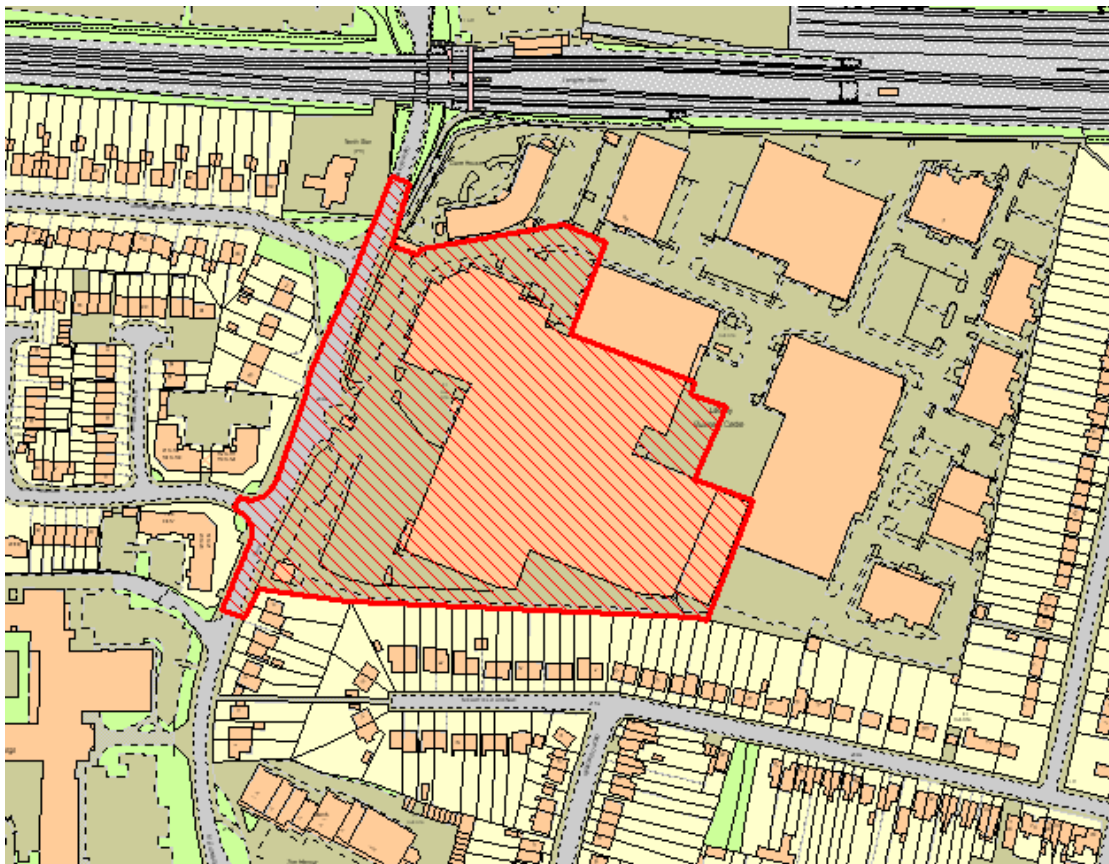


Registration Date:	12-Jul-2013	Applic. No:	P/00437/085
Officer:	Ian Hann	Ward:	Langley St. Marys
		Applic type:	Major
		13 week date:	11th October 2013
Applicant:	Optimisation Developments Ltd		
Agent:	Mr. Ed Kemsley, Peacock & Smith Ltd 1, Naoroji Street, London, WC1X 0GB		
Location:	Langley Business Centre, 11-49, Station Road, Slough, Berkshire, SL3 8DS		
Proposal:	DEMOLITION OF EXISTING BUILDING AND ERECTION OF PART SINGLE AND PART TWO STOREY 4,567 M ² FOODSTORE AND SEPARATE PETROL FILLING STATION WITH 306 NO. ASSOCIATED PARKING SPACES, 2 NO. ACCESSES TO SERVE THE NEW RETAIL UNIT AND EXISTING INDUSTRIAL UNITS, BOUNDARY TREATMENTS AND OTHER ASSOCIATED WORKS.		

Recommendation: Refuse



ADDITIONAL REPORT TO PLANNING COMMITTEE 17TH OCTOBER 2013

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies below and the information provided by the applicant, officers are of the view that the development fails to comply with the requirements of the Development Plan, would have an adverse effect upon the street scene and create and travel and transport problems. Therefore planning permission should be refused, for the reasons set out at the end of this report.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

