

PLANNING COMMITTEE **8th September 2011**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS
PRESENTED TO MEMBERS

AGENDA ITEM 4
S/00308/003 – Wentworth Industrial Court and 41 – 43 Wentworth Avenue, Slough

No comments received re public notice.

Revised site layout drawing L1050 P4 acceptable re on site proposals.

Transport Section's requests dealt with by revised drawing and revised condition 9 (re location of tactile paving nearby) and addition of condition re outward opening entrance doors. Regarding condition 9 the Council, as applicant, has indicated they would like to fund the new bus stop/shelter etc. adjacent to the site and reduce the additional off site parking from 30 to 10 spaces. No Highway comments received.

Environmental Protection request condition to cover soil quality issues. Related to this the Environment Agency's advice has been sought regarding one specific matter. The recommendation has been changed to 'delegate' to allow for the condition to be changed if the Agency's response, when received, requires a change.

Condition added regarding installation of some low or zero carbon energy generation.

New Conditions

13 Prior to the occupation of the building bollards shall be located adjacent to the outward opening main entrance doors such that pedestrians approaching the entrance from under the canopy cannot be hit by the opening doors.

REASON In the interest of public safety.

14 Based on the findings of the Card Geotechnics Ltd Britwell Community Hub, Slough. Geo-environmental and geotechnical interpretative report dated August 2011, a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use should be submitted and approved in writing by the LPA. The remediation shall be carried out in accordance with the approved scheme and the applicant shall provide written verification to that effect.

The development shall not be occupied until any approved remedial works, have been carried out and a full validation report has been submitted and approved to the satisfaction of LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

If any fill/soil needs to be imported it is to be analysed against a standard suite of contaminants and supported by a full history, i.e. location of origin, details of whether the soil had been blended and the blend components, and reason for removal from origin. This information is to be submitted and approved in writing by Environmental Services, prior to any such material being received on-site.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use.

15 Prior to the occupation of the building to install low or zero carbon energy generating equipment in accordance with details that shall have first been submitted to and been approved in writing by the Local Planning Authority prior any construction work commencing above damp proof course level.

REASON In the interest of sustainable development in particular reduction of carbon emissions.

Revised Condition 9 (extract)

(2) pedestrian enhancements including new tactile paving at the site access; at the junction of Goodwin Rd/Wentworth Avenue; at the two points on Wentworth Ave where there are pedestrian refuges adjacent to the site.

NO CHANGE TO RECOMMENDATION

Delegate to head of planning policy and projects.

AGENDA ITEM 5

P/14515/003 – Slough Trading Estate Central Core Area, Leigh Road, Slough (LRCC2)

One additional letter of support has been received from Ventrack.

Barton Willmore have also submitted the following letter on behalf of SEGRO.



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Mr. P. Stimpson
Slough Borough Council
St Martin's Place
51 Bath Road
Slough
SL1 3UF

By Email

19023/A3/FT/sjs

7th September 2011

Dear Mr. Stimpson,

LRCC2 OUTLINE PLANNING APPLICATION – P/14515/003

We write in respect of the above outline planning application to be presented to Planning Committee on 8th September 2011. We have reviewed the Committee Report and whilst we are pleased to note the recommendation for approval, we feel there are a number of items in the report which would benefit from further clarification and there are some factual errors that need to be corrected. We summarise these below. We discussed a number of these points at our meeting yesterday and trust that these can be reported as agreed to Members.

Traffic and Highways (Paragraph 7.2)

We discussed with you and your highways officers at our meeting on 5th September their consultation response, which pre dates the ongoing discussion and agreement reached on highways matters. In particular, we would refer to the following.

Capacity Assessment (last paragraph of page 23) - further information on the modelling carried out has been provided. As discussed and agreed in the meeting on 5th September further comments have been provided subsequent to the meeting by Viv Vallance. The comments relate to the detail of the assessment and not to the principle of the scale or nature of the junctions proposed. It is understood that the designs are agreed as appropriate. A further detailed response will be provided to the recent comments received and it is fully anticipated by all parties that the detailed points raised on the junction modelling can be addressed and resolved.

Parking (last paragraph on page 24) – further information was provided to Joe Carter and Viv Vallance on 25th August and they confirmed at yesterday's meeting their comments had been addressed.

Road Safety (pages 25, top of page 26 and 29) – Slough Trading Estate Limited (STEL) have agreed to carry out further detailed assessment of the road safety record of the local highway network based on injury collisions in the past 3 years. Based on the assessment work carried out to date, it is agreed that the further assessment can be dealt with by planning condition, if appropriate. The proposed new road layout has been subject of a safety audit and is agreed.

Section 106/278/Land to be Adopted (second paragraph on page 26) – We agreed at our meeting that the adoption of certain roads could be dealt with separately from the Section 106.



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Retail Floorspace (Paragraph 13.3)

STEL note the size of any individual A1 retail unit within the application site is limited to 500sqm and that this restriction would apply to that half of the Buckingham Centre falling in the red line by way of planning condition.

