

Development Management

Observatory House

25 Windsor Road

Slough

SL1 2EL

**An application by SSE Slough Multifuel Limited for an Order Granting
Development Consent for the Slough Multifuel Extension Project**

LOCAL IMPACT REPORT

Planning Inspectorate Reference Number EN010129

CONTENTS

SECTION 1 INTRODUCTION

SECTION 2 SITE DESCRIPTION AND SURROUNDINGS/LOCATION

SECTION 3 DEVELOPMENT PLAN POLICIES AND STRATEGIES

SECTION 4 SOCIO-ECONOMIC AND COMMUNITY MATTERS

SECTION 5 LANDSCAPE AND HISTORIC FEATURES

SECTION 6 LOCAL TRANSPORT ISSUES

SECTION 7 BIODIVERSITY

SECTION 8 AIR QUALITY

SECTION 9 NOISE & VIBRATION

SECTION 10 CONSIDERATION OF THE PROVISIONS AND REQUIREMENTS WITHIN THE DRAFT ORDER

SECTION 11 RELATIVE MERITS OF SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS

1.0 INTRODUCTION

- 1.1 This report has been prepared on behalf of Slough Borough Council (SBC) in accordance with the advice and requirements set out in the Planning Act 2008 and the Advice Note One: Local Impact Reports issued by the Planning Inspectorate in April 2012.
- 1.2 The Local Impact Report is a 'Report in writing giving details of the likely impact of the proposed development on the authority's area'.
- 1.3 The Advice Note states that when the Commission decides to accept an application it will ask the relevant local authorities to prepare a Local Impact Report, and this should be prioritised whether or not the local authority considers that the development would have a positive or negative effect on the area. The Report may include any topics that they consider to be relevant to the impact of the development on their area as a means by which their existing body of knowledge and evidence on local issues can be fully and robustly reported to the Commission. The Report should contain positive, negative and neutral impacts.
- 1.4 The Advice Note states that topics may include:
 - Site description and surroundings/location
 - Details of the proposal
 - Relevant planning history and any issues arising
 - Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master plans and an appraisal of their relationship and relevance to the proposals
 - Relevant development proposals under consideration or granted permission but not commenced or completed
 - Local area characteristics such as urban and landscape qualities and nature conservation sites
 - Local transport patterns and issues
 - Site and area constraints
 - Designated sites
 - Socio-economic and community matters

- Consideration of the impact of the proposed provisions and requirements within the draft Order in respect of all of the above
- Development consent obligations and their impact on the local authority's area

1.5 The Local Impact Report has been written so as to incorporate the topic areas (as considered relevant) suggested in the Advice Note (set out above), the subject areas in the Environmental Statement, other relevant subject areas and the obligations and proposed requirements submitted with the application for DCO.

2.0 SITE DESCRIPTION AND SURROUNDINGS/LOCATION

- 2.1 The site occupies an area of approximately 2.8 hectares and is located within the Slough Trading Estate which is an identifiable area occupied by various industrial, warehouses, commercial and retail businesses over an area of approximately 158 hectares, the vast majority of the Trading Estate benefits from a Simplified Planning Zone consent (Adopted 2014). However it should be noted that the uses permitted through the SPZ does not include the Energy facility and therefore applications on the site are subject to those normally required under the Town and Country Planning Act 1990 (as amended).
- 2.2 The site is bounded by Edinburgh Avenue to the north, Fairlie Road to the west and Buckingham Avenue/Cambridge Avenue to the south. The eastern boundary abuts existing buildings and the immediate properties surrounding the site are largely commercial and industrial.
- 2.3 The application site is predominately surfaced with impermeable hardstanding and contains numerous buildings and structures of varying age, including boiler houses, turbine halls, fuel storage facilities, switchrooms, offices and other ancillary plant associated with existing combined heat & power units.
- 2.4 The site can be accessed from the M40 via Farnham Road and from the M4 (Junction 6 or7) via Bath Road A4. There are bus stops on Buckingham Avenue served by various bus services Additionally the site can be accessed by rail from Slough Station approximately 3.7 kilometres east and Burnham Station approximately 1.6 kilometres west of Edinburgh Avenue
- 2.5 The nearest residential dwellings in this area are approximately 200 metres to the north on Bodmin Avenue, Greenside, Furnival Avenue and Rowan Way. The nearest park and green space area is Kennedy Park, approximately 400 metres to the north west.
- 2.6 There are no Special Areas of Conservation, Special Protection Areas, Ramsar sites, Site of Special Scientific Interest or National Nature Reserves within a 2km radius of the site.
- 2.7 Two statutory designated nature sites lie within 2km of the site; these are Haymill Valley Local Nature Reserves, located 800m west of the site, and Cocksherd Wood, located approximately 1.4km northwest of the site. In addition, Boundary Copse

Woodland Trust Reserve, which is a non-statutory site, is located 1.3km north of the site

- 2.8 The closest European Protected Site is Burnham Beeches Special Area of Conservation, which is located approximately 2.9km north of the site
- 2.9 The River Thames is the closest principal watercourse and is located approximately 4km south of the site

3.0 RELEVANT DEVELOPMENT PLAN POLICIES AND STRATEGIES

3.1 The main development plan policies, supplementary planning guidance and development briefs relevant to the site are set out below.