2.0 PART A: REPORT

- 2.1 This application was originally included on the agenda for the planning Committee on 4th September 2013. However the matter was deferred to allow for the consideration of outstanding consultation responses. A copy of the original officer's report to Planning Committee is attached as **Appendix A** for consideration.
- 2.2 This Additional Report deals with the information that has been obtained since the previous report was written and sets out revised reasons for refusal which take this into account.
- 2.3 Details of the site, the proposed development and planning background are set in sections 2, 3 and 4 of the original report.
- 2.4 Details of consultation responses are set out in section 5. Additional comments have now been received from the Council's Tree Officer, The Environment Agency and the Council's Transport and Highways Advisor. These comments are set out in full in **Appendix B**.
- 2.5 The comments from the Council's Tree Officer can be summarised as stating that the removal of all of the mature trees on Station Road is unacceptable, unless substantial replacement planting is secured, which will replace the visual amenity of the existing trees. This has been incorporated into reason for refusal No. 2, which deals with the impact of the proposed development on the street scene.
- 2.6 The Environment Agency has stated that it has no objection to the planning application as submitted, subject to the inclusion of six planning conditions to any subsequent planning permission granted. Without the inclusion of these conditions it considers the development could pose an unacceptable risk to the environment.

- 2.7 The Council's Transport and Highways Advisor has raised a number of issues with regards to the proposal. These include pedestrian and cycle accessibility, road safety, parking, the design of the new access, the internal layout of the site, the traffic modelling and the lack of a legal agreement.
- 2.8 The Council's Transport and Highways Advisor has recommended that the application should be refused on grounds of the over provision of car parking on the site, the lack of a suitable pedestrian links, the substandard design of the new junction, road safety concerns, an unacceptable internal road layout, failure to demonstrate that the adjoining highway network has sufficient operational capacity to accommodate the additional traffic and the lack of a Section 106 agreement.
- 2.9 Many of these issues were included in section 10 of the original Committee report. The reasons for refusal have however now been amplified to take these detailed comments into account.
- 2.10 It should be noted that Government has recently published new draft National Planning Practice Guidance on Town Centres and Parking which states that Local Authorities should look to improve the quality and, where necessary to ensure vitality, the quantity of parking in town centres and that in terms of design town centre parking should be "convenient, safe and secure". Although this site is not within a Town Centre location it is still considered appropriate to consider this guidance.
- 2.11 Whilst this reinforces the need for the proposed car parking to be provided in the most convenient way for all shoppers, it is not considered that this alters the need to restrict the overall amount of parking that is provided on site, with some relaxation of the maximum standards being allowed to facilitate joint trips to the Harrow Centre.
- 2.12 An additional two letters of objection have been received outlining the same reasons for objection as set out in the previous Committee report. In addition to this a petition was received but not previously report which was signed by 228 signatories with the following statement:
- "I the undersigned support shops such as a DIY store on the Tefal site on Station Road but oppose Morrisons Supermarket as it will force closure of all independent shops in the Harrow Market and surrounding area"
- 2.13 The issues concerning the principle of development and impact upon the Harrow market have been considered in the original Committee report.

- 2.14 Further discussions have taken place with the applicant and their legal advisors about the need to maintain an Emergency Vehicular Access as specified in the leases of some of the remaining tenants on the Business Park.
- 2.15 This is important because both Morrisons and the Council agree that the “preferred” road layout would consist of a single access point onto Station Road at the north of the site which would serve the new store and the remainder of the Business Centre. A “Shared Access” layout was drawn up ready for submission as a planning application but this did not happen for the reasons explained in 3.5 of the Design and Access Statement. This states:
- “Prior to lodging the planning application for the ‘shared access’ scheme, it became apparent that many of the tenants within the retained business centre have legal rights regarding the emergency vehicle access (EVA) to be removed. The owners of the business park could therefore not support the ‘shared access’ scheme instead the legal agreements over the site could only be finalised based on the ‘dual access’ scenario which retained the EVA.”
- 2.16 The Council is happy for the Emergency Vehicle Access to be retained with a slight modification to create a new access point onto Station Road.
- 2.17 The leases allow the landlord the right to “stop up”, “divert any roads” or “provide such alternative routes...as may from time to time be reasonable.” This right is only qualified by the proviso that it cannot provide access that is less convenient or accessible. Since the EVA shown on the ‘shared access’ scheme is more direct than the existing one it is hard to see how that this is “less convenient or accessible”. Whilst it may be good practice to get the tenants to vary their leases to reflect the new EVA, there is not a requirement to do this. All the landlord has to do is serve notice upon them. The variation of the leases is not therefore a pre-condition of varying the access route.
- 2.18 As a result there does not appear to be any impediment to the implementation of the ‘shared access’ scheme since the landlord has the right to vary the EVA without varying the tenant’s leases. This means that there is no reason why a single access point scheme, which is the preferred road layout of both parties, cannot be progressed.
- 2.19 The advantages of this were clearly expressed by Bedford Park Developments (who were then acting for Morrisons) in the letter of 4th May 2012 which stated.

“The revised site layout now provides a single access point to both

the Langley Business Centre and the food retail store, which hopefully fully address comments raised by highway officers of Slough Borough Council. The proposed design offers the benefit of facilitating direct access to the site for all modes of vehicular traffic, whilst providing a direct and segregated pedestrian route between the store and Langley District Centre; this has not been straightforward to achieve and has required extensive negotiations with the current owners of the wider business park.

