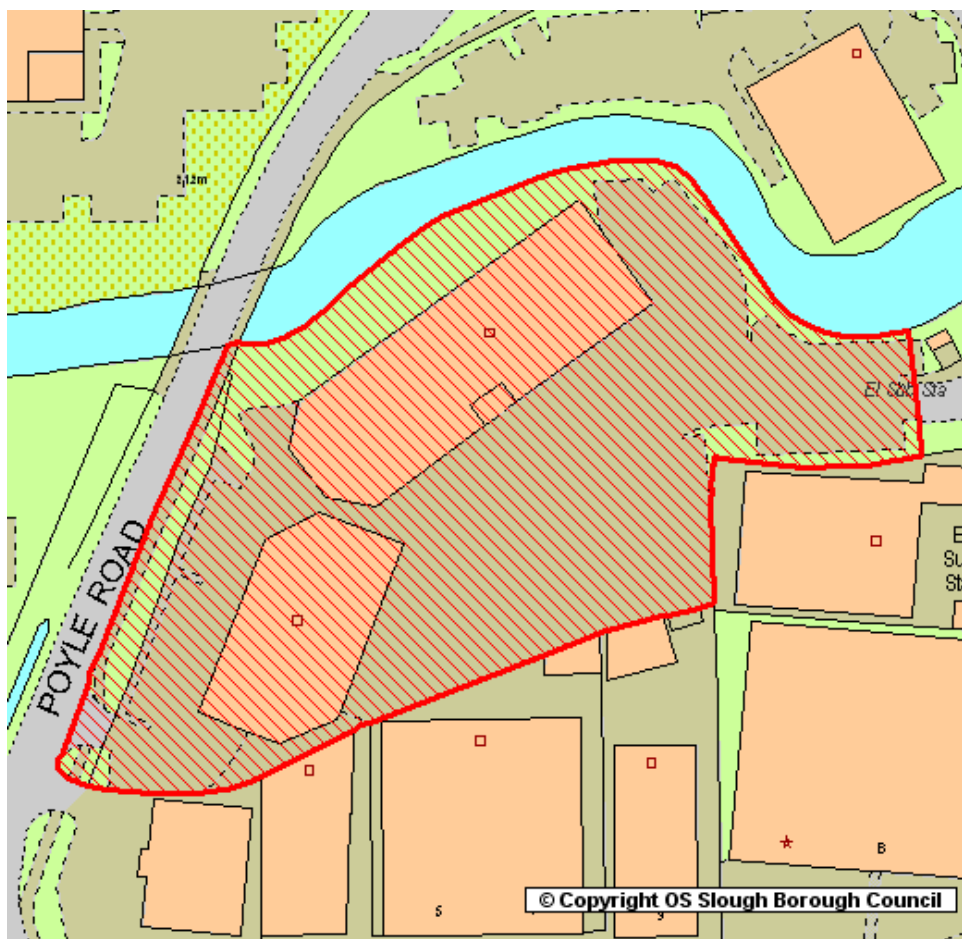


Registration Date:	04-Jul-2012	Applic. No:	P/09961/002
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
		Applic type:	<b>Major</b>
		13 week	<b>3rd</b>
		date:	
Applicant:	Kuig Property Investments (Poyle) Ltd		
Agent:	Indigo Planning Ltd Swan Court, Worple Road, London, SW19 4JS		
Location:	Brook and Future House, Poyle Road, Colnbrook, Slough, SL3 0AA		
Proposal:	ERECTION OF A NEW BUILDING FOR CLASS B1b(RESEARCH, DEVELOPMENT, HIGH TECHNOLOGY) AND OR B1C (LIGHT INDUSTRIAL) AND / OR B2 (GENERAL INDUSTRY) AND / OR B8 (STORAGE OR DISTRIBUTION) WITH IMPROVED ACCESS, NEW PERIMETER FENCE, PARKING AND LANDSCAPING. OUTLINE PLANNING APPLICATION WITH ACCESS TO BE APPROVED AND APPEARANCE, LANDSCAPING, LAYOUT AND SCALE TO BE RESERVED.		

