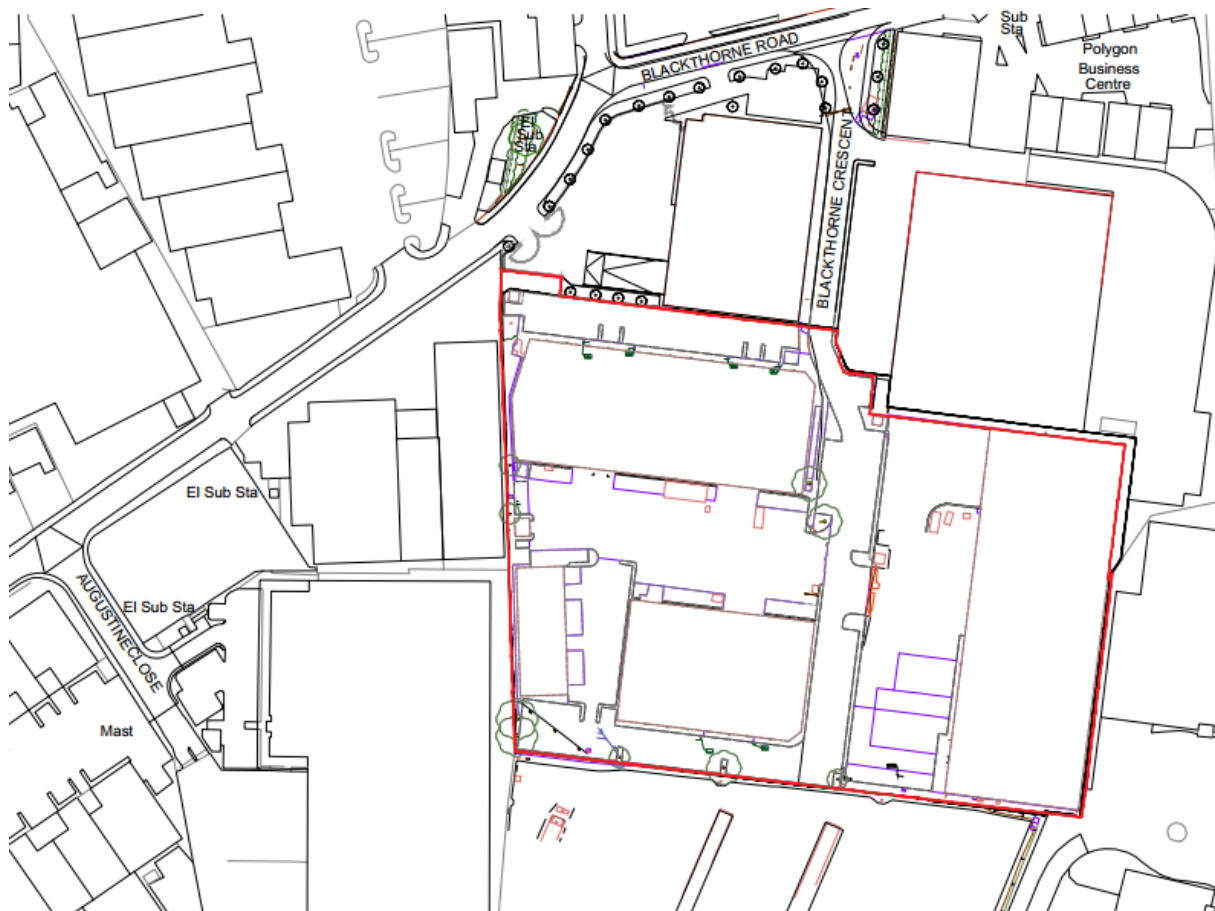


Registration Date:	13-Aug-2025	Application No:	P/20536/006
Officer:	Alex Harrison	Ward:	Colnbrook & Poyle
Applicant:	AIPUT	Application Type:	Major
		13 Week Date:	12 November 2025
Agent:	Mr Andy Ryley, PRC Architecture & Planning Ltd PRC Architecture & Planning Ltd, 12 Warren Yard,, Warren Park, Milton Keynes, MK12 5NW		
Location:	Land Off Blackthorne Crescent, Poyle, Slough, SL3 0QR		
Proposal:	Variation of condition 2 (Approved Plans) of planning application P/20536/000 dated 01/07/2025 (to replace the proposed site layout to make minor adjustments and remove the pedestrian ramp shown for safety and operational reasons)		

Recommendation: Delegate to the Planning Manager to approve, subject to conditions.



