applicant is advised that before any access can be constructed on to the public highway an application must be approved by the Head of Transportation.
4. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
5. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.