**Recommendation: Delegate to Head of Planning, Policy and Projects**



## **P/00996/002**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Delegate back to Head of Planning, Policy and Projects for consideration of any substantive objection from statutory consultees, finalising conditions and final determination for approval. In the event that the outstanding issues can not be satisfactorily resolved that the Head of Planning, Policy and Projects would retain the right to refuse planning permission.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is an application is an outline planning application for the erection of a building for use classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) following the demolition of the existing buildings on the site. This planning application is an outline planning application with matters of access being sort and details regarding appearance, landscaping, layout and scale being reserved for approval later.
- 2.2 The plans submitted with the application shows an indicative layout with a building measuring a width of 65m, depth of 50m and a height of 13.15m and would comprise a ground floor area of 3251.61 m<sup>2</sup> for warehouse and or industrial use with toilets and welfare facilities. Ancillary offices will also be provided on the first and second floor levels totalling 518.96 m<sup>2</sup>. The building is shown to be finished in a metal cladding although this is only indicative with the final finish being reserved for future approval.
- 2.3 The development would be accessed by a remodelled access off of Poyle Road for lorries, where parking would be provided for 8 lorries and the existing access from Milbrook Way will be utilised for entrance to a car park containing 41 car parking spaces. Additional security fencing will be used to secure the site.
- 2.4 The application is accompanied by plans showing the site location, site layout, elevations, roof plans and floor plans. The following is also submitted:
- Design and Access Statement
  - Planning Statement
  - Transport Statement
  - Flood Risk Assessment
  - Land Quality Assessment

#### **3.0 Application Site**

- 3.1 The application site is situated on the eastern side of Poyle Road, with access via Poyle Road to the west, Mathisen Way to the north and Millbrook Way to the east and forms part of the Poyle Industrial Estate,

which is an Existing Business Area as identified in the adopted Local Plan. The site has an area of approximately 0.7 hectares and is roughly rectangular.

- 3.2 The site is currently occupied by 2no. vacant two storey offices. The buildings are located towards the front of the site and are surrounded by hard standing for access, parking for 183 cars and servicing. Brook house was occupied until 2006 and Future House was occupied until 2009 and since these times have been left vacant.
- 3.3 The site is bound by Poyle Road with the newly built Hilton Hotel beyond to the west, and a mixture of industrial and office buildings to the north east, south east and south. To the north of the site lays the Poyle Channel with a river corridor either side of this.
- 3.4 The site falls within Flood Zone 1 as identified on the Council's Flood Map (Jan 2009). The site is also identified as being within a Public Safety Zone.

#### 4.0 **Relevant Site History**

- 4.1 Planning permission was granted for the current development on the site in 1988 when the site was within the authority boundaries of Spelthorne Borough Council before the local authority boundaries were redrawn and the site came under the authority of Slough Borough Council. Since this time two planning permission have been granted to allow the site to be used for B1 business purposes in April 1996 (P/09961/000) and for the provision of car parking spaces in May 1998 (P/09961/001).

#### 5.0 **Neighbour Notification**

- 5.1 Rentokil Initial Services Ltd, Bridge House, Mathisen Way, Colnbrook  
Stocking Up Ltd, Bridge House, Mathisen Way, Colnbrook  
Bantech Ltd, Windsor House, Millbrook Way, Colnbrook  
C P K (INDUSTRIAL FINISHERS) LTD, C P K House, Colndale Road, Colnbrook  
Excels Ltd, 3, Colndale Road, Colnbrook  
Osteocare Implant System Ltd, 40729 Colndale Road, Colnbrook  
Auty Precision Products Ltd, 40729 Colndale Road, Colnbrook  
A M B Engineering Ltd, 40729 Colndale Road, Colnbrook  
Levant Uk Ltd, 9 Colndale Road, Colnbrook  
Speedwell Ltd, 9, Colndale Road, Colnbrook  
Cargobookers Ltd, Unit 8a Colndale Road, Colnbrook  
Transcend Distribution Specialist Ltd, 8a Colndale Road, Colnbrook  
8b Colndale Road, Colnbrook  
Spanish Courier Ltd 8a Colndale Road, Colnbrook  
Mark 3 International 8a Colndale Road, Colnbrook  
X1 Wholesale Ltd 8a Colndale Road, Colnbrook  
Hilton Hotel, Poyle Road, Colnbrook  
Motor Sports House, Riversdie Park, Poyle Road, Colnbrook

One letter in response to the consultation has been received from the occupiers of Motor Sports House which is situated to the north east of the application site for the following reasons:

- It is imperative that the proposal for staff and visitors only to access the site from Millbrook Way is adopted otherwise it would lead to traffic congestion as Millbrook Way is too narrow for HGV vehicles.