Paragraph 13.3 indicates that the total amount of A1 retail floorspace within the application site, to include the Buckingham Centre which totals 646sqm, will be restricted to 2,200sqm. The planning application forms and Planning Statement confirms the application is for an additional 4,400sqm of Class A1 to A5 use – i.e. over and above the Buckingham Centre – and as such the limit of A1 floorspace to 2,200sqm relates to the 4,400sqm. It would be unreasonable to impose such a limit on the existing Buckingham Centre floorspace, which falls inside the red line. This was included to provide the opportunity to improve the landscape treatment in this area and tie in to the proposed new buildings in this area. This level of additional floorspace has been tested through the PPS4 Assessment where it has been concluded that it is of an appropriate size and scale to serve the needs of the Trading Estate and is therefore fully in accordance with the Adopted Core Strategy and Site Allocations DPD. We consider this could be dealt with by an amendment to planning condition 5.

Sainsburys (Paragraph 13.6)

In relation to the Sainsbury's on Farnham Road, STEL and Sainsburys are continuing to explore the expansion of their existing store and these discussions are ongoing. We are unclear of the intention of the last sentence, although the future extension of the Sainsburys is separate from the current LRCC2 planning application and should be treated as such.

Consultation Responses (Paragraph 14.2)

In respect of the late Thames Valley Police consultation response received on 15th August 2011 and outlined at paragraph 14.2, we would request that the Planning Committee are made aware of our email dated 19th August 2011 enclosed with this letter. A priority of STELs is the safety of their customers and visitors, as well as the security of the buildings on the Trading Estate and the existing Police Office in the Buckingham Centre is unaffected by the LRCC2 application. STEL consider that the request by Thames Valley Police does meet the 'CIL' tests, in terms of being necessary to make the development acceptable in planning terms, directly related to the development or fairly and reasonably related in scale and kind to the development.

Skills/Employment (Paragraph 15.9)

We note that the proposed Skills, Training and Education Centre at 102 Buckingham Avenue as an interim facility is mentioned at paragraph 15.9 of the Report. We are pleased to confirm that this planning application was submitted to the Council today. This further demonstrates STELs commitment to providing this key facility within the Slough Trading Estate.

Recommendation (Paragraph 25.1)

We agree with the conclusion of the Officers Recommendation at paragraph 25.1, however we consider that further detail should be provided on how the application has been assessed, which is contained in the proceeding part of your report. We would recommend the following wording, which reflects your assessment and conclusions.

"Having fully considered the relevant policies and comments from consultees, the Development Plan, and the Environmental Statement submitted with the application, resolve to GRANT outline planning permission subject to delegating to the Head of Planning and Strategic Policy and the Borough Secretary and Solicitor for the agreement of planning conditions and the signing of a Section 106 legal agreement."

Part D: List of Condition(s)

We note that a number of the Planning Conditions set out in the Report are still to be agreed under delegated authority, subject to receiving a resolution to grant outline planning permission.

STEL are in discussions with Berkshire Archaeology to reach agreement on the archaeological planning condition and you have confirmed that the agreed planning condition will be attached to any decision notice.

In relation to the proposed highway improvement scheme for Dover Road, shown on drawing no. 17563/410/SK015 Revision A, which has been submitted with the planning application, we agreed this could be dealt with by way of a Grampian planning condition. We consider this floorspace threshold (stage 2 in the transport measures table) is reasonable and reflects the significant other works taking place, which are more directly related to the development, before the occupation of 48,750 sqm. We would propose the following wording.

"No occupation of more than 48,750 square metres of B1(a) office development shall be permitted until highway design scheme in general accordance with drawing 17563/410/SK015 Revision A, or an alternative scheme design as agreed by the Local Planning Authority, and a programme of implementation have been submitted and approved in writing by the Local Planning Authority at the Dover Road / A4 Bath Road junction. Development shall be carried out in accordance with the approved details and the approved programme."

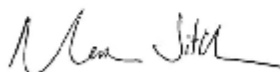
Based on our discussion at our meeting on 5th September, we agreed we could introduce an element of flexibility in to condition 37 (cycle parking), to reflect the nature of this particular development. The Reason for the condition indicates that to ensure adequate cycle parking is available at the site in accordance with Policy T8 of the Adopted Local Plan for Slough. As discussed, this could result in a significant level of provision given the scale of the new offices and we may need to review the demand for these and we agreed to add 'unless otherwise agreed by the Local Planning Authority'. We would propose the following amendment to the condition.

"37. No development shall be begun on a plot until details of the cycle parking provision (including location, housing and cycle stand details) servicing that plot, in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, unless otherwise agreed by the Local Planning Authority, have been submitted to and approved by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004 or an alternative agreed level of provision in appropriate circumstances, and to meet the objectives of the Slough Integrated Transport Strategy."

We trust the above points are of assistance. If you have any queries or wish to discuss the above in greater detail, please do not hesitate to contact Fergus Thomas or myself.

Yours sincerely,



MARK SITCH
Senior Partner

cc Graeme Steer – SEGRO
Neil Impiazzi – SEGRO

Fergus Thomas

From: Fergus Thomas
Sent: 19 August 2011 09:05
To: Stimpson Paul
Cc: Graeme Steer; Neil Impiazzi; Mark Sitch
Subject: P/14515/003 - Thames Valley Police

Categories: Filed by Newforma

Paul,

In respect of the consultation response from Thames Valley Police (TVP) dated 15th August 2011, we write to confirm receipt of this response and set out our initial thoughts below.