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies of the Development Plan set out below, it is recommended the application be delegated to the Planning Manager to approve planning permission subject to the conditions set out in this report.
- 1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for the variation of a previously approved major development comprising new buildings with a floorspace over 1,000sqm.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This application is submitted under Section 73 (S73) of the Town and Country Planning Act 1990 as amended. Section 73 allows for applications to be made for permission to develop without complying with a condition or vary conditions previously imposed on a planning permission. The Council can grant such a permission unconditionally or subject to different conditions, or they can refuse the application if they decide that the original conditions should remain.
- 2.2 In this instance the applicant has sought to apply for permission under Section 73 to vary a previously approved scheme at the site which was granted by Members under reference: P/20536/000 following a resolution to approve at the Committee meeting of 18 December 2024 with the decision notice issued on 1 July 2025.
- 2.4 The proposed variation seeks to make the following amendments to the approved plans:
- Replacement of the traffic island crossing with a zebra crossing with the removal of the pedestrian ramp (whilst retaining the pedestrian crossing itself)
 - 2 tier cycle parking relocated to southwest corner of the building
 - Additional cycle parking added to meet requirement for 56 spaces
 - Electrical Vehicle (EV) charging positions amended
- 2.5 The application was submitted with the following technical content:
- Application form
 - Covering letter
 - Plans
 - Technical Note – Site Access Amendment

2.6 To accommodate the change the proposal seeks permission to vary Condition 2 relating to approved plans to substitute the amended plans for the originals. The proposal also has additional impacts on other conditions relating to EV Charging (Condition 21) and Cycle parking (Condition 22) which are accounted for in the assessment.

3.0 Application Site

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

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

4.0 Site History

4.1 The application to which this Section 73 proposal directly relates is:

P/20536/000

The redevelopment of the site comprising a single speculative commercial building for E(g)(iii) light industrial, B2 general industrial and B8 storage and distribution employment uses, with ancillary offices, associated car parking, service yards and landscaping.

Approved, subject to conditions and section 106, dated 01/07/2025

The following applications have been submitted pursuant to this approval at this site:

P/20536/001

Submission of details pursuant to condition 3 (Materials) of planning permission P/20536/000 dated 01/07/2025.

Approved 21/08/2025

P/20536/002

Submission of details pursuant to condition 19 (CMP) of planning permission P/20536/000 dated 01/07/2025.

Approved 27/08/2025

P/20536/003

Submission of details pursuant to condition 21 (EVs) of planning permission P/20536/000 dated 01/07/2025.

Approved 27/08/2025

P/20536/004

Submission of details pursuant to condition 22 (Cycle Parking) of planning permission P/20536/0003 dated 01/07/2025.

Under consideration

P/20536/005

Submission of details for condition 7 (phase 2 Intrusive Investigation Method Statement) of planning permission P/20536/000 dated 01/07/2025.

Under consideration

P/20536/007

Submission of details pursuant to condition 8 (Quatitative Risk Assessment and Site Specific Remediation Strategy) of planning permission P/20536/000 dated 01/07/2025.

Under consideration

5.0 Neighbour Notification

5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 17/09/2025. The application was advertised in the 22/08/2025 edition of The Slough Express.

5.2 No letters from neighbouring residents have been received.

6.0 Consultations

6.1 SBC Highways and Transport

No comments received at the time of drafting this report, an update will be provided for Members on the Amendment Sheet.