RESPONSE : This is a material planning consideration and is considered in the report below.

- Appendix 3 of the Transport Statement could not be seen on the Slough Borough Council website.

RESPONSE : This material was made available following receipt of the letter.

- The new development at the junction of Millbrook Way and Mathisen Way has created difficulties due to the increase in traffic volume and the size of the vehicles using the site and although this may improve once the development has been finished HGV's will regularly visit this site and another facility using HGV traffic would cause havoc for visitors and staff using the applicant site.

RESPONSE : This is a material planning consideration and is considered in the report below.

## 5.2 Colnbrook with Poyle Parish Council

The Parish Council objected to the scheme as it considered it to be speculative in its description but clearly for storage and distribution in the submitted plans.

The additional traffic resulting from the development would make the existing traffic issues even worse and push more "white vans" into the Parish.

Should planning permission be granted for the Parish Council would ask that limits on the hours of operation be set and regard be given to electronic width restrictions to protect residential areas and keep industrial vehicles to the industrial area.

## 6.0 **Consultation**

### 6.1 Highways and Transport

Consulted although no comments received to date. To be reported on in Amendment Sheet.

### 6.2 Drainage

Consulted although no comments received to date. To be reported on in Amendment Sheet.

### 6.3 Environment Agency

We **object** to the proposed development because there is an inadequate buffer zone to the Poyle Channel and no proposed measures to enhance the river corridor. We recommend that planning permission should be refused on this basis.

### **Reasons**

The proposed building is within 8 metres of the top of the bank of the Poyle Channel. It will have an adverse impact on the quality of the river corridor and will preclude future improvements due to its proximity. The proposed building is three storeys tall and as it is on the southern side of the channel, which will result in excessive shading.

We appreciate that the existing building is also within 8 metres and shades the channel, but redevelopment provides an opportunity to significantly improve on the current situation. This application has not taken the river into consideration as part of the design process and has offered no measures to enhance the river corridor.

The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.

In addition, the Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. This development may prevent the recovery of this waterbody because it may preclude at least one of the mitigation measures identified for this river catchment being implemented:

- Preserve and where possible enhance ecological value of marginal aquatic habitat, banks and riparian zone;
- Removal of hard bank reinforcement / revetment, or replacement with soft engineering solution;
- Preserve and, where possible, restore historic aquatic habitats
- Remove obsolete structure;
- Educate landowners on sensitive management practices (urbanisation).

It may be possible to overcome this objection if the development is moved back to provide an 8 metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the Poyle Channel. The buffer zone will help to reduce shading, and should be free from all built development including fencing and lighting. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting should be directional and focused with cowlings. For more information see Institute of Lighting Professionals "Guidance

## Notes For The Reduction of Obtrusive Light’.

Formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species of UK genetic provenance and appropriately managed under an agreed scheme.

Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction.

In addition to the buffer zone, the developer should seek advice as to how to enhance the river corridor. Examples of improvements could include:

- removing any obsolete structures or hard bank material;
- tree works to allow more light into the channel;
- channel narrowing (if over-widened);
- increase channel flow diversity (if necessary);
- addition of woody debris (which provides valuable fish habitat);
- bank regrading (if steep);
- bankside and marginal planting.

### **Flood Risk**

We have recently updated our flood maps in the vicinity of this site meaning the site is now located entirely within Flood Zone 1. The proposed development is under 1 hectare in size therefore the flood risk to this site is considered low.

There are concerns that the proposed development on the site of Brook and Future House will restrict access to the watercourse. The main concern is the security fencing which is proposed to be placed 1.6m away from the watercourse, which will prevent all access to the watercourse from the site. This would require Flood Defence Consent under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981. It is unlikely that we would issue Flood Defence Consent to any proposals which would restrict access to a watercourse.

## 6.4 **Neighbourhood Protection - Environmental Health**

### Construction/Demolition Phase

#### **Issue 1 – General**

Noise, dust and vibration from construction phase may affect occupiers of nearby residential premises. I suggest the following planning condition is attached to any planning permission granted:

#### **Condition - Control of environmental effects:**

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

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

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenities of the area.