Further, the design safeguards existing cycle lanes on Station Road and provides advanced facilities for cyclists at the proposed signal controlled access junction. This will enhance safety benefits offered to cyclists on the local highway network and encourage sustainable travel to/from the development.....

.....The reorganisation of the site now permits greater linkage with the existing district centre. Further, pedestrian links are increased and now follow the existing boundary that will increase pedestrian safety.”

2.20 As a result it is difficult to see why Morrisons are not progressing with the preferred single access road layout which had been agreed by all parties including the landowner.

2.21 No further progress has been made with producing a Section 106 agreement which is reflected in the holding objection set out in reason for refusal No 6.

3.0 CONCLUSIONS

3.1 As explained above, this additional report has to be read in conjunction with the original report that was on the previous Committee agenda, which is attached as **Appendix A**.

Revised reasons for refusal are set out below which take account of the additional information that is now available.

3.2 The overall conclusions on the application can be summarised as follows:

3.2.1 The principle of the proposed development, including the need for additional convenience floorspace and the impact upon the Harrow Market shopping centre has been established in the Site Allocations DPD, subject to meeting the site planning requirements.

3.2.2 The proposed store complies with the maximum sales floor limit, but fails to comply with other key site planning requirements. These include the need to provide parking which will encourage linked trips to the Harrow market, the improvement of the footway between the site and the Harrow Market and having a design that is attractive for pedestrians and cyclists to use.

- 3.2.3 The proposed scheme includes a petrol filling station which is not one of the uses specified in the Site Allocations DPD. The location of the petrol filling station at the front of the site, combined with the new roundabout, is considered to have an unacceptable impact upon the street scene.
- 3.2.4 The proposed supermarket was allocated in the Sites DPD on the basis that it would act as an anchor store for the Harrow Market District Centre. As a result it is important that it is physically and visually linked to the centre as much as possible in order to encourage linked trips. The current design and layout fails to do this. It has also failed to demonstrate that traffic generated from the store can be accommodated on the existing road network.

4.0 PART B: RECOMMENDATION

- 4.1 The application be refused for the following reasons
1. The developer has failed to demonstrate that the scheme layout can provide an opportunity for the provision of shared pedestrian links / shared shopping trips between the proposed supermarket and Harrow Market District Shopping Centre essential to the future viability and vitality of the centre and would also be contrary to the National Planning Policy Framework, Core Policy 6 of the Slough Local Development Framework, Core Strategy 2006-2026, and Policy S6 of the Local Plan for Slough 2004 (incorporated in the Composite Local Plan for Slough 2013). The proposal is contrary to the site planning requirements in the Slough Local Development Framework Site Allocations DPD SSA23 in that it fails to ensure that the car parking provided is accessible to users of the supermarket and the Langley shopping centre by locating some parking close to the Station Road frontage; it fails to enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market and it fails to provide a design and layout that is attractive and accessible to pedestrians and cyclists.
 2. The proposed layout of the development, with the new roundabout and petrol filling station at the front of the site, combined with the lack of the creation of a high quality urban realm or landscaping, fails to create a street frontage appropriate for this location adjacent to the District Centre. The petrol filling station will be a dominant alien overbearing feature in the street scene which is out of character with the area. This poor layout and design is contrary to the National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026,

Development Plan Document site planning requirements of SSA23 Site Allocations Development Plan Document 2010 and policy EN1 of the Local Plan for Slough 2004 (incorporated in the Composite Local Plan for Slough 2013).

3. The total number of car parking spaces exceeds the maximum set out in Appendix 2 of the Local Plan for Slough and the number additional spaces that are needed to encourage linked trips with the Harrow Shopping centre. If permitted this is likely to lead to additional and excessive journeys on the highways and fail to encourage other non car forms of transport such as walking, cycling and use of public transport and is contrary to Policy T2 of The Local Plan for Slough Borough, March 2004 and Core Policy 7 of the Core Strategy 2006-2026 (incorporated in the Composite Local Plan for Slough 2013).
4. The proposed alignment of the new junction with Alderbury Road is inadequate to serve the proposed development with safety and convenience contrary to Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document 2008 (incorporated in the Composite Local Plan for Slough 2013).
5. The applicant has failed to demonstrate that the proposals will not be detrimental to the safe operation of the adjacent and wider highway network applicant or that the adjoining highway network has sufficient operational capacity to accommodate the additional traffic generated by the proposed development contrary to Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document 2008 (incorporated in the Composite Local Plan for Slough 2013).
6. A holding objection is raised on the grounds that the applicant has failed to enter into a S106 Planning Obligation Agreement to provide limited stay free parking for non store users, for the carrying out of off site highway works to include improvements to pedestrian links between the site and Harrow Market and the payment of a financial contribution for local transport improvements, contrary to Core Policy 7 of the Core Strategy 2006-2026 (incorporated in the Composite Local Plan for Slough 2013).