The LRCC2 proposals will retain the Buckingham Centre where TVP are located. We would query the evidence for the need for a new facility as requested in their response, as we have provided evidence in the Crime Risk Assessment (CRA) (see Appendix J5 of the EIA) which concludes that the LRCC2 proposals would not introduce any new threats and the Business Watch organisation is ideally placed to maintain this level of effectiveness. Indeed, the CRA predicts that the number of burglaries and attempted burglaries experienced within the Slough Trading Estate should decrease as new and modern building stock is introduced and the obsolescent and vulnerable buildings are phased out. The CRA also acknowledges that the close cooperation and liaison between the Business Watch organisation and on site neighbourhood team from TVP generates timely and effective responses to on site incidents, which have been a key factor in maintain low levels of criminal activity on the estate. The existing partnership between Business Watch and TVP will be retained in the LRCC2 area will therefore ensure that the existing low levels of crime are maintained. We would therefore query the need for a new facility in principle, and why these should be provided by STEL in light of the evidence submitted as part of the outline planning application.

We consider that a number of statements in their response also need to be clarified. For example, TVP have suggested that the LRCC2 proposals will generate a night time economy and we would query how this conclusion has been reached, given that the uses proposed are business led with a mixture of uses that will provide an ancillary function to the businesses on the Estate. We would also note that the length of lease of TVP at the Buckingham Centre is irrelevant to the LRCC2 proposals given that the Buckingham Centre is proposed for retention.

A priority of STELs is the safety of their customers and visitors, as well as the security of the buildings on the Trading Estate. We would propose to open dialogue with TVP over their response and will keep you fully informed of the discussions.

If you have any queries, please do not hesitate to contact Mark Sitch or myself.

Regards

Fergus Thomas
Senior Planner

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Response

The outstanding traffic and highways have been resolved as explained in the following comments from the Council's transport consultants.

Further information has been submitted by the applicant since the preparation of the committee report. The outstanding issues were:

- **Capacity Assessment** – further modelling has been submitted by the applicant that shows that all junctions will operate at or below capacity (90% degree of saturation) in the year 2030. The modelling does show that some traffic has been manually redistributed away from the Ipswich Road/A4 Bath Road junction. Even with this redistribution queuing is proposed to extend beyond the stacking capacity of the right turn lane of the A4 into Ipswich Road, although as there are two ahead lanes at this location I am not unduly worried about the impact onto the A4 as traffic could manoeuvre around the end of the queue;
- **Parking** – further information has been provided in respect of the level of car parking to be provided and this is in accordance with what was agreed as part of LRCC1;
- **Cycle Parking** – the applicant has agreed to a planning condition on provision of cycle parking;
- **Road Safety Assessment** – the applicant has submitted further information on the impact of the development on road safety, however there is still some outstanding information and the applicant has committed to provide this following the committee. If the assessment does identify areas that need further mitigation then these should be addressed through the S106 agreement;
- **Dover Road** - The applicant has provided Drawing No. 17563/410/SK015 showing improvements to layout of the junction allowing the central pedestrian island to be widened to provide a much enhanced facility for pedestrians and cyclists accessing the trading estate. This improvement is welcomed. At this stage it has not been agreed when this infrastructure will be implemented, but the applicant has suggested that it would be willing to implement the scheme prior to the occupation of the third phase of the development; and
- **Land Adoption** – the applicant has agreed in principle the roads that should be put forward for adoption and this is acceptable subject to some further checks by the applicant. It is expected that this will be finalised post committee.

In summary therefore I am satisfied that the further information provided by the applicant does overcome my concerns raised in my previous comments, subject to the findings of the re-submitted road safety assessment and the applicant agreeing to appropriate mitigation should this be necessary.

Mr Viv Vallance, Development Control and Travel Plans Officer, Slough Borough Council

The proposed timing of the implementation of the Dover Road junction improvement has not been agreed but this can be resolved through on going negotiations about the exact wording of the proposed new condition.

The planning application for a Skills and Education Centre at 102 Buckingham Avenue, which is referred to in paragraph 15.9 of the Committee report, has been received.

It is considered that the need for an improved Police Office within the Trading Estate is a matter for Thames Valley Police to resolve with SEGRO.

There are still a small number of outstanding issues that need to be resolved with regards to the Sec 106 agreement which will be the subject of on-going negotiations.

In view of the need to finalise some conditions and reflect the fact that decision has taken into account all of the relevant environmental issues, it is considered appropriate to expand the wording of the recommendation along the lines suggested by SEGRO. As a result it is proposed to change the recommendation.

CHANGE TO RECOMMENDATION

Having taken the environmental information supplied with the application into consideration in accordance with Regulation 3(2) of the Town and Country Planning Environmental Impact Regulations 1999 the application is delegated for a decision to the Head of Planning Policy and Projects to finalise conditions and the signing of a satisfactory Section 106 Agreement.

AGENDA ITEM 6

S/00674/000 – Land between 79 & 83 Grasmere Avenue, Slough

After further consideration it is considered that the description of the application should be changed to the following:

Erection of a Pedestrian Access Gate to allow for the reinstatement of a Pedestrian Access to the Wexham Lea Sure Start Child Care Centre from Grasmere Road.