#### Issue 2. Noise during construction

Condition - Hours of construction

No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON: In the interests of the amenities of the area.

#### Issue 3 - Site Lighting

In order to prevent loss of amenity to the area through the introduction of sky glow, glare or light into windows, it is suggested that a condition be attached to any planning permission granted, for the submission of an external lighting scheme to be submitted and agreed by the local planning authority. I suggest that the following planning condition is attached to any planning permission granted:

Condition - Site Lighting

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: In the interests of the neighbouring property.

#### Issue 4 – Waste during construction

The applicant has not supplied methods to deal with waste arising from the construction phase. I suggest that the following planning condition is attached to any planning permission granted:

Condition - Control of waste during construction phase

No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste

- arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
  - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
  - (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON: In the interests of the amenities of the area.

6.5 Environmental Protection – Land Contamination/ Air Quality

Consulted although no comments received to date. To be reported on in Amendment Sheet.

6.6 BAA Safeguarding

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

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ attached \* See para below for information \*

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat/shallow pitched roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly



or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

### **Height Limitation on Buildings and Structures**

No building or structure of the development hereby permitted shall exceed 56m AOD.

**Reason:** Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding an Overview' for further information (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp) ).

**and**

**Reason:** To avoid the building/structure on the application site endangering the safe movement of aircraft and the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

See Advice Note 1 'Safeguarding an Overview' for further information (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp) ).

### **Control of Lighting on the Proposed Development**

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

**Reason:** To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp) ).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available

at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

We would also make the following observations:

### **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

### **Landscaping**

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

### **Public Safety Zones**

This site, or part of this site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 'Control of Development in Airport Public Safety Zones' for further information.

### **Wind Turbines**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National Planning Policy Framework.

Slough Local Development Framework, Core Strategy 2006 – 2026  
Development Plan Document, December 2007:  
Core Policy 1 - Overarching Spatial Vision,  
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.

Adopted Local Plan for Slough 2004 :  
EMP2 - Criteria for Business Developments,  
EMP9 - Poyle Estate,  
EN1 - Standard of Design,  
EN3 - Landscaping Requirements,  
EN24 - Protection of Watercourses,  
CG10 – Heathrow Airport Safeguard Area,  
T2 - Parking Restraint,  
T8 - Cycling Network and Facilities.

- 7.2 The main planning considerations are therefore considered to be:
- Principle of the redevelopment & land use
  - Design and appearance
  - Sustainability/ energy efficiency
  - Impact on adjoining sites
  - Traffic and Highways Implications
  - Flood Risk/ Drainage/ Contamination
  - Impact on Waterway/ Ecological Impact

### **Assessment**

8.0 **Principle of the redevelopment & land use**

- 8.1 Policy EMP2 (Criteria for Business Developments) states:  
*“Proposals for business developments will only be permitted if they comply with all of the following criteria:*
- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;*
  - b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building;*
  - c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
  - d) appropriate servicing and lorry parking is provided within the site;*
  - e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;*
  - f) the proposal incorporates an appropriate landscaping scheme;*
  - g) the proposal would not significantly reduce the variety and range of business premises;”*

- 8.2 Brook House and Future House is situated within the established Business Area of Poyle Industrial Estate with good access to Heathrow Airport, M25 and wider motorway network. The proposal is to construct a building to house a warehouse or industrial uses on the site, the proposed office content for which (at first and second floor level) constitutes a small amount of the total gross floorspace is therefore ancillary to the main warehousing use.
- 8.3 The proposed building is being developed on and makes efficient use of previously developed employment land. It would remove an intensive office use from an area identified as a preferred location for storage and warehouse uses in both the adopted Local Plan and adopted Core Strategy; achieve a significant reduction in the number of car movements generated by the site as well as the overall level of on-site parking provision to the benefit of the Poyle industrial area and the wider highway network and; achieve a significant reduction in the number of people working within Heathrow airport's Safeguarding Area.
- 8.4 By reference to Circular 01/2010, use of the site for warehousing and distribution falls within category of development which can be acceptable within an airport public safety zone. Currently the site is occupied by B1(a) offices –to be replaced by a B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) building . Applying the second edition of the Homes and Communities Agency's Employment Densities Guide (2010) the following number of employees are envisioned:

Use Class	Average Density	Potential No. of Employees
B8 storage and distribution	1 employee per 70m <sup>2</sup>	51
B2 general industry	1 employee per 36m <sup>2</sup>	99
B1c light industrial	1 employee per 47m <sup>2</sup>	76
B1b research and development	No figure provided assumed to be 1 per 30m <sup>2</sup>	119
B1a offices	1 employee per 12m <sup>2</sup>	26

The previous office use would have had provision for 228 people allowing for a significant reduction in the number of people who will be using the site.