APPENDIX A

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies below and the information provided by the applicant, officers are of the view that the development is considered to have an adverse affect on the character of the area, amenity of neighbour residents and travel and transport issues. Therefore planning permission should be refused for the reasons set out at the end of this report.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

PART A: BACKGROUND

2.0 Application Site

- 2.1 The site is located at the eastern side of Station Road, Langley and is part of Langley Business Centre currently occupied by a 2 storey industrial building with associated parking, and service area, which is accessed from a service road along the southern boundary of the site. The site is approximately 2.9 hectares. There is an existing tree belt separating the service road from the rear gardens of 2 – 30 & 27 – 35 Meadfield Road. The service road runs north- south within the site and also serves the remainder of the existing business park to the north. An open frontage is maintained to Station Road with some grass and hedging, where green frontages are a character of Station Road. There are also some mature trees interspersed along the frontage
- 2.2 The site has residential dwellings opposite, to the west, and to the south, beyond the existing service road. Harrow Market, a district shopping centre lies approximately 200m further to the south west with the East Berkshire College opposite the Harrow Market. To the north and east of the site are industrial and office buildings that form part of Langley Business Park, with Langley Railway Station further to the north.
- 2.3 The site forms part of the Slough Local Development Framework Site Allocations Development Plan Document and is allocated for a supermarket as site reference SSA23.

3.0 Proposal

- 3.1 The proposals that are currently being considered involves the redevelopment of the site to provide a 4,471 sq m supermarket with 2,338 sq m of net sales space and a petrol filling station with kiosk, and car wash facilities. The proposals also include 306 car parking spaces within the site as well as remodelling to the car parking

areas adjacent to the site within the Langley Business Park, service areas and a new entrance to the site via a roundabout at the southern end of the site and a new entrance to the Langley Business Park via a priority junction just beyond the northern part of the site. It is currently proposed to use the existing service road which runs along the southern boundary of the site and the existing service yard to serve the supermarket. The existing landscaping strip between the existing service road and the rear gardens of properties in Meadfield Road is to be retained. The current proposals will see the supermarket at the rear northeast corner of the site with the petrol filling station situated towards the front western boundary on Station Road. It is considered that the proposal will create 200 jobs, not including those employed during the construction phase.

3.2 The building is proposed to be double height with offices over the main store entrance. In addition visualisations have been produced confirming the main building to be two storeys facing into the car park with a more prominent feature on the corner of the building where the main entrance will be situated. The building will be finished with insulated cladding panels and curtain wall glazing giving the building a light appearance. The building will measure a total of 59m by 60m (with an additional 10m for the warehouse and plant areas) and will have a height of between 10.36m and 12m. The petrol filling station will have a kiosk building measuring 8.5m by 14m with a height of 3.8m with an adjoining canopy measuring a maximum of 15m by 6m with a height of 4.8m and will contain 5 pump islands and jet wash facilities. The kiosk building will be finished with smooth facing brick in a buff colour and the canopy will have dark green fascia panels with branding attached.

3.3 During the pre application discussions that have taken place to date the following preferences have emerged from the proposed store owner:

- A single point of access to serve the store (customer parking) petrol filling station and servicing area.
- A separate access to serve the remaining business area, avoiding a mix of commercial and customer traffic and which keeps the sites totally independent.
- The petrol filling station has a visually strong street presence, but which the operator has suggested could be toned down through restrictions on signage lighting and boundary landscaping and by designing an unimposing canopy
- The siting of the store ensures that none of the

car parking is sited behind the store, which would otherwise require both front and rear entrances to be provided which is more difficult to manage.

- The proposed layout also maximises on site car parking.
- Sufficient separation between the petrol filling station and the store necessary to reduce the risk of fire spread.
- Utilises an existing service road and service yard, with ease of access into and out of the site. The boundary separating the service road and residential properties is already heavily landscaped and considerations can be given to acoustic fencing if a need is demonstrated through an acoustic study.
- The siting of the building together with a reduction in height will be less visually intrusive than the existing building for the occupiers of the neighbouring residential properties.

While these points may be what is required by the developer, pre application advice made it clear that the proposals must also meet appropriate planning guidance and not have a detrimental impact upon the character of the area, impact neighbouring amenity, highways safety / traffic movement and help maintain the vitality of the existing shopping area.

3.4 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Design & Access Statement
- Planning Statement
- Travel Plan
- Transport Assessment
- Lighting Details
- Tree Report
- Archaeological Heritage Statement
- Statement of Community Engagement
- BREEAM Pre-Assessment
- Acoustic Impact Assessment
- Flood Risk and Drainage Assessment

4.0 Planning Background

4.1 Planning permission has been granted since the mid 1960's for various warehouse type buildings around the site with numerous

extensions, additional buildings, some of which have been temporary and change of uses to office uses since then. The most recent larger scale development includes the building of a four storey office block in July 1981 (P/00437/036), new industrial buildings and extensions in July 1982 (P/00437/041), New industrial units in March 1985 (P/00437/050), ten business units in March 1988 (P/00437/066) and 3 business units and multi storey car park in February 1990 (p/00437/075). Since 2000 all planning applications have been related to advertisement consent only. There is no relevant history belonging to the application building.