A consultation response has been received from the Council's Highways and Transport Section stating that the proposed development requires creating a new pedestrian access to a public highway (Grasmere Avenue). The road is lightly trafficked and residential in nature. However, parking was observed to occur on footways, thus potentially impeding visibility for pedestrians exiting the access.

From a highway safety perspective, it is therefore recommended that a minimum 25m "School Keep Clear" marking is introduced on the southern side of the carriageway at the access, along with signs indicating "No stopping Mon-Fri 8am-5pm on entrance markings" to reduce the likelihood of pedestrian/vehicle conflicts. Liaison with the parking team at Slough Borough Council has indicated that the cost for introducing these markings is in the region of £3,000, and thus it is recommended that a contribution is secured from the applicant towards this.

It is understood that the proposal is likely to initially be permitted on a temporary basis. If the access becomes permanent, another measure that could be considered to prevent parking around the access is the installation of a small number of bollards.

RESPONSE: A written undertaking is awaited from the Council's Education Department to cover the costs of these works and it is being recommended that the application be delegated back to the Head of Planning, Policies and Special Projects for a final determination pending receipt of this letter of undertaking.

A consultation response has also been received from Thames Valley Police Crime Prevention Design Advisor who has stated that if this link was reopened it would increase the vulnerability of nos 79 & 83 to crime by exposing their side boundaries. If the footpath is reopened then the applicant should address this vulnerability. The height of the proposed gate should be at least 2m high. The gate design shown on the plans, if sufficiently high will be difficult to climb, but should not have a flat top. This should have an anti climb device fitted such as a crocodile teeth strip. The side boundaries to the houses should also be protected by fitting open topped weld mesh fencing, of the same height as the gate. This should run from the gate to the boundary of the school on the footpath side of the existing close board fencing which will not only provide security for the rear of these dwellings but maintain privacy and deter graffiti and damage. Care will need to be taken with the fitting of the fence adjacent to the brick wall on the driveway of no 79 to ensure that the wall does not provide an easy climbing point.

RESPONSE: These issues can be addressed through an amendment to condition 3 to:

Details of the gate, anti climb device and boundary treatments to the side boundaries used on the development hereby approved shall be submitted to and

approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

In their supporting statement the applicants have advised that the results from a survey of parents and children attending the Children's Centre would be available for consideration at this Meeting. The purpose of the survey was to determine the various modes of travel to the site by its users. The data has not as yet been provided.

The applicants have responded that: *"we have surveyed the distance in miles that most service users travel to come to the Children's Centre at Wexham Road, and it is less than a 1/3rd of a mile. This survey was conducted for people coming to use services such as the health visitor drop-in but does not include parents using Lea Nursery or the other schools on the site. We also have some travel mode data for August but it's not a good reflection of the usual level of attendance as the Centre is always quieter in the summer"*.

It is however recommended that the survey once completed and the information once collated is submitted to the Local Planning Authority for its consideration and should feed into any future updates of the travel plan for the site, as was required under the original S106 Agreement for the site in total.

For Members information, regarding locking of the Gated access, the applicant advises that it will be the caretaker that is employed by Lea Nursery School but is funded 70% by Sure Start. When he is absent it will be locked by staff at the Sure Start Centre or arrangements will be made with the caretaker at Iqra Primary School. Also as a further measure to help preserve the amenity of neighbouring properties, Officers consider it appropriate to keep the access locked during school holidays as the other pedestrian gates will be accessible and with the schools being closed there will not be the conflict between pedestrians and the car parking area that has led to the need of a separate access. In light of this information some amendment to the wording of condition 06 is proposed to ensure that ownership is taken with respect to locking and unlocking of the gate.

The Gates, as hereby approved shall be kept locked and secured outside of the hours of 9.00 am and 16.00 pm Mondays to Fridays during school term time only and at no other time unless otherwise approved in writing by the Local Planning Authority

Prior to the installation of the gates and the accessway being opened up for use by the Children's Centre, details of the person or persons who will be responsible for locking and unlocking the gate shall be forwarded to the Local Planning Authority and updated as required on a regular basis. A sign shall also be erected at the entrance to the accessway giving contact details for the person or persons responsible for locking and unlocking the gate, in the event that they need to be contacted.

CHANGE IN RECOMMENDATION

DELEGATE THE APPLICATION TO THE HEAD OF PLANNING, POLICY AND PROJECTS
SUBJECT TO THE RECEIPT OF A LETTER OF UNDERTAKING COVERING THE
REQUIRED TRANSPORT CONTRIBUTIONS AND FINAL DETERMINATION

AGENDA ITEM 7

P/14961/000 – Slough International Freight Exchange, Land North of A4 Colnbrook Bypass and West of Lakeside Road, Colnbrook Bypass, Slough

Additional information has been received from the RSPB, Cliff Bassett via their Agent Savills, and Helioslough via their Agent CgMs. A petition has also been lodged. Further information has also been received regarding transport monitoring obligations in the S106 Heads of Terms, and conditions from the Highways Agency confirming they have no outstanding discussions.

Further information has also been submitted by the applicant regarding highways since August. These comments have mainly been addressing the mitigation and monitoring in regard to the development. The response from the Council's Transport Consultants is as follows:

Site Access – Revised plans have been submitted showing lengthened left turn and right turn lanes at the site access junction to address concerns that site based traffic would obstruct the free flow of traffic along the A4 Colnbrook bypass as traffic was waiting to access the site. The applicant has submitted Drawing No. 73382/1729, which shows the eastbound left turn lane increasing in length by approximately 50m and right turn lane increasing by 5m. Further modifications may be requested at the detailed design stage but at this stage this is considered as acceptable.