To allow for potential growth in the future a figure of 100 persons maximum was agreed. From this analysis it is clear that although the replacement building will have a greater floor area, there will be a reduction of the numbers of people present on the site. Notwithstanding this in line with Circular advice a condition will be attached limiting the maximum number of employees to 119 persons at any one time.

- 8.5 No objections are raised to the principle of constructing classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) building on the application site in relation to

Core Policy 5 or Local Plan Policy EMP9.

9.0 **Design and Appearance**

9.1 The National Planning Policy Framework States that “*Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.*”

Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of 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.

9.2 This is an outline planning permission with appearance and layout being matters reserved to a later application and therefore not considered under this application. However indicative plans have been submitted showing a building with 35,000 sq. ft floor space of storage / distribution and or industrial space with ancillary office space. The indicative height of the building as shown to be 13.15m. The site would continue to be accessed from Poyle Road and Millbrook Lane.

9.3 The footprint of the building in its indicative form is considered to be consistent with the size of other large industrial buildings found elsewhere within the Poyle Industrial Estate and can be accommodated within the site. The indicative height of the building, subject to the height limit recommended by British Airports Authority, would be higher than the adjacent industrial/ warehouse premises however the site is considered to be a large enough site to support a building of slightly larger bulk and mass and would be in keeping with the Hilton Hotel which is opposite the application site. Areas for appropriate landscaping has been shown on the plans although full details of this will be agreed at the reserved matters stage.

9.4 Full details of the elevations and appearance of the building are a reserved matter and although they will not be decided under this application, indicative details have been provided. The architectural style proposed for the development uses clean, simple lines and is modern and fits in with the style and appearance of many of the buildings, especially those warehouse type buildings, on the Poyle Estate. The indicative finish has been shown as silver and coloured cladding with roller shutter doors in the west elevation. This would be considered to be in keeping with the industrial nature of the area and other buildings within the industrial estate have similar appearances. Overall the indicative

design and appearance of the development is considered to be in keeping with other modern industrial buildings and that this could also be achieved with the final designs when submitted.

9.5 It is proposed to fence all the boundaries of the site and although details of the fencing have not been provided final details of the fencing will be agreed at the reserved matters stage.

9.6 Notwithstanding the fact that matters of design and appearance are reserved for subsequent approval it is not considered that these issues are ones for which outline permission can be refused at this stage.

#### 10.0 **Sustainability/ energy efficiency**

10.1 Core Policy 8 of the Local Development Framework Core Strategy sets out that all development, where feasible, should include measures to:

- a) minimise the consumption and unnecessary use of energy, particularly from non renewable sources;
- b) recycle waste;
- c) generate energy from renewable resources;
- d) reduce water consumption; and
- e) incorporate sustainable design and construction techniques.

The explanation to the policy also states that non residential development should achieve a BREEAM rating of 'very good' or 'excellent'.

10.2 The Applicant has not submitted any details at this stage regarding Sustainability and Energy although this would be considered at the reserved matters stage of the application. It is however considered at this stage that sustainability and energy efficient measures could be incorporated within the new building when built in keeping with Core Policy 8.

#### 11.0 **Impact on adjoining sites**

11.1 Policy EMP2 of the Local Plan requires that: *"there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building"*.

Core Policy 8 states *"Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise"*.

11.2 This is an outline planning permission with layout being a matter reserved to a later application and therefore not considered under this application. However indicative plans have been submitted showing an suggested layout to show that the development sort can be provided on the site.