4.2 In order to inform the Slough Local Development Framework, Site Allocations, Development Plan Document which was adopted in November 2010, the Council commissioned a Supermarket Capacity Analysis from CACI in June 2009. The Langley Supermarket Capacity Analysis Report specifically considers whether in quantitative terms the need exists for a new supermarket in the location of Langley Business Centre, Station Road, Langley. It considered what the impact might be on the turnover of the principal convenience food store within the existing District Shopping Centre area of Langley; currently trading as Budgens. In summary the Langley Supermarket Capacity Analysis Report showed that in qualitative terms, the need exists for a convenience supermarket in Langley when taking into account existing and planned supermarket provision in Slough Borough. The report further showed that a supermarket in this location is likely to have an impact on the turnover of the Budgens Store. The impacts of which will be softened by continued population growth in the Borough and the weighted catchment area.

4.3 Following on from this report the site was included in the Slough Local Development Framework Site Allocations Development Plan Document (site reference SSA23). The site was considered to be acceptable to allocate for use as a supermarket :

“To meet an identified need for additional convenience floorspace within the eastern part of the borough in an edge of centre location.

To ensure any new supermarket development which comes forward is of an appropriate scale given the site’s:

- Location near to the Langley District Shopping Centre
- Physical characteristics and constraints
- Capacity of the surrounding highway network”

4.4 The site allocation document therefore considered that redevelopment or reconfiguration proposals should have the following:

- “Include provision for a supermarket with no more than 2,500 sq m trading floorspace³. The majority of this floorspace will be made available for the sale of convenience goods with no

more than 25% of this floorspace being made available for comparison goods

- Ensure car parking provided is accessible to users of the supermarket and to the Langley shopping centre to encourage linked trips. This will be achieved by locating the car parking provision for the supermarket close to the Station Road frontage and allowing parking for long enough to undertake joint trips
- Enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market
- include a design and layout attractive and accessible to pedestrians and cyclists
- Allow for access to the site off Station Road. Making provision for the necessary traffic and transport improvements along Station Road and affected junctions and roads. This should take into consideration other planned developments within the central area of Langley

Proposals for non-food retail units would not be acceptable in this location. It is, however, recognised that the site could accommodate more than the proposed supermarket and so the development could incorporate an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways. This would have to be of a scale and design which enhanced the vitality and viability of the District Shopping Centre as a whole.”

4.5 The Site Allocation document considers the situation further to state that:

“It is proposed to limit the scale of the supermarket that will be allowed on the site to no more than 2,500 sq m of trading floorspace⁶. This takes into consideration:

- (i) the capacity of the local road network to cope with the traffic generated by a supermarket in this location (taking into account other future developments and development opportunities planned in and around central Langley);
- (ii) the type of supermarket suited to the local context given the amount and scale of other supermarkets/superstores within Borough; and
- (iii) the potential impact of the development on the existing shops in the Langley District Centre.

The percentage of the 2,500 sq m total trading floorspace of the supermarket that will be allowed for sale of comparison goods will be limited to no more than 25% (625 sq m). This percentage is consistent with the supermarket floorspace ratios that have been permitted on the former Co-op Site, Uxbridge Road, Slough.

Proposals for non-food retail stores on the site will not be supported in this location. It is considered that all opportunities to expand the retail provision of Slough Town Centre should be prioritised above other shopping centres. The Core Strategy states that “all new major retail, leisure and community facilities will be located in Slough town centre. Not only is this the most accessible and sustainable location for major development to take place, it will also maximise the opportunities for improving the environment and the overall image of the town” 7.

The design and layout of the proposed store, including the location of the service yard, will have to take account of the need to protect the amenities of adjoining residential properties.

The site is located in the Langley Business Centre Existing Business Area as identified within the Local Plan for Slough (2004). Until such time as the site is developed for a supermarket it is not intended to alter the boundary of the Existing Business Area. Accordingly, the relevant policies in the Local Plan and Core Strategy remain in force for the site. The proposal is not considered to be contrary to Core Policy 5 as the proposed supermarket will continue to provide employment on the site.”

- 4.6 There have been protracted negotiations over a period of one and a half years, but with significant breaks, relating to the development of this site by Morrison’s. Throughout the process officers have been of the view that the layout of the site has been driven by the operational requirements of Morrison’s and land ownership issues rather than by site constraints, impact considerations the character and nature of the area and the needs of the area in terms of improving the viability and vitality of the nearby Harrow Market Shopping Centre. The proposal has scant regard to the planning requirements set out in the Site Allocation Document.