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

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy EN6 – Interference with Telecommunications
Policy EN22 – Protection of Sites with Nature Conservation Interest
Policy EN24 Protection of Watercourses
Policy EN34 – Utility Infrastructure
Policy EMP2 – Criteria for business Developments
Policy EMP7 –Slough Trading Estate
Policy OSC8 – Green Spaces
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Waste Local Plan for Berkshire December 1998, Saved Policies September 2007

Policy WLP1 – Sustainable Development
Policy WLP11 – Proposed preferred areas
Policy WLP27 – Is development needed
Policy WLP28 – Non identified sites for waste management development

Policy WLP29 – Non identified sites for waste management development outside preferred areas

Policy WLP30 – Assessing the impact of development proposals

Policy WLP31 – Information to be provided with applications

Policy WLP33 – Environmental improvements and wider benefits

Other Relevant Documents/Statements

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Site Allocations Development Plan Document (November 2010).

3.2 It should be noted that the proposed development the subject of the DCO application has generally been granted planning permission under a TCPA 1990 application (and subsequently varied or specific details approved), principally on 2 June 2017, following planning permission reference P/00987/024 for the demolition of redundant plant and buildings and development of a multifuel combined heat and power generating station of up to 50 megawatts, plus associated facilities and infrastructure. Planning permission was granted following consideration of such effects as traffic generation, noise and vibration, air quality, visual impacts of the proposal; these effects were either considered to be acceptable, or suitable mitigation measures were established, and secured by planning condition.

3.3 Whilst the proposed generating capacity of the site would exceed the upper limit of 50 megawatts applicable for a TCPA application, and exceeding the approved description of works, there are no significant changes from the approved development which would raise additional concerns which were not addressed or mitigated within the TCPA application. Factors such as noise, vibration, air quality, and traffic generation have been suitably addressed within the TCPA application, and the proposed DCO development is not considered to impact upon these factors, either during construction phase, or operational phase.

4.0 SOCIO-ECONOMIC AND COMMUNITY MATTERS

4.1 The planning policy considerations are set out above. The Council raises no objection to the development on socio economic and community grounds.

5.0 LANDSCAPE AND HISTORIC FEATURES

5.1 Landscape

5.1.1 The Council raises no objection to the development on landscape grounds. The visual impact of the development has been assessed under the TCPA permission, and considered to be acceptable; there are not considered to be additional effects as a result of the DCO proposal.

5.2 Historic Features

5.2.1 The Council raises no objection to the development on Heritage grounds.

6.0 LOCAL TRANSPORT ISSUES

6.1 The Council raises no objection to the development on Transport grounds. The Council is satisfied that the levels of traffic generated by this development can be accommodated within the existing road network, and will be equivalent to the levels considered acceptable during the TCPA application.

7.0 BIODIVERSITY

7.1 The Council raises no objection to the development on Biodiversity grounds, based on the conclusions contained in the Ecology section of the Environmental Statement.

8.0 AIR QUALITY

8.1 The Council raises no objection to the development on Air Quality grounds based on the conclusions contained in the Air Quality section on the Environmental Statement.

9.0 NOISE AND VIBRATION

9.1 The Council raises no objection to the development on Noise grounds based on the conclusions contained in the Noise section on the Environmental Statement.

10.0 CONSIDERATION OF THE IMPACT OF THE PROPOSED PROVISIONS AND REQUIREMENTS WITHIN THE DRAFT ORDER IN RESPECT OF ALL OF THE ABOVE

10.1 The DCO will set out a number of matters to enable the development to proceed. Several conditions within the TCPA permission are replicated within the proposed DCO, including matters related to construction environment management plan, noise management, highways, cycle parking, and landscaping; the proposed provisions of the DCO are acceptable to address or mitigate potential impacts within the site and surrounding area, and the Statement of Common Ground as agreed between the Applicant and the Council confirms this.

11.0 THE RELATIVE MERITS OF SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS OF THE PROPOSED SLOUGH MULTIFUEL EXTENSION PROJECT

11.1 The Planning Inspectorate guidance on Local Impact Reports (April 2012) recommends that a view is given by the authority of the relative weighting between social, economic and environmental issues associated with the proposal and the impact of the scheme on them. This includes employment, local services and associated development.

11.2 It is felt that there will be some positive impact on the local area in respect to the creation of jobs both during construction and the operation of the plant leading to social and economic benefits which attracts positive weight. The generation of power, that accords and contributes to the national energy strategy which would serve residents, visitors and businesses within the area it serves would lead to sustained social and economic benefits.

11.3 Some harm is identified in relation to environmental impacts in relation to the function of a multifuel energy facility however these harms have been mitigated through previous s106 obligations and conditions attached to previous consents (which are to be replicated and included with any approval) and therefore it is considered in relation to environmental issues, the energy facility attracts neutral weight in the context of a planning balance exercise. The increased generating capacity of the plant, resulting from efficiencies and mechanical modifications, with the equivalent input of waste derived fuel, vehicle movements and emissions, and therefore no additional harm or mitigation is required to lead to a neutral impact, as such the DCO development is supported by SBC.

11.4 Overall when considering weighting between the three strands of sustainable development, it is the Council's view that greater weight should be attributed to the social and economic benefits associated with the proposed development in light of the above assessment.

11.3 Overall SBC does not raise any objection to the development.

Prepared by James Guthrie
Senior Planning Officer
Development Management Team
Slough Borough Council
23 March 2023