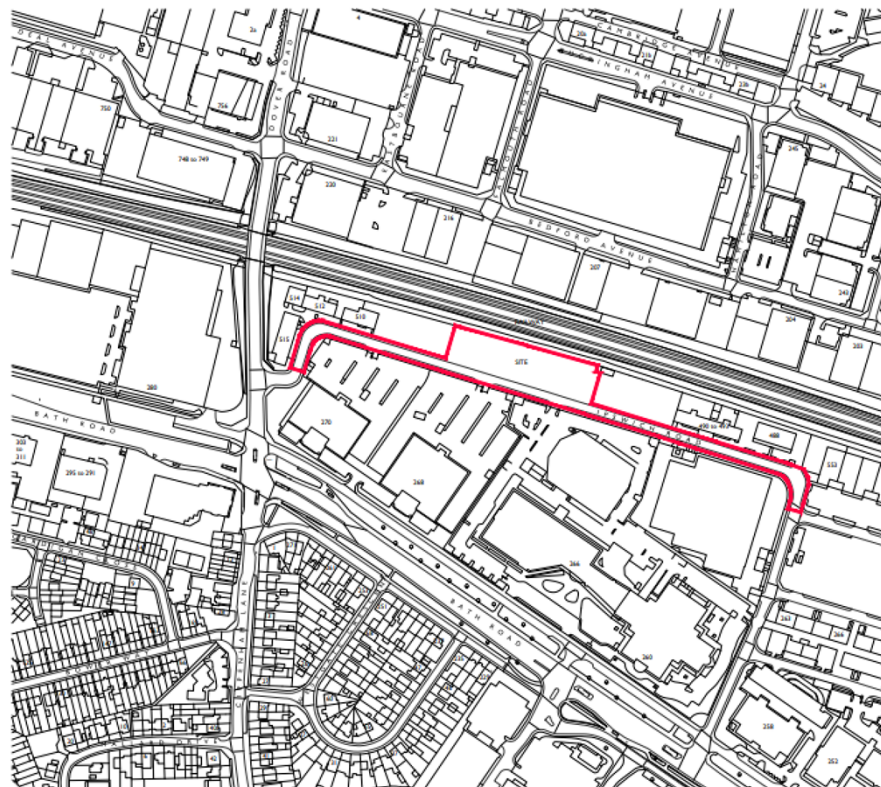


Registration Date:	23 December 2025	Application No:	P/20401/005
Officer:	Nyra John	Ward:	Northborough & Lynch Hill Valley
Applicant:	Ms. Ioana Antohi, Slough Heat & Power Limited	Application Type:	Major
		13 Week Date:	17-Feb-2026 (EOT Agreed 27-March 2026)
Agent:	Mr. Philip Higginbottom, Tetra Tech Planning Hawkridge House, Chelston Business Park, Wellington, Somerset, TA21 8YA		
Location:	498-505 Ipswich Road, Slough, SL1 4EP		
Proposal:	Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition no. 2 (approved plans and drawings) and add condition 17 (boundary treatment) of planning application P/20401/000 dated 31/05/2024 for development of a new 132/33kv electrical substation including 2 no. Switchroom buildings and 4 no. Transformers, associated onsite cable-laying and groundworks		

Recommendation: Delegate to the Planning Manager for Approval, subject to conditions.



1 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is a material variation of a major development.
- 1.2 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to agreement of the conditions with the applicant/agent; and any other minor changes.

PART A: BACKGROUND

2 Site and Surroundings

- 2.1 The site relates to a vacant plot of land to the north of Ipswich Road, measuring approximately 0.36ha (120m x 30m / 3,600sqm) currently in use as a construction lay down area, located at 498-501 Ipswich Road.
- 2.2 The application site as existing is surrounded by timber construction hoarding, metal gates and heras fencing. The internal area has been cleared and levelled and is surfaced with concrete and asphalt, which include remnant concrete floor slabs and walls of former structures and appears to have previously provided vehicle parking. There is existing vehicular access from Ipswich Road to the site from a metal gate to the west of the site and centrally.
- 2.3 There are various structures associated with construction including skips, containers and machines with bollard to separate vehicle access to the east of the site and the west of the site remains as hardstanding. Low-level weeds/shrubs line the northern boundary adjacent to the railway line.
- 2.4 Five Himalayan semi-mature birch trees are present in various locations throughout the site. Two are located in the western lot, two centrally and one located in the eastern lot.
- 2.5 The site is surrounded by light industrial businesses with the main Great Western railway line located to the north. Adjoining the site at each side, there are single storey industrial units with pitched roofs, to the east these units are vacant. Further to the south are car parks associated with office units at Bath Road, with access from Ipswich Road. Ipswich Road is well landscaped.
- 2.6 The nearest residential properties to the site are located approximately 200m to the south of the site, on the other side of several large commercial buildings with Bath Road beyond, out of sight from the proposed development.