A4 Colnbrook Bypass - Drawing No. 73382/1729 also shows some further widening of the A4 to the east of the Sutton gyratory which incorporates an existing layby into the carriageway running lane overcoming a concern that the proposed merge point was too close to the gyratory and right turn accesses into development on the southside of the A4.

A4 London Road, Brands Hill – the applicant has submitted revised plans showing how the width of the A4 London Road can be widened as shown in Drawing No. 73382/1723. – this is required as part of the development mitigation. The developer has also recognised that traffic flow would be further improved through Brands Hill if the A4 London Road was widened to two lanes in each direction. Whilst this is not an essential requirement of the development, the developer recognises the operational benefits that this scheme would offer both to the site, to local residents and local travellers that they have agreed to fund it, subject to the Local Highway Authority securing the land through compulsory purchase. Road widening along this section is in accordance with proposals in the adopted Local Transport Plan 3 Public Transport Strategy and Core Policy 7 of the Slough LDF 2006-2026 which seeks to improve key transport corridors such as the A4 to Heathrow.

M4 Junction 5 – the applicant has submitted revised plans for the junction layout which show modifications to the west side of the circulatory carriageway to provide greater stacking capacity. This will help reduce the likelihood that queuing vehicles will block the flow of traffic egressing the roundabout to travel towards Slough along the A4 London Road.

Freight Management Plan – the applicant has modified the Freight Management Plan to incorporate measures that would seek to minimise the impact were the site to experience an unplanned closure.

Travel Plan Targets - a vital part of the mitigation measures proposed for the site is the Travel Plan which has set targets to reduce the proportion of employees who will travel to the site by car. The developer has agreed to pay financial penalties should they not achieve the targets set out in the Travel Plan. The penalty will be directly related to the spend on travel measures as set out in the travel plan and S106 Heads of Terms. The detail of this would need to be agreed at a later date, although the Council would use a similar approach to that was used on the SEGRO LRCC1 development, where the penalties form approximately 27 percent of the total cost of the travel planning measures.

Public Transport - the developer has agreed to provide bus subsidy funding to several additional services that pass the site around the shift change periods. In addition potential mechanisms have been discussed between the developer and First Group to overcome the fares penalty issue for staff travelling from the London area.

Monitoring of HGVs travelling to and from the site – the developer has committed to a measure that seeks to ensure that HGVs travelling to the site between the hours of 23.00-05.00 will arrive from the east rather than travelling through Brands Hill. This will be beneficial from both a noise and air pollution perspective for local residents. The Local Highway Authority has suggested a monitoring approach to the developer which involves using camera enforcement, traffic counters, congestion monitoring and variable message signs.

The developer has committed to monitoring the impact of the development in terms of the HGV cap and routing requirements. Although at this stage, specific agreement on which technology to be used is not fully in place. However considering the pace of technology change in this field this is not unreasonable, although the Local Highway Authority's note on ITS measures should be used as a basis for further agreement in the S106.

Extraordinary Damage to the Public Highway – Concern has been raised by the Local Highway Authority as to the extraordinary damage to the highway caused by the development as it will double the number of HGVs travelling along the A4 Colnbrook Bypass towards the site. The concern is that the life of the carriageway will be reduced by 7 years on a 40 year design life. The cost of reconstructing the length of carriageway between M4 J5 and the Slough Boundary is considerable. This is perhaps the only outstanding issue in respect of the Transport and Highways impact of the development. It is viewed that it could be addressed through either a contribution or strengthening works to the carriageway during the development implementation.

Summary

Following the submission of the additional information and commitments as part of the S106 agreement I am satisfied that the development will not have a material impact on traffic flow and road safety on the surrounding network. The mitigation offered by the developer in terms of traffic flow, road safety and measures to encourage travel behaviour change are sufficient for the scale of the development. Therefore I would maintain my recommendation that no highway objection should be raised subject to agreeing a suitable

arrangement in terms of protecting the life of the carriageway and its structures between M4 J5 and the Slough boundary.

Highways Agency (HA)

The HA have confirmed they will issue a 'TR110' which will confirm that they have no objections to the SIFE application, subject to the following conditions. These have been agreed by Fairhurst.

HA Final planning conditions

HA1 - Traffic Monitoring System: No development proposed by this application shall be occupied until:

- a) Full details for an automated system to monitor HGV trips to and from the site have been submitted and approved in writing by the local highway authority and the HA;
- b) The system identified in HA1 a) has been implemented and is operational.

The details submitted in HA1 a) shall include:

- How the system will be constructed or implemented;
- Details of the monitoring equipment to be used;
- How the data will be collected;
- Frequency and format of the reporting of data collected.

HA2 – M4 Junction 5 and A3113 / A3044 roundabout: No development proposed by this application shall be occupied until the highway scheme to M4 Junction 5 as shown in outline drawing Fairhurst 73382/1721B dated 08/04/2011 and the highway scheme at A3113 / A3044 roundabout shown in outline drawing Fairhurst 73382/1720 dated 28/04/2011 are completed and open to traffic.