5.0 Consultation

5.1 HIGHWAYS AND TRANSPORT

A full response is still awaited and Members will be updated via the amendment sheet as to any response that is received.

5.2 POLICE ARCHITECTURAL LIAISON

A full response is still awaited and Members will be updated via the amendment sheet as to any response that is received.

5.3 ENVIRONMENTAL PROTECTION

The Acoustic Survey makes reference to BS4142 being widely mis-applied to a diverse range of situations and, seemingly, not being used in this instance – However, as a “Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas” I propose that a BS4142 assessment be carried out and therefore the following condition applied:

The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/ or attenuated that noise generated by the operation of machinery shall not increase the background noise levels during day time expressed as (a) LA90 {1 hour} (day time 07:00 – 23:00hrs) and or (b) LA90 {5 mins} during night time hours (23:00 – 07:00hrs) at any adjoining premise above that prevailing when the machinery is not operating. Noise measurements for the purpose of this condition shall therefore be pursuant to BS 4142:1997.

These additional conditions are also proposed:

Construction Phase of the Development

- There shall be no noisy works or deliveries to site outside the hours of 08:00 hours to 18:00 hours Mondays – Fridays, 08:00 hours to 13:00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.
- During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.
- Security/external lighting within the perimeter of the site shall not be positioned so as to cause light disturbance to any adjoining properties.

Proposed Development

- All delivery vehicles to use the service access and all loading & unloading to take place within the designated service yard. Reversing alarms shall be switched off when vehicles deliver to the proposed food store (as stated in the noise survey)
- A scheme for containing all shopping trolleys within the site shall be submitted to the Local Planning Authority for approval prior to the commencement of the development and shall be implemented there after.
- The use hereby permitted shall not be begun until full particulars and details of a scheme for the ventilation system

of the premises has been submitted for the approval of the Local Planning Authority. The ventilation scheme shall deal adequately and render any smells to a level as to not cause an odour nuisance.

- Before the proposed development is occupied a Noise Management Plan shall be agreed with the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site. The agreed noise management plan shall be fully implemented before the development is occupied and shall be retained in its approved form for so long as the use continues on site. Any changes to the noise management plan must be agreed with the Authority prior to its implementation.
- Before the proposed development is occupied a Car Park Management Plan shall be agreed with the Local Planning Authority which specifies that the car park shall be for the sole use of the food store; if closing late, parking bays nearest to residential properties shall be cordoned off and the car park shall not be accessible to vehicles outside of opening hours. The agreed Car Park Management Plan shall be fully implemented before the development is occupied and shall be retained in its approved form for so long as the use continues on site. Any changes to the Car Park Management Plan must be agreed with the Authority prior to its implementation. (Note: such car park management plan would also have to state that car park spaces would have to be shared with users of the Harrow Market).
- All air conditioning or other ventilation plant shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.
- Details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority before the store is opened.

Additional data is required regarding noise associated with delivery vehicles visiting (and unloading activities at) the proposed food store – Noise levels submitted relate to current guidance and supposition, not to actual assessed noise levels - Likewise noise levels provided in connection with the Petrol Filling Station (PFS) are insufficient to assess potential disturbance to nearby noise-sensitive properties.

5.4 **SOUTH BUCKS DISTRICT COUNCIL**

No objections to the proposed development.

5.5 **WEXHAM PARISH COUNCIL**

Given that we are only being consulted as an adjacent Parish we do not object to the proposed development as a concept but we are very concerned about:

1. The overall traffic flow in the area which is already been impacted by Slough traffic flow and the high foot fall & flow of vehicle count as result of both the college and the school.
2. The entrance to the rest of the site looks to be extremely tight & ill defined especially as large vehicles would not be able to gain access under the railway bridge.
3. Sight lines for anyone travelling under railway bridge are extremely limited & we are concerned that this would result in a significant higher risk of accidents to car drivers, pedestrians and cyclists alike.

5.6 **TREE MANAGEMENT OFFICER**

A full response is still awaited and Members will be updated via the amendment sheet as to any response that is received.

5.7 **ENVIRONMENT AGENCY**

A full response is still awaited and Members will be updated via the amendment sheet as to any response that is received.

6.0 Neighbour Notification

6.1 The following neighbours have been consulted with regards to this application:

Unit 3, 5, 5e, 5j-5k, 5h, 6, 6a, 6c, Vantage Point, Clare House
Langley Business Centre, Station Road, Langley

4, 5, 6, 7, 8, 9, 50, 52, 54, 56, 58, 60, Station Road, Langley

2, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 29, 30, 31, 32, 33, 35,
37, 39, 41, 43, 45, 47, 55, 57, 59, 61, 63, 65, Meadfield Road,
Langley, Slough

2, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31 Meadfield Avenue,
Langley, Slough

Slough

31, Scholars Walk, Langley, Slough

6.2 There has been eight letters received as a response of the neighbour consultation, including two from occupiers of Langley Business Centre raising the following issues:

- The Council owes a duty of care to the local residents and previous research only “suggests” the need and the research must be revalidated.