- 2.7 The site is located within a defined business area (Slough Trading Estate) where buildings vary in their scale and appearance. The Slough Trading Estate comprises a Simplified Planning Zone (SPZ). The SPZ is a specialised planning permission that applies across most of Slough Trading Estate. It sets out a range of conditions that have to be met in order that some types of development, mostly data centres, warehouses and research and development centres, can be built without the need to apply for individual planning permission. The Trading Estate is identified as a priority area for local employment regeneration and investment by the Council to ensure local residents continue to have access to a wide range of job opportunities.
- 2.8 The site does not lie in a Flood Risk Zone or Conservation Area and there are no listed buildings within close proximity to the site.
- 2.9 In terms of the local highway network, Ipswich Road joins Bath Road (A4) at a signalised priority junction. Bath Road provides key links to the wider strategic highway, including direct access to Junction 7 of the M4 motorway, 2.3km to the west via the Huntercombe Roundabout. The M4 links with the M25 motorway at Junction 4b of the M4 located 11km to the east of Junction 7. The Town Centre of Slough can be accessed via Bath Road to the east approximately 3km away.
- 2.10 To the east and west of the application site are a row of single-story commercial units of brick construction with pitched corrugated metal roofs, with off-street parking to the front and fenced areas of concrete hardstanding/yards to the rear. An electricity substation is located within a brick building outside of the northeast corner of the site.
- 2.11 The wider landscape is highly urbanised and comprises light industrial buildings, warehouses, car parks and roadways that collectively compose a large industrial district in Slough. Very few seminatural habitats are present within the wider landscape, and those that are, comprise ornamental planting, urban trees, and open amenity space. There are no ecological designations at the site.

3 Planning History

- 3.1 The planning history for the site is presented below.
- 3.2 The application to which this Section 73 proposal directly relates is:

P/20401/000

Development of a new 132/33KV electrical substation including 2 no. switchroom buildings and 4 no. transformers, associated onsite cable-laying and groundworks.

Approved with Conditions; Informatives 31/05/2024

P/20401/001

Submission of details pursuant to conditions 3 (Intrusive Investigation Method Statement (IIMS) 4 (Quantitative Risk Assessment (QRA) of planning permission P/20401/000 dated 31/05/2024

Conditions Complied With; Informatives 29/08/2025

P/20401/002

Submission of details pursuant to condition 9 (Construction Environmental Management (CEMP)) of planning permission P/20401/000 dated 31/05/2024.
Conditions Complied With; Informatives 14/11/2025

P/20401/003

Submission of details pursuant to condition 6 (Surface Water Drainage Scheme) and condition 7 (Surface Water Drainage System – Detailed Ownership and Maintenance Scheme (OMS)) of planning permission P/20401/000 dated 31/05/2024.
Conditions Not Complied (Refuse) 23/12/2025

P/20401/004

Submission of details pursuant to condition 4 (Quantitative Risk Assessment (QRA)) of planning permission P/20401/000 dated 31/05/2024
Partial Discharge 23/01/2026

- 3.3 At the site 502 – 505 Ipswich Road to the west, planning permission was granted on 22nd August 2018 for a 3 storey car park (Ref. P/17346/000). There is no evidence to show that this planning permission has been implemented and the permission has expired. The existing site is let on a short-term basis for construction lay down / machinery / storage for neighbouring sites.
- 3.4 The neighbouring site to the west is 506-510 Ipswich Road. Application P/19720/000 was approved 11th February 2022 for the change of use to B8 Storage and Distribution with open storage (to provide a railway maintenance depot).