7.0 Policy Background

7.1 Slough Local Development Plan and the National Planning Policy Framework (NPPF)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The current version of the National Planning Policy Framework (NPPF) was published 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 Sections of the NPPF are outlined below as are the relevant policies in the Development Plan, which is the starting point of an assessment of the application, which is consistent with the statutory test in Section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

7.2 National Planning Policy Framework 2024:

- Chapter 2. Achieving sustainable development
- Chapter 4. Decision-making
- Chapter 6: Building a Strong Competitive Economy
- Chapter 9. Promoting sustainable transport
- Chapter 11. Making effective use of land
- Chapter 12. Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, December 2008:

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

- Core Policy 12 – Community Safety

Local Plan for Slough March 2004 policies (saved policies 2010):

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EN9 (Poyle Estate)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)

Other Relevant Documents/Statements:

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

7.3 The Proposed Spatial Strategy (Nov 2020)

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

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

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

7.4 National Planning Practice Guidance (NPPG)

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

7.5 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out in Section 24 of this report.

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of Development
- Considerations on the amended proposals.
- Decision notice.

9.0 **Principle of Development**

9.1 As outlined in Section 2 of this report an application can be made under Section 73 (S73) of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission.

9.2 The principle of development was established through the original granting of planning permission under ref P/20536/000 dated 01/07/2025. The applicant can apply for an amendment to the extant scheme permission, under S73 of the Town and Country Planning Act (As Amended). Section 73 of the Act can be used, amongst other things, to approve amendments to an existing planning permission by amending a condition (or conditions) upon which the permission was granted. In law, a Section 73 application results in the grant of a new planning permission affecting the same site that is subject to the relevant amended conditions.

9.3 This material amendment procedure was confirmed by the Government as appropriate in 2009 when it streamlined the procedure for Section 73 applications and issued accompanying guidance on how best to achieve flexibility with planning permissions by allowing material amendments to planning permissions without the need for the submission of entirely new planning applications. The overriding purpose of the streamlined procedure and guidance was to avoid the burden that would fall on both planning authorities and developers if a fresh planning application had to be submitted every time that a development is materially amended.

- 9.4 The guidance is now contained in the Department for Levelling Up, Housing and Communities' National Planning Practice Guidance. Amongst other things the guidance states that a material amendment is likely to include any amendment whose scale and/or nature results in a development which is not substantially different from the one which has been approved. Relevant and recent case law on this matter indicates that the Section 73 route can be applied to determine amendments which do not result in a "fundamental" change to an approved development.
- 9.6 The submission of the Section 73 application does not give an opportunity to reassess the previously determined proposal which is reflected in the limited number of considerations set out at 8.1.
- 9.7 The proposed amendments that are set out and considered above are considered to amount to works that can fall within the scope of a S73 application as a matter of principle. The merits of each case determine whether or not the specific proposals can be accepted as a S73 variation or not.

10.0 Considerations of the amended proposals

- 10.1 The National Planning Policy Framework states that planning should seek to locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 115 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.
- 10.2 The Technical Note that accompanies the application advises that the raised crossing is to be replaced by an at grade crossing in the interests of maintenance due to the number of cars, vans and HGVs that would cross it. The applicant suggests damage to the raised crossing would affect ease at which pedestrians can cross the access road which is dubious but the maintenance point is noted. The at grade crossing continues to provide the ability for pedestrians to cross to the main building and there is no loss as a result.
- 10.3 The raised table crossing was required as a result of the Road Safety Audit (RSA) undertaken at the site. This application was unique in that the Council required the RSA to be agreed before planning permission was granted given the substandard layout that did not allow HGVs to pass on the bend. The RSA made the following recommendation in respect of the raised crossing:

It is Recommended that suitable and adequate intervisibility should be provided between drivers and any pedestrians crossing from the northern side of the Blackthorne Crescent carriageway.

If suitable and adequate intervisibility cannot be achieved due to the existing building line, then it is Recommended that the proposed pedestrian crossing facility should be placed on a raised table speed reduction feature, thus keeping vehicular speeds to a minimum and mitigating the identified problem.