RESPONSE: The need for development is a material planning consideration and is considered in the report below. The research that has been undertaken is considered to be robust and form the provision of existing policy which is still valid and current. It should however be noted that the principle for development has been established in the Site Allocations Document.

- There is sufficient capacity in existing supermarkets which are 10 minute drives away.

RESPONSE: The need for development is a material planning consideration and is considered in the report below.

- The development is outside the district shopping centre and not all options have been considered within the existing district shopping centre.

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

- The development is contrary to the type of use and constraints in the Local Plan for the Langley Business Centre.

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

- Most people will drive to the site and not walk as claimed by the applicant's and the parking provision is excessive to make people drive to the site and other stores are better options for people who use public transport to do their shopping.

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

- The overall net impact will be a reduction in the number of

jobs with the loss of an employment generating use and the loss of surrounding businesses. The number of 200 newly created jobs may not be local but actually involve the supply chain and logistics operation.

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

- The proposed development will impact upon the existing business in the Harrow Market.

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

- Very significant increase in car and lorry traffic on an already very congested road. The Applicants should fund improvements to the Railway Bridge.

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

- The site access will increase the risk of danger and accidents for people using Scholars Walk.

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

- Noise from vehicle traffic will have a detrimental impact upon the amenity of neighbouring residents.

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

- Noise from the petrol filling station will be louder than the existing soundscape.

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

- The proposals will impact upon the environment including light pollution and manufacture, construction and disposal of materials at the end of their life.

RESPONSE: Issues of light pollution is a material planning consideration and is considered in the report below. The use of materials through the life of the development is not a material planning consideration which only covers issues such as energy, design, construction techniques and energy efficient materials.

- Noise and disturbance would be caused during the construction phase.

RESPONSE: Noise during the construction period is a matter for environmental health as they have appropriate legislation to deal with such matters.

- Deliveries during the night will impact on neighbours especially as the warehouse will be close to residential properties.

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

- Roof mounted extraction fans will impact upon neighbouring residential amenity.

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

- Concern about security and the use of the car park in the evening once the store has been shut.

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

- Some of the signage serves no purpose and will become a great irritation to the neighbours that it faces.

RESPONSE: All signage would be subject to a separate application for advertisement consent when such issues would be considered.

- The trees which are to be felled will remove a barrier between the store and neighbouring residential properties and should be replaced with quick growing trees.

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

- Places should be provided for staff parking.

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

- The petrol filling station should not be 24 hours and should be further away from residential properties due to the safety issues concerning such uses.

RESPONSE: This is a material planning consideration and is

considered in the report below.

- The proposals will lead to traffic issues on Station Road.

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

- Greater risk of theft and home invasion as the site may not be as secure as currently.

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

- Air quality will suffer due to the increase in traffic standing still.

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

- No real benefits to the village as will not offer anything not currently available in the village or locally.

RESPONSE: The need for development is a material planning consideration and is considered in the report below.

- Bats are known to roost in the trees between the site and the residential properties.

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

- Inadequate provision of landscaping.

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

- There will be a build up of traffic at the proposed exit to the business site, especially with the roundabout in close proximity.

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

PART B: PLANNING APPRAISAL

6.0 Policy Background

6.1 The application will be assessed against the following policies:

- The National Planning Policy Framework (NPPF)
- Slough Local Development Framework Core Strategy (2006–2026) Development Plan Document December 2008
 - Core Policy 1 (Spatial Planning Strategy),
 - Core Policy 5 (Employment)
 - Core Policy 6 (Retail, leisure & Community Facilities)
 - Core Policy 7 (Transport)
 - Core Policy 8 (Sustainability and the environment)
 - Core Policy 9 (Natural, built and historic environment)
 - Core Policy 10 (Infrastructure)
 - Core Policy 11 (Community safety)
- Slough Local Development Framework Site Allocations
 - SSA 23 (Part of Langley Business Centre)
- Adopted Local Plan for Slough 2004
 - Policy EMP10 (Langley Business Park and Langley Business Centre)
 - Policy S1 (Retail Hierarchy)
 - Policy S3 (Major Non-Food Retail Development)
 - Policy EN1 (Standard of Design)
 - EN3 (Landscaping Requirements)
 - Policy EN5 (Design and Crime Prevention)
 - Policy T2 (Parking Restraint)

6.2 The main planning considerations are considered to be:

- Principle of development
- Design
- Impact on neighbouring amenity
- Transport and parking
- Financial contributions

7.0 Principle of development

7.1 As outlined above the site has been included within the Slough Local Development Framework, Site Allocations, Development Plan Document, as a site for a 2,500 sq m supermarket after research showed that when taking into consideration of the existing and proposed supermarket provision the quantitative need for a food supermarket exists within the eastern part of the borough. Local Plan Policy S1 identifies Langley as a District Centre within the network of centres in Slough. Therefore, sequentially, Langley is considered to be the best location in the eastern part of the Borough to accommodate a supermarket. Due to the amount of land needed to accommodate a supermarket there is however no scope to locate a new supermarket within the existing District Centre itself. The Core Strategy recognises this, and notes the option to extend the Langley District Centre into the Langley Business Centre located within 80 metres of the Harrow market.