4 The Proposal

- 4.1 The site includes existing vacant buildings 498-501 Ipswich Road which are proposed to be demolished and a vacant plot of land 502-505 Ipswich Road for the construction of a new electric substation including 2 no. switchroom buildings and 4 no. transformers, including associated on site cable laying and groundworks (These give GEA figures of 774sqm + 336sqm + 198sqm + 198sqm = 1,506sqm).
- 4.2 The purpose of the electrical substation is to transform the incoming 132kV to 33kV for distribution into the local network. It would provide additional capacity to Slough Heat & Power Limited and the distribution network by providing power to the Trading Estate and wider Slough area. The overall scheme's intention is to future-proof the electrical supply to Slough Trading Estate to ensure that future supply can meet demand which will be generated.
- 4.3 Associated works include surface water attenuation, two gated vehicle entrances, parking facilities, security lighting and cameras. The proposal includes removal of all trees on site, due to the need for unobstructed and unavoidable underground cable routing.

- 4.4 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.
- 4.5 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/20401/000 following a resolution to approve at the Committee meeting of 29 May 2024 with the decision notice issued on 31 May 2024. The proposal is for amendments to vary condition 2 and for the 132kv switchroom building to include louvres, emergency exit doors, increase in height from 11.37m to 11.46m and external steps to the northern elevation and 33kv switchroom to include louvres, reduction in height from 7.46m to 6.5m, increase height of external door and raised brick soffit level.
- 4.6 To accommodate the change the proposal seeks permission to vary Condition 2 relating to approved plans to substitute the amended plans for the originals. This application has resubmitted elevations and a ground floor plan only, and all other plans remain the same.
- 4.7 It is noted that some conditions on the original permission have already been discharged including conditions no. 3 and 4 (contaminated land), and condition 9 (construction management plan). The proposal also has additional impacts resulting in the need for an additional condition 17 (boundary treatment) which are accounted for in the assessment.

5 Consultations

- 5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a neighbour notification was undertaken through site notices which were placed on 08/02/2026 at Ipswich Road. No representations were received during the consultation period. A press notice was issued in the Slough Express on 27/02/2026 and no representations were received at the time of writing this report and will be monitored when the consultation period ends on 20/03/2026. Any comments received will be reported on the Amendment Sheet.
- 5.2 A consultation with relevant consultees was carried out in February 2026, however, no comments were received from the following, should any comments be received, these will be reported on the Amendment Sheet:
- Lead Local Flooding Authority
 - Network Rail
 - Environmental Quality

- Highways and Transport
- Designing Out Crime Officer
- Environmental Protection (Resilience and Enforcement)

PART B: PLANNING APPRAISAL

6 Policy Background

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

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The current version of the National Planning Policy Framework (NPPF) was published in December 2024.

Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

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

Section 2: Achieving sustainable development
 Section 4: Decision-making
 Section 12: Achieving well-designed places

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

- Core Policy 8- Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 - Infrastructure
- Core Policy 12 – Community Safety

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

- EN1 - Standard of Design
- EN5 - Design and Crime

It should be noted that this report only makes reference to the above policies as these are relevant to the consideration of the varying the approved plans. The conditions listed at the end of the report, do refer to other policies as these have been lifted from the original consent.

6.5 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4 2010
- Slough Local Development Framework Proposals Map (2010)

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

The Draft Centre of Slough Regeneration Framework (Aug 2020) was presented to Members at the Planning Committee meeting of 9 September 2020 and was subsequently determined to be adopted as an evidence document for the forthcoming Slough Local Plan. Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020.

This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough. The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay." The Spatial Strategy involves making sufficient provision to meet housing, employment and other needs whilst at the same time conserving the natural, built and historic environment.

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues. Therefore, the documents holds little weight as it currently stands, and the material weight of policies would strengthen the closer the Local Plan is to adoption. It can be used to inform planning decisions but does not have the weight of planning policy.

6.7 Equality Act

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

7 Planning Considerations

- 7.1 The Planning Assessment will cover the impact on design and streetscene only, as the principle of development and all other associated matters have been assessed as acceptable in the original application P/20402/000 subject to conditions, and there is no change to the siting of the structures; only to the elevations and height.

8 Planning Assessment

Principle of Development

- 8.1 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.
- 8.2 The principle of development was established through the original granting of planning permission under ref P P/20401/000 dated 31/05/2024. 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 condition.
- 8.3 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.
- 8.4 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.
- 8.5 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 7.1.
- 8.6 Within the proposed development, there is no change to the siting of the structures; only to the elevations and height of the structures. The proposed amendments 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.