HA3 – M25 Junction 14: When the traffic entering the site in the AM Peak hour (defined as the 60 minute period between 07:30 and 08:30 with the highest number of vehicles entering the site and measured in accordance with HA1 above) has exceeded 100 vehicles on 3 or more occasions within a monitoring period, the highway scheme at M25 Junction 14 shown in outline drawing Fairhurst 73382/1705 dated 24/03/2011 shall be completed and open for traffic within 12 months subject to the HA being able to check and approve the design and enter into the necessary legal agreements within this timeframe.

HA4 - No development shall commence until the existing noise bunds located on the M4 westbound off slip are relocated and replaced due to the widening of the junction as outlined in drawing 73382/1721B. The replacement noise bund will need to be as efficient as the existing bund. A road traffic noise assessment shall be undertaken at the developers' expense to demonstrate the operational efficacy of the replacement bund before any phase of the development commences occupation.

HA5 - The Travel Plan is to be implemented within 3 months of the first phase of the site being occupied and the Freight Management Plan is to be implemented at the time of first occupation of the site.

Response

Noted

Petition from Colnbrook and Poyle Residents

Councillor Walsh submitted a petition on the 30th August containing 283 signatures, the majority from residents in Colnbrook and Poyle ward, gathered by Cllr Walsh and members of the StopSIFE campaign.

The petition objects to SIFE on four grounds:

- a) The development would entail an unacceptable erosion of Green Belt, a limited resource in Slough.
- b) The development of the site will mean the loss of the Strategic Gap between LB Hillingdon and Slough delineated in the Slough Local Plan.
- c) A fully operational site will mean several thousand extra vehicle movements through Colnbrook per day through Brand's Hill AQMA an already polluted residential area.
- d) The proposed development is contrary to the well-being and environmental needs of the Colnbrook and Poyle residents.

Response

The officers have recommended that the Committee refuse the application on the grounds that the proposal is contrary to the Council's policy on Green Belt and Strategic Gap. The issue of air quality is also mentioned in the report, and the importance of the AQMA in Brand's Hill is recognised. The impact on residents has also been considered in the consideration of other issues such as noise, employment and public rights of way.

Cliff Bassett – via Savills, for Alternative site for Strategic Rail Freight Interchange at Harlington.

Cliff Bassett has submitted a letter and report in support of his view that SIFE should be refused on the grounds that Goodman have failed to show there are no preferable alternative sites for an SRFI, and in particular Goodman have failed to demonstrate that SIFE performs better than the site at Harlington.

Response

The Council has not carried out its own alternative site study. It has however carried out a comparison between SIFE and the Radlett proposal which has concluded that Radlett is a preferable alternative (see paragraph 12.29 of the committee report).

Helioslough via CgMs

Helioslough have submitted additional information in support of their view that SIFE should be refused on the grounds that a site at Radlett would perform better as an SRFI, and the highways and air quality impacts at SIFE would be worse than at Radlett. They also consider Radlett performs better than Cliff Bassett's site at Harlington.

CGMS have also submitted the following letter on behalf their clients Helioslough.

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Our Ref: RT/A1/4093

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5 September 2011

Dear Mr Stimpson

**LAND NORTH OF A4 (COLNBROOK BYPASS)-SLOUGH
INTERNATIONAL FREIGHT EXCHANGE (SIFE): PLANNING
APPLICATION**

I write on behalf of our client, Helioslough Ltd, and pursuant to its objection to the above planning application, to comment on the Officer report on the case that has been published on the Council's website.

We consider that the report sets out a comprehensive assessment of the application, and its conclusion that the application should be refused is clearly consistent with the abundant evidence that the application is contrary to the Development Plan and that this conflict is not outweighed by any other material considerations.

Indeed we consider that the available evidence would justify the addition of reasons for refusal on grounds of significant harm to both local highway conditions and air quality, for the reasons set out in our previous correspondence. We also comment below on the assessment set out in Section 17 of the report on the comparative position of the Colnbrook and Radlett sites on the potential to operate as an SRFI.

Highways

As previously stated, the TA submitted by the applicant has been assessed by our client's Transport Consultants, WSP, whose conclusions are that the proposals for the A4 between JS and Sullon Lane are unacceptable. This is because they do not provide sufficient highway capacity for the satisfactory operation of the road and they are detrimental to safety. These issues combined with the widened road and the increase in HGVs result in a loss of amenity to the properties along this road.

WSP also advise that a satisfactory design for the pedestrian and cycle route around JS needs to be achieved, and to date the works at JS have not been the subject of a satisfactory Road Safety Audit.

• Heritage

... of Design and Planning Ltd

Registered in England (Number 3503576). Registered Office: 51 Holborn Street, London EC1A 3AJ

Air Quality

Having taken advice from our client's air quality consultants, AQC, we agree the conclusions set out in Paras 16.36, 16.37 and 16.39, that the development of SIFE will cause deterioration in air quality in AQMAs, and that the results would be significantly worse than would occur from developing an SRFI at the Radlett Aerodrome site.

As set out in the report previously sent to you, AQC's assessment of the air quality material submitted as part of the SIFE ES and its addendum is that is not fit for purpose. In these circumstances, we consider the Council would be justified in refusing the application on the grounds that insufficient evidence has been submitted to demonstrate that the application proposal would not have a significant impact on AQMAs.