11.3 The proposed layout of the site would bring the development closer to the southern and eastern boundaries than the current buildings. The office building to the north east of the site on Millbrook Way will still have a separation distance of approximately 30m so that it will not have detrimental impact on this building. In terms of impacts on the building to the east, while the proposed building will come closer to the neighbouring it will not have any impact on it being overbearing or resulting in a loss of light to an industrial unit. Furthermore planning permission was approved

in February 2012 to redevelopment the site into an industrial / warehouse use with a blank elevation facing the application site. As such, it is considered that the development would not have a significant impact in terms of shading or overbearing on the building to the east.

- 11.4 The hotel premise to the west of the site is separated by approximately 60m and the proposed development will not have any significant impact on the hotel site.
- 11.5 In terms of environmental effects and lighting, no air conditioning or plant details have been shown on the indicative plans. A condition can be attached to the Outline Permission to require that no machinery, plant or ducts be allowed without the prior written approval of the LPA. In terms of lighting, no details have again been given at this stage and again a standard lighting condition can be attached to the Outline Permission to be discharged prior to the commencement of the development.
- 11.6 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

12.0 **Traffic and Highways Implications**

- 12.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), requires that: *“All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

*Development proposals will, either individually or collectively, have to make appropriate provisions for:*

- *Reducing the need to travel;*
- *Widening travel choices and making travel by sustainable means of transport more attractive than the private car;*
- *Improving road safety; and*
- *Improving air quality and reducing the impact of travel upon the environment, in particular climate change.*

*There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”*

The supporting text to Policy EMP9 (Poyle Estate) notes that *“on the Poyle Estate, provision for parking and servicing arrangements is limited, and in many cases does not meet current standards, resulting in congestion on the estate. Redevelopments will be expected to improve vehicular access and overcome road safety problems.”* It acknowledges that there is very limited public transport provision, and therefore access to this area is mainly by car for the workforce and visitors, and goes on to say *“The Borough Council will continue to encourage the location of B8 distribution/storage and freight activity within these three areas, and B1(b) research and development, B1(c) light industrial activity, and B2 general industrial would also be acceptable. As parking provision will be in accordance with Appendix 2, an increase in current parking provision may be required to overcome localised operational or road safety problems.”*

Policy EMP2 (Criteria for Business Developments) of the Local Plan states that:

*“Proposals for business developments will only be permitted if they comply with all of the following criteria:*

*c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*

*d) appropriate servicing and lorry parking is provided within the site;*

*e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”.*

- 12.2 It is proposed that the development would provide 41 car parking spaces which will be a reduction from the current 183 parking spaces. The following sets out the parking and servicing requirements :

Provision as shown on indicative plans

41 car parking spaces

8 lorry parking / loading bays

#### B1b Research and Development

Car parking requirement : No overall increase ... **Complies**  
(guide @ 1:50 ... requirement would be 80)

Lorry Parking : to be considered on merits. Transport to confirm acceptability. Given that it complies with respect to the other uses and given nature of the use unlikely that any objections would be raised.

#### B1c Light Industrial

Car parking requirement : No overall increase ... **Complies**  
(guide @ 1:50 ... requirement would be 80)

Lorry Parking : Min 1 space per 500m<sup>2</sup> upto 2,000 m<sup>2</sup> and then 1 per 1000 m<sup>2</sup> (min 7 lorry spaces required ... **Complies**

#### B2 General Industrial

Car parking requirement : Min 1:50 m<sup>2</sup> (requirement would be 80) ...  
**Shortfall of 39 spaces**

Lorry Parking : Min 1 space per 500m<sup>2</sup>. Min 8/9 lorry spaces required) ...  
**Acceptable**

#### B8 Warehousing

Car parking requirement : Min 1:200 m<sup>2</sup> (requirement would be 21 ...  
**Complies**

Lorry Parking : Min 1 space per 500m<sup>2</sup> upto 2,000 m<sup>2</sup> and then 1 per 1000 m<sup>2</sup> (min 7 lorry spaces required) ... **Complies**

To this end, the proposal is consistent with Council's policy of *no overall increase in the number of parking spaces permitted within commercial*



*redevelopment schemes* (Core Policy 7). The Council's adopted Parking Standards would also be met for all uses apart from a B2 general industry use where there would be a shortfall of 39 spaces. The overall site layout and the size of the building will be dictated by parking and servicing requirements and that car parking and servicing requirements will be required via a condition.

12.3 Cycle parking would also need to be provided in accordance with the Local Plan and it is considered that there would be appropriate space within the site for secure cycle parking to take place and can be secured via condition.