Design & Impact on Streetscene

- 8.7 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.
- 8.8 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. 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.
- 8.9 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.
- Core Policy 8 requires that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.
- 8.10 Paragraph 96(b) of the NPPF requires planning decisions to promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5 which requires development proposals to be designed to reduce the potential for criminal activity and anti-social behaviour.
- 8.11 The revised elevations for the 132kV building incorporate required louvres and emergency exit doors, and external steps to its northern elevation,

further details that were not anticipated in the original submitted application. The revised design of the 33kV building and 132kV building incorporates required louvres for ventilation of the structure. The height of the external door to the western elevation of the 33kV building has been increased, and therefore the brick soffit level to this elevation has been raised. In design terms, the elevations largely maintain the appearance of the original permission and are accepted.

- 8.12 The increase in height of the 132kV Switch Room from 11.37m to 11.46m is considered minor and would not be noticeable from the streetscene. The reduction in height of the 33kV Switch House from 7.46m to 6.5m would reduce the height of the structure and given this would be in keeping with the proposal and wider industrial location, this is therefore accepted.
- 8.13 Materials have been selected for all four proposed buildings having regard to existing architectural precedent in the immediate locality and the wider area. Brickwork is proposed to be changed from the original application of Smeed Dean London Stock with Staffordshire smooth blue feature stretcher to Weinerberger Hamstead Yellow and Ibstock Clapton Blue Black feature stretcher. There is little difference between both types of brick, as both Smeed Dean London Stock and Weinerberger Hamstead Yellow are a buff style brick and Officers would not object to this change. Other materials have not changed from the original application, including steel, aluminum and polyester in various RAL grey and dark blue colours which are purely for functional purposes and have been accepted from the original application.
- 8.14 The only new openings are to the doors to the rear of the Switch Room (north elevation), which are required for emergency exits. Although there is an informative on the original permission to include a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary, to ensure the new openings would remain secure within the site bounded by security fencing, Officers have requested a prior to occupation condition requesting the submission of boundary treatment details around the whole site and their subsequent implementation. Subject to discharge of this condition, Officers could consider the site to be suitably secure in accordance with Core Strategy Policies 8 and 12, and Local Plan Policy EN5 and the NPPF 2024.
- 8.15 Overall, the required changes outlined above are considered acceptable in accordance with Section 73 of the Town and Country Planning Act 1990. The various detailed alterations summarised above amount to a material change to the approved scheme in terms of their visual appearance. The proposed changes are considered acceptable within the context of the original planning permission and do not create any planning harm. As a result, the planning application to vary condition no. 2 of the above referred to planning permission is a proposal that Officers support.

Equalities Considerations

- 8.16 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.
- 8.17 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:
- Remove or minimise disadvantages suffered by people due to their protected characteristics;
 - Take steps to meet the needs of people with certain protected characteristics; and;
 - Encourage people with protected characteristics to participate in public life (et al).
- 8.18 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 – however, these demographics are unlikely given the industrial nature of the site. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.
- 8.19 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

- 8.20 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 are required to accommodate the proposed changes.
- 8.21 The application has been evaluated against the Development Plan and the NPPF and Officers have assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The report identifies that the proposal would comply with all of the relevant policies in the current Development Plan and the relevant parts of the NPPF.
- 8.22 The proposal would comply with the Development Plan as whole. The application is therefore recommended to be delegated to the Planning Manager for approval in accordance with the recommendation set out below.

8.0 PART C: RECOMMENDATION

- 8.1 Delegate to Planning Manager for approval subject to the conditions as listed below and finalising any of them, including any minor changes.

PART D: CONDITIONS

1. Time Limit

The development hereby permitted shall be commenced within three years from 31 May 2024.

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.