Potential to Operate As An SRFI

One of the key issues about the Radlett scheme is that its potential to function fully as an SRFI was debated at considerable length at the first (2007) inquiry, where the Inspector concluded that it would. This conclusion was accepted both by the Inspector who held the second (2009) inquiry, and by the Secretary of State in the subsequent decision-letters on both occasions. There has been no material change of circumstances that would result in a different conclusion being drawn now.

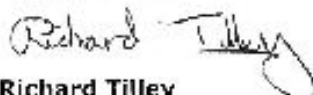
This position contrasts fundamentally with that of the SIFE scheme which has forecasts about rail-use which have not been subject to the rigorous testing of the inquiry-process and yet assume a level of rail-use which is not consistent with the methodology used by the applicant's consultants in assessing other schemes.

If this methodology is applied consistently to the respective sites, taking account of the floorspace on each site and its use for National and/or Regional distribution purposes, a significantly lower level of rail traffic would be generated by the SIFE scheme footprint compared to that of the Radlett scheme. This is an important point to consider in determining the relative merits of each development against Government policy guidance, particularly that

"the attractiveness to the market of a Strategic Rail Freight Interchange is likely to include the scope to accommodate longer term business development and growth. This is already recognised in the increasing scale of footprint of industrial property....the ability to accommodate future change and business expansion is critical to facilitate business development and to prompt business to effect a modal shift to rail"

(*Paragraph 4.30 of SRA SRFI policy).

Yours sincerely



Richard Tilley
Director

RSPB

The RSPB wrote (on 2nd September) to confirm they have no outstanding issues over and above those raised in their letter of 25th November 2010, and that remains the RSPB's position.

Response

Noted, details of the 25th November submission are given in the Committee Report at section 6.34.

Colnbrook with Poyle Parish Council, revised Executive Summary

The following altered executive summary was submitted 7th September 2011

The SIFE proposal for a road-rail/warehousing freight terminal on greenfield Greenbelt land north of the A4 Colnbrook by-pass is for a near identical building floorspace (200,000sqm) as the LIFE proposal on essentially the same location submitted in February 1999, successfully opposed by the Parish Council, including at Appeal. SIFE, however, proposes a smaller land-take and is, therefore, a **denser development; its rail component – which is its main justification for building on Greenbelt land – is actually less than LIFE's** (LIFE proposed 25% inward freight travelling by rail and 8% outward by rail; SIFE similarly proposes 25% inward freight by rail but zero outward). The new road plan for the A4 in Goodmans' revised application would actually make it easier to enter the SIFE site by road from the M4, (undermining the likelihood of achieving 25% in-bound freight by rail), while not improving the main congestion problem, which is associated with traffic leaving the site and moving slowly through the Brands Hill residential area.

Planning Inspectors and the Secretary of State in dismissing the LIFE Appeal described the site as a wedge of Greenbelt that was both "vulnerable" (implying need for special protection) and of "strategic importance" as the last break in the urban sprawl of Greater London joining with that of Slough. The site is in fact part of the Colne Valley Park, which was established by Parliament nearly 50 years ago to protect greenfield sites to the West of London, and facilitate access to the countryside. **SIFE would have a worse impact on Colnbrook's "strategic" green wedge and on the Colne Valley Park than LIFE.** SIFE requires the diversion of the Colne Valley Way – the principal recreational route through the Colne Valley Park, which hitherto has connected with the centre of the historic Colnbrook village and its conservation area – possibly diverting it through Harmondsworth Moor, well away from Colnbrook. There would thus be significant loss of local amenity as a result; loss of recreational land and access as well as loss of grazing land.

Also, SIFE's bite into the green wedge, unlike in the case of LIFE, follows on the heels of another couple of significant bites into that green wedge in the intervening years – since then a temporary permission has been given to BAA for the Colnbrook Logistics Centre (CLC), now extended to 2018 to support completion of the Heathrow East replacement of Terminals 1 and 2; plus the permanent development of the London Concrete/Foster Yeoman /Aggregate Industries site has been initiated.

Other environmental impacts will similarly be worse – **greater traffic congestion** both because less of the freight generated would travel by rail and because of other local developments, including the CLC and the aggregates plant but mainly because

of the opening of Terminal 5, (doubling capacity at Heathrow Airport). Likewise, these and other existing local developments plus the vehicle movements they generate have already taken air quality below EU minimum standards, leading to the imposition of an Air Quality Management Area (AQMA) at Brands Hill, through which all SIFE road traffic travelling via the M4 would have to pass.

SIFE will generate more vehicle movements than LIFE (not least because the amount of outward bound freight in the SIFE proposal drops to zero). Goodmans, the applicants, say there will be an extra 6800 vehicle movements per day for SIFE compared to 6700 per day for LIFE. Actually, the Goodmans figures look like an under-estimation – they comprise 3577 light vehicle movements per day plus 3230 HGV trips per day servicing the same 200,000sqm of new warehousing that LIFE proposed for which it was agreed there would be an extra 4000 light vehicle movements a day, mainly warehouse workers cars. Why should the same warehousing floorspace generate 423 less light vehicle movements per day for SIFE? This suggests SIFE might actually generate a total of 7200 vehicle movements per day all disgorging onto the A4 Colnbrook by-pass, which already comes to a stand-still virtually every day at peak hours. **This will grid lock traffic coming west out of Colnbrook village and push nitrogen dioxide (NOX) emissions even further above the EU limits being breached at the moment (and disproportionately so because of increased grid lock). These NOX emissions endanger public health** – this will particularly impact on hundreds of people living alongside the A4 at Brands Hill where the road narrows compared to the by-pass before reaching the M4 junction (Junction 5). The London Authorities' planning guidelines indicate this air quality argument alone is a defensible reason for refusal of a major application.