- 10.4 The proposed removal of the raised crossing is made on the basis that the applicant argues that suitable intervisibility can be achieved at grade level and therefore the crossing is not required in line with the RSA. The Technical Note includes a drawing to demonstrate visibility. The report and recommendation has taken a presumption that the visibility shown is suitable and acceptable in planning terms but it is subject to confirmation from the Highways Officer that this is the case. Therefore, the Amendment Sheet will clarify this assumption in advance of the meeting and will either confirm the arrangement as proposed or recommend refusal of the amendment.
- 10.5 The area in question is not in the public highway and will be the responsibility of the applicant. There are no concerns in respect of pedestrian safety and the crossing area is within the part of the access that is regulated by traffic lights which allows for single way use only. The change is minor and does not affect the accessibility of the site to pedestrians.
- 10.6 In respect of cycle parking, the location of some of the racking for staff cycles is amended and is considered to be acceptable. The application ensures that the same number of spaces are proposed and the new location results in an improved relationship with the wider car park area. The applicant has submitted the cycle parking details for approval under ref P/20536/005 which are currently undetermined. Rather than require the details for approval again as a result of this amended scheme, it is intended to determine these details under delegated powers prior to the Committee Meeting which would allow for Condition 22 on the recommendation to be updated to reflect approved details. This is also the same for conditions details pertaining to Conditions 7 and 8 (Ground Conditions) which have been submitted under Refs P/20536/005 and P/20536/007 respectively.
- 10.7 In respect of the EV charging locations, there are no objections to these relocated positions in principle, the plans show the charger points located on the other side of the car park. The same number of chargers are proposed and there is no reduction as a result. Condition 21 of the original decision notice required the submission of charger details for approval and

this was done through application ref P/20536/003. The condition can be updated to reflect these details.

11.0 Decision Notice

- 11.1 The nature of a S73 application is such that any approval results in the production of a new, stand-alone decision notice for the amended development. The new decision notice will include any varied conditions to be required to accommodate the proposed changes.
- 11.2 The amendments to the layout necessitate a change to Condition 2 which lists the approved plans. This is the proposal made by the applicant and the recommended conditions include an updated condition.
- 11.3 The amendment to the charger locations is accommodated in Condition 2 and details have previously been approved pertaining to Condition 21. This condition will also be amended to include the approved details to remove the requirement to submit again.
- 11.4 Cycle parking is shown to reflect the location submitted for approval under application ref: P/20536/004. The applicant has submitted sufficient information with this current application to remove the need to approve details later on and Condition 22 is amended to reflect this.

12.0 Equalities considerations

- 12.1 Throughout this report and the report that originally approved the development under Ref: P/20536/000, 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).

- 12.2 The proposal would provide a new employment building on the site which will be built to Building Regulation standards, these provisions are considered appropriate and would comply with local and national planning policies. 4. no accessible parking spaces will be provided and the plans show that level access is provided throughout the proposed building. The amendments proposed alter the pedestrian access to the site but do not prohibit it.
- 12.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction environmental management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.
- 12.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

13.0 PART C: RECOMMENDATION

- 13.1 Having considered the relevant policies of the Development Plan set out below, it is recommended the application be delegated to the Planning Manager to approve planning permission subject to the conditions set out below.

14.0 PART D:

- 14.1 **CONDITIONS:**

1. Time Limit

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

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

2. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing Number 101, dated 10/2022, received 24/05/2024
- (b) Drawing Number 103 Rev C, dated 05/2024, received 13/08/2025
- (c) Drawing Number 104, dated 10/2022, received 24/05/2024
- (d) Drawing Number 105, dated 10/2022, received 24/05/2024
- (e) Drawing Number 106 Rev A, dated 10/2022, received 13/08/2025
- (f) Drawing Number 107, dated 10/2022, received 24/05/2024
- (g) Drawing Number B21049 007 Rev D, dated 28/11/2024, received 29/11/2024

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

3. External Materials

The development hereby approved shall be undertaken in accordance with the details approved in application referenced P/20536/001. For clarification the details are:

- a) Cover letter from PRC, dated 11/07/2025, recd 14/07/2025
- b) Drawing Number PL 110, dated 04/2024, recd 14/07/2025

Approval of details extended to the fencing and height barrier details only and does not approve any alternative layout shown on the plans. The works shall be carried out in accordance with the approved details and retained thereafter.

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

4. Drainage Implementation

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

REASON: To ensure the site is served by appropriate derange from the outset of operations in the interests of Core Policy 8 of The Slough Local

Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

5. Drainage Management

The development hereby approved shall not be brought into use until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.