CONDITION VARIED

2. Approved Plans

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

- Existing Site Plan – drawing no. 2307/P/601 Rev B, Dated 09/2023, Received 03/04/2024
- Existing Site Layout Plan – drawing no. 2307/P/602 Rev B, Dated 09/2023, Received 03/04/2024
- Existing Block Plan – drawing no. 2307/P/603 Rev A, Dated 03/2024, Received 03/04/2024

- Proposed Site Plan – drawing no. 2307/P/611 Rev C, Dated 09/2023, Received 03/04/2024
- Proposed Site Layout Plan – drawing no. 2307/P/612 Rev C, Dated 09/2023, Received 06/03/2026
- Proposed Block Plan – drawing no. 2307/P/613 Rev A, Dated 03/2024, Received 03/04/2024
- Proposed Transformer Cell 01 Ground Floor and Roof Plans – drawing no. 2307/P/641 Rev A, Dated 09/2023, Received 03/04/2024
- Proposed Transformer Cell 02 Ground Floor and Roof Plans – drawing no. 2307/P/642, Dated 03/2024, Received 03/04/2024
- Transformer Cell 01 Proposed Elevations – drawing no. 2307/P/646 Rev A, Dated 09/2023, Received 03/04/2024
- Transformer Cell 02 Proposed Elevations – drawing no. 2307/P/647, Dated 03/2024, Received 03/04/2024
- Proposed Ipswich Road Elevation – drawing no. 2307/P/656 Rev A, Dated 09/2023, Received 03/04/2024
- Proposed 132kV GIS Switchroom Ground Floor Plan – drawing no. 2307/P/627, Dated 03/2026, Received 06/03/2026
- Proposed 132kV GIS Switchroom First Floor & Roof Plans – drawing no. 2307/P/622, Dated 09/2023, Received 21/12/2023
- Proposed 132kV GIS Switchroom Elevations Sheet 1 of 2 – drawing no. 2307/P/626 Rev B, Dated 09/2023, Received 22/12/2025
- Proposed 132kV GIS Switchroom Elevations Sheet 2 of 2 – drawing no. 2307/P/627 Rev B, Dated 09/2023, Received 22/12/2025
- Proposed 33kV Switch House Basement & Ground Floor Plans – drawing no. 2307/P/631, Dated 09/2023, Received 21/12/2023
- Proposed 33kV Switch House Roof Plan – drawing no. 2307/P/632, Dated 09/2023, Received 21/12/2023
- Proposed 33kV Switch House Elevations – drawing no. 2307/P/636 Rev B, Dated 09/2023, Received 22/12/2025
- Proposed Sections AA & BB – drawing no. 2307/P/651, Dated 09/2023, Received 21/12/2023
- Proposed Sections CC – drawing no. 2307/P/652, Dated 09/2023, Received 21/12/2023
- Planning, Design and Access Statement, including Energy and Sustainability Statement, Prepared by Tetra Tech Planning, Dated 04/2024, Received 03/04/2024
- Transport Assessment, Prepared by Tetra Tech Planning, Dated 10/2023, Received 21/12/2023
- Noise Impact Assessment, Prepared by Tetra Tech Planning, Dated 04/2023, Received 21/12/2023
- Construction Noise Management Plan, Prepared by Tetra Tech Planning, Dated 10/2023, Received 21/12/2023
- Air Quality Dust Management Plan, Prepared by Tetra Tech Planning, Dated 29/06/2023, Received 21/12/2023
- Construction Environmental Management Plan, Prepared by Tetra Tech Planning, Dated 10/2023, Received 21/12/2023
- Arboricultural Impact Assessment, Prepared by RPS Group, Dated 14/09/2023, Received 21/12/2023

- Drainage details including a Sustainable Drainage Strategy, Prepared by Tetra Tech Planning, Dated 09/2023, Received 21/12/2023
- Lighting Statement, Prepared by Tetra Tech Planning, Dated 10/2023, Received 21/12/2023
- Preliminary Ecological Appraisal (PEA), Prepared by Tetra Tech Planning, Dated 10/2023, Received 21/12/2023
- Biodiversity Net Gain Assessment, Prepared by Tetra Tech Planning, Dated 10/2023, Received 21/12/2023
- Geo-environmental Desk Study Assessment, Prepared by Tetra Tech Planning, Dated 05/2023, Received 21/12/2023
- Visibility Splays, Drawing No. TTE-00-XX-SK-O-0002 Rev P01, Dated 04/2024, Received 03/04/2024
- Planting Proposal Drawing No. 100, Dated March 2024 Received 03/04/2024

REASON: For the avoidance of doubt, to ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2024).

CONDITION 2 VARIED

3. Phase 2 Intrusive Investigation Method Statement

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.

CONDITION DISCHARGED in accordance with application P/20401/001.

4. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Condition 3 (Intrusive Investigation Method Statement (IIMS) – Fully discharged in accordance with:

- a) Intrusive Investigation Method Statement (IIMS)) – Letter Report, Prepared by Tetra Tech Limited, Dated 08/05/2025, Received 13/06/2025

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.