12.4 The Transport Assessment that has been submitted as part of the application states that the proposed use would generate significantly fewer vehicle movements from the existing lawful use and will not have any adverse impact on the capacity or the safety of the highway.

12.5 The Council's Transport and Highways Engineers have yet to provide comments on the proposal. Their comments will be reported in the Amendment Sheet. However details of access are covered under the application and will be satisfactory to the Council and in accordance with policy prior to the approval of this application.

### 13.0 **Flood Risk/ Drainage/ Contamination**

13.1 The site falls within Flood Zone 1 as identified on the Council's Flood Map.

13.2 The Environment Agency have confirmed that they would have no issues with the proposed development in terms of flooding subject to Flood Defence Consent being required for the erection of security fencing by the watercourse (Poyle Channel) and this can be secured via condition. But the Environment Agency does object to the incursion into the protected ecological buffer zone (see paragraph 14.2).

13.3 Comments are yet to be received from the Council's Principal Drainage Engineer whose comments will be reported on the Amendment Sheet as they would also comment on flooding issues as well as issues relating to drainage.

13.4 Comments are yet to be received from the Council's Contaminated Land Officer whose comments will be reported on the Amendment Sheet.

### 14.0 **Impact on Waterway/ Ecological Impact**

14.1 Core Policy 9 (Natural and Built Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), sets out that "*Development will not be permitted unless it protects and enhances the water environment and its margins, and enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio-diversity rich features.*"

Policy EN24 of the Local Plan states "*Development will not be permitted which will have a detrimental effect on water quality or the ecological, amenity or historical value of the watercourse. Where appropriate,*

*measures to enhance or restore watercourses will be encouraged.”*

- 14.2 The indicative plans for the development shows that the building would be closer the watercourse (Poyle Channel) than the current building and the Environment Agency state that any development would maintain a 8 metre buffer between the building and the top of the river bank. Further to this additional planting will be provided to allow for refuges for wildlife so that any development would not have a detrimental impact upon the Biodiversity of the river. While this has not been maintained, leading to an Environment Agency objection, the layout of the site is not agreed under this permission and can be changed for any reserved matters application where it will be agreed. The required buffer can be obtained within the site and this matter can be resolved with further discussions with the Environment Agency.

15.0 **Summary**

- 15.1 There is no objection to the principle to the erection of a building for use classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) following the demolition of the existing buildings on the site which complies with policy. However certain issues need to be resolved regarding the provision of an 8m ecological corridor and further comments are awaited from various consultees. Once the outstanding ecological issue has been resolved and issues from outstanding consultees has been addressed a final decision on the application can be made.

**PART C: RECOMMENDATION**

- 16.0 Delegate to Head of Planning, Policy and Projects for consideration of any substantive objection, resolution of outstanding ecological issues, finalising conditions and final determination for approval. In the event that the outstanding issues can not be satisfactory resolved, that the Head of Planning, Policy and Projects would retain the right to refuse planning permission.

16.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

16.1 **Conditions:**

The heads of the following draft planning conditions are proposed in the event that planning permission is granted:

1. Details of Reserved Matters
2. Time for commencement
3. Approved drawings
4. Material samples
5. Surface samples
6. Height limit at 13.15m and not exceeding 56 AOD
7. Maximum floor space and removal of PD rights for mezzanines floors
8. Limit on ancillary office space
9. No light spill into the water course

10. Site layout to ensure that no significant incursion occurs within the 8m buffer zone from the top of the bank of the river in accordance with details (including landscaping) to be approved
11. Details of landscaping
12. Landscaping management plan
13. Details of parking layouts
14. Details of secure bicycle parking
15. Details of refuse storage
16. Parking and servicing management plan with all serving, HGV's and delivery vehicles to be accessed from Poyle Road only and cars from Millbrook Way only.
17. Details of external lighting
18. No external storage
19. Flood Proofing works
20. Details of boundary treatments
21. Details of plant and machinery
22. Construction management plan
23. Bird management hazard plan
24. Details for the control of building waste
25. Minimum car parking requirements for B2 use
26. Maximum number of employees to occupy the building / site at any one time
27. Restrooms / toilets for drivers to be provided within the building
28. Gates to remain open when the site is within use.