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

REASON To ensure the future maintenance of drainage systems associated with the development, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

6. Drainage Verification

No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, from Baynham Meikle Ref 13401 R100 Rev 1.2, dated 05/2024, received 4/05/2024 has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) Any As-Built Drawings and accompanying photos
- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)

- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place.

REASON To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

7. Phase 2 Intrusive Investigation Method Statement

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

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

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

No development aside from demolition of the existing buildings and clearance shall take place until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected

for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. Phase 4 Remediation Validation

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

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

10. Ancillary Offices

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

REASON: In order ensure that independent offices which are high intensive employment generating uses, are directed towards the Town Centre to promote the long-term vitality and viability of the Town Centre, and to ensure offices are located in the most sustainable locations, in order to comply with Local Plan Policy EMP9, Core Policies 1, 5 and 7 of The

Core Strategy 2008, and the requirements of the National Planning Policy Framework 2024.

11. Restriction on Use

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

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

12. No change of use to residential

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

REASON: to prevent the loss of employment uses and to prevent poor living conditions by virtue of using of buildings which are not design coded for residential purposes in accordance with Core Policies 4, 5, and 11 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework 2024.

13. No additional floor space

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

REASON: In the interest of ensuring there is adequate parking provision for the proposed B8 and B2 uses and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2024.

14. Energy

The development hereby approved shall be carried out in accordance with the Energy Strategy Report by Shepherd Bromley Partnership, Issue 2 dated 03/08/2023 and BREEAM Pre-assessment Report by AES Sustainability Consultants Ltd, dated 05/12/2022. Prior to the first use of the development hereby approved a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Very Good (or equivalent standard).

REASON: In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2024.

15. BREEAM requirement

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

REASON: In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2024.

16. External lighting

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

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

17. Landscaping

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

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

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

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

18. Tree Protection

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

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

19. Construction Management Plan

The development hereby approved shall be undertaken in accordance with the details approved in application referenced P/20536/002, approved on 27/08/2025. For clarification the details are:

- a) Cover letter from PRC, dated 11/07/2025, recd 14/07/2025
- b) Drawing Number PL 101, dated 10/2022, recd 14/07/2025
- c) Document from Magrock, untitled, unreferenced and undated, recd 14/07/2025
- d) Site Logistics Plan Revision A from Magrock, dated 08/05/2025, recd 14/07/2025

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.

20. Vehicle Access

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

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

21. Electric Vehicle Charging

A minimum of 12 spaces with active EV chargers for B8 use or 21 spaces for B2 light industrial use shall be provided in accordance with the details approved in application referenced P/20536/003, approved on 27/08/2025. For clarification the details are:

- a) Cover letter from PRC, dated 11/07/2025, recd 14/07/2025
- b) Drawing Number PL 101, dated 10/2022, recd 14/07/2025
- c) Drawing Number PL 111 Rev A, dated 05/2024, recd 07/08/2025
- d) Twin V7 Charger Datasheet ref PDD-2400057-2, undated, recd 14/07/2025
- e) Drawing Number 0228/BW/400 Rev 1, dated 06/09/2024, recd 14/07/2025

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

REASON: To provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2024.

22. Cycle Parking

Cycle Parking shall be provided in accordance with Drawing Number 103 Rev C, dated 05/2024, received 13/08/2025. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained thereafter.

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

23. Bin Storage

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

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

24. Car Park Management Scheme

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

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

25. Noise Impacts

The works hereby approved shall be carried out in accordance with the conclusions and recommendations of the Planning Noise Assessment from Stroma Built Environment Ref: OPP-087756 - NC1v2, dated 02/08/2024, received 24/05/2024 which ensures, among other things, that internal noise levels will meet the levels provided in BS8233: Guidance on Sound Insulation and Noise Reduction for Buildings and measures shall thereafter be retained.

REASON: To ensure appropriate noise levels are achieved during construction and operational phases in the interests of core Policy 8 of the Core Strategy and the National Planning Policy Framework 2024.

INFORMATIVE(S):

1. Highways Informatives

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

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

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

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

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

2. Positive and proactive statement

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

3. Section 106 agreement

A section 106 agreement has been entered into.