CONDITION VARIED in accordance with application P/20401/001.

5. Phase 4 Remediation Validation

Condition 4 (Quantitative Risk Assessment (QRA)) – Fully discharged in accordance with:

- a) Intrusive Investigation Method Statement (IIMS) – Letter Report, Prepared by Tetra Tech Limited, Dated 08/05/2025, Received 13/06/2025

CONDITION VARIED in accordance with application P/20401/001.

6. Surface Water Drainage Scheme (LLFA)

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

The scheme shall include:

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

REASON: To reduce the risk of flooding both on and off site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework by ensuring the satisfactory means of surface water attenuation

and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

7. Surface Water Drainage Ownership and Maintenance (LLFA)

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

Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include:

- i) a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.
- ii) A site plan including access points, maintenance access easements and outfalls.
- iii) 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.
- iv) 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, and the National Planning Policy Framework.

8. Surface Water Verification Report (LLFA)

No occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, ref. P/20401/000 DRAINAGE STRATEGY has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority.

The report shall include:

- i) Any departure from the agreed design is keeping with the approved principles
- ii) Any As-Built Drawings and accompanying photos
- iii) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- iv) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- v) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- vi) 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, and the National Planning Policy Framework.

9. Construction Environmental Management Plan

The Construction Management Plan “‘Land North of Ipswich Road, Slough – Construction Environmental Management Plan’, Prepared by Tetra Tech Limited, Dated 08/2025, Received 05/08/2025” as approved by application P/20401/002 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.

CONDITION VARIED in accordance with application P/20401/002.

10. Noise assessment

Upon first use of the development, the assessment conclusions of the Noise Assessment, dated April 2023, received 21/12/2023 shall be verified to confirm that the transformer noise emissions meet the required levels in the assessment, with sound reduction details associated with the enclosure as submitted to and approved in writing by the Local Planning Authority. The approved details shall be retained thereafter.

REASON To protect nearby occupiers from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. Landscaping

There shall be no occupation or operation of the development until the soft landscaping and replacement Evergreen hedge planting is implemented in accordance with Planting Proposal Drawing No. 100, Dated March 2024 Received 03/04/2024. The replacement hedges shall be planted no later than the first planting following completion of the development. Within a five period following the implementation of the scheme, if any of the new tree(s) 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 tree replacement details by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policies EN1 and EN3 of The Local Plan for Slough 2004.

12. Access

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

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

13. Visibility

No other part of the development shall be occupied until the visibility splays shown on the approved drawings Visibility Splays, Drawing No. TTE-00-XX-SK-O-0002 Rev P01, Dated 04/2024, Received 03/04/2024 have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access, in accordance with Core Policy 7 of Core Strategy 2006 – 2026, Development Plan Document, (December 2008).

14. Layout

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

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, in accordance with Core Policy 7 of Core Strategy 2006 – 2026, Development Plan Document, (December 2008).

15. Sustainable Development Design Stage Certificate

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

REASON In the interest of sustainable development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

16. Sustainable Development Post-Construction Review Certificate

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 policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

17. Boundary Treatment

A plan demonstrating a suitable 1.8m boundary treatment around the site shall be submitted to and approved in writing by the Local Planning Authority before the development is occupied and shall be implemented and retained thereafter.

REASON In order to enhance and maintain the visual amenity of the completed development and ensure security in accordance with policies EN1, EN3 and EN5 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework and Core Policy 12 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

CONDITION ADDED

INFORMATIVES:

1. 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.

2. Drainage

All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent. 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.

3. Highway

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. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction.

4. Network Rail

The works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a BAPA agreement, if required, with a minimum of 3 months notice before works start.

AssetProtectionWestern@networkrail.co.uk

It should be noted that the railway at this site comprises four tracks and is electrified with 25kV overhead wires. This has to be properly risk assessed to maintain a safe clearance of the proposed substation from the railway OLE and any planned lifting/cranage, will require agreement with NR engineers.

5. Network Rail Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels – if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

6. Network Rail Fencing

If not already in place, the developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

7. Network Rail Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

8. Network Rail Ground Disturbance

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific

advice from Network Rail on any significant raising or lowering of the levels of the site.

9. Network Rail Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a Method Statement for approval by Network Rail.