Goodmans are clearly aware that the London Authorities' planning guideline on air quality says any development that increases traffic by 5% or more in an area where emissions exceed EU limits should be refused; Goodmans claim that the increased road traffic generated by SIFE would only be 3% and use, in their Environmental Statement, an industry standard table listing the "magnitude of effect" changes and criteria which defines magnitudes of less than 5% as being "small" with "negligible" or only "minor adverse" effects. By any common-sense measure, a development of 200,000sqm generating some 7000 extra vehicle movements a day is bound to have a "major adverse effect", especially where air quality already fails to reach even minimum EU acceptable standards. The problem with the London Authorities' planning guideline is that it is "norm referenced" (on a sliding scale, weighted by the background traffic numbers) rather than "criterion referenced" (judged against absolute quality standards); the London Authorities' planning guideline is not the only means of assessing this problem, it just indicates that there is at least one assessment framework that has successfully (defensibly) been used to justify refusal of an application.

Indeed, even against the London Authorities' planning guideline of 5%, Goodmans assessment that it will only add to traffic in the Colnbrook AQMA by another 3% is highly doubtful given the under-estimation of vehicle movements already noted here (an under-estimation of at least 6.2%), plus the fact that since these figures were submitted a new road proposal has been appended to the application that actually makes it easier to access the site by road, making it more likely that the assumed 25% of inward freight by rail will actually switch to road. **The air quality impact of this proposed development deserves to be measured against an absolute**

standard, (not a weighted, moving figure), because NOX emissions in the area are already above EU limits; the doubtfulness of any freight generated actually moving by rail means that the air quality impact should be assessed on figures assuming all associated freight will be moved by road, applying the “precautionary principle” because of the seriousness of this impact on public health locally.

Regarding whether there is an exceptional need for the development, justifying release of Greenbelt and Colne Valley Park land, Goodmans have sort to promote SIFE as an alternative to the road-rail freight terminal at Radlet. The future of the proposed Radlet multimodal terminal is currently back before the Secretary of State for determination. Though SIFE in reality is not an alternative to Radlet, (the latter being twice the size of SIFE and transferring significantly more freight from road to rail); **a decision to allow the proposed Radlet multimodal terminal would completely address any need that exists for freight-forwarding by rail to the north and west of London**, since Radlet has greater capacity and economies of scale, and is better positioned on the UK’s two main rail freight lines servicing the Midlands and the Northwest.

It is doubtful whether SIFE would offer any road-to-rail benefit locally around the Slough area or along the Thames Valley corridor; this area at the junction with the M25 and with Heathrow Airport adjacent is already one of the worst traffic-congested locations in the UK. **The proposed road-rail freight terminal would naturally act as a magnet for more HGVs entering the area**, as would the lorry park included in Goodmans’ SIFE proposal. Experience from the closure of an illegal lorry park locally at Poyle Place indicates how much extra HGV traffic a lorry park brings into an area by the appreciable reduction in HGVs on surrounding roads now that this illegal lorry park has gone.

Additionally, the argument that approval of such a terminal in 2007 at Howbury Park, Bexley, sets a favourable precedent for SIFE is a non-sense since it actually reduces hitherto unmet demand. Indeed, SIFE does not make any economic or strategic sense justifying the increased road congestion it will cause by improving rail freight nationally. SIFE, unlike Howbury Park or Radlet for that matter, is not on any rail-freight artery either en-route to ports of Dover and Folkestone or the industrial heartland of Birmingham and the Midlands – trains for these destinations pass nowhere near Colnbrook. Rail freight for SIFE would have to go into Central London to be put onto the Paddington/Great Western line to come down to Colnbrook via an existing spur at West Drayton; SIFE would add nothing to the national rail network infrastructure apart from its own on-site shunting yards. Unlike LIFE, it has no western rail loop, which is why Goodmans acknowledge there would be no outbound rail freight. **Goods would leave the SIFE site going west by road; trains would leave the SIFE site empty. There would be no point to sending freight into London that had just come from London. Local freight destined for Dover, Folkestone or nearby Continental Europe would be more efficiently dispatched to Howbury Park via the M25.**

SIFE makes no rail sense and no environmental sense; the applicant’s, Goodmans, use the rail freight label to justify building three huge warehouses on greenfield Greenbelt land in the Colne Valley Park at a highly lucrative location right next to Heathrow Airport, imposing unacceptable environmental impacts where they know that without the rail element their proposals would have no chance. Rail is used here

as a fig-leaf to cover-up something far less attractive and justifiable. **Yet, at best, rail is only a minor component of the SIFE development and, at worst; it makes no sense for the local or national economy and no sense in respect of national transport strategy.**

NO CHANGE TO RECOMMENDATION