- 7.2 Therefore the principle of the redevelopment of the site to provide a food retail supermarket is considered to be acceptable in principle, subject to the stipulated planning requirements as stated above, with need already established through the previously commissioned reports. The intention behind allocating this site for the food supermarket is so that it will act as an extension or a satellite to the existing centre with the provision of good links so that people can have shared trips to the Harrow Market and the supermarket. It was decided to provide the supermarket provision in this way as there is no space available for such a building and associated services within the Harrow Market itself so that the site can work with the centre rather than work against it.
- 7.3 While it is acknowledged that the site is within an Existing Business Area as defined in the Core Strategy and Local Plan (Policy EMP10) and that the site should provide employment generating uses the fact that the site has been allocated for another use takes precedence. In addition to this the provision of a supermarket is likely to provide 200 jobs, based on the applicant's statement, and therefore the site would still provide employment.
- 7.4 However notwithstanding the fact that the need and principle of the development has been established there are some issues arising from the proposals that are in direct conflict with the details contained in the allocations document as outlined below.
- 7.5 The red line site in the allocations document is different to that being used in relation to the current proposals as the current site has a smaller land take. The proposals include a petrol filling station, incorporating kiosk/shop and car wash facility, together with its own servicing and customer access and egress arrangements.
- 7.6 The allocation document recognises that the site could also accommodate more than the proposed supermarket which could include an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways. The list does not however extend to a free standing petrol filling station.
- 7.7 The site now proposed is smaller than the original allocation, the external size of the store is larger than anticipated and the proposals include a free standing petrol filling station which is not one of the complimentary uses listed in the allocations document but is nonetheless quite land intensive. Therefore it will need to be demonstrated that the petrol filling station will not have an adverse impact upon the character of the area, residential amenity or how the site will link with the Harrow Market for it to be acceptable.
- 7.8 The allocations document specifies a maximum of 2500 sq m of

trading floor space. This falls within the definition of what constitutes a supermarket, the scale being appropriate to the location. It is noted that a larger area is required for food preparation on the site. Some retail research has been undertaken to see if other Morrison's stores typically have a 46% gross to net floor area. A Morrison's Food store in Croydon was 7,210 sq m gross and 3,399 sq m net and a few other stores were similar. Therefore this is not an unusual scenario and the gross to net ratio can be considered acceptable in principle. The proposed net sales floor area being 2338 sq m falls within the maximum trading floor space of 2500 sq m as set out in the Site Allocations Document, but would need to be conditioned should planning permission be granted.

7.9 As stated in the Site Allocations Document one of the purposes of the development is to help and promote the Harrow Market District Shopping Centre and it will need to provide good and usable links to this site. The current proposals show that the proposed site entrance via a roundabout at the southern end of the site is of particular concern with regards to the viability of Langley shopping area. It provides a significant obstacle to the free flow of pedestrians along this part of Station Road which is heavily used by pedestrians walking to and from Langley Rail Station. As such it creates a barrier to achieving effective pedestrian links between the site and Harrow District Shopping Centre, with regards to encouraging linked trips, improving the footway between the site and Harrow Market and including a design and layout attractive and accessible to pedestrians and cyclists.

7.10 In order to encourage linked trips it is necessary to up to 2 hours free car parking for non store users through the provision of a Section 106 Agreement with a view to encouraging greater interaction between the proposed supermarket and the Harrow district shopping centre. This was discussed with the applicant's at pre application stage. It is understood that a charging regime is in operation at the Harrow Market car park (although the first 30 minutes parking is free) and therefore it might be attractive for shoppers using the Harrow Shopping Centre and parking for more than 30 minutes to park in the Morrison's car park which would be free of charge. This further highlights the important need of there being good pedestrian linkages between the site and Harrow District Shopping Centre. Such links cannot be achieved when people have to negotiate their way through a car park and around a petrol filling station and be in conflict with vehicles trying to enter the site. The pedestrian access to the Harrow is vital to the scheme being acceptable. This requires that the improvement and future maintenance of the footway must be secured through a S106 Agreement. It is currently considered that it falls short of what is required in the Site Allocations Document. It must be remembered that one of the prime motives behind allocating the site as a

supermarket site is to improve the vitality of the Langley shopping area and these proposals in their current form do not provide the measures required to do meet this aim.

- 7.11 So while the provision of a supermarket in this location is considered to be acceptable in principle it does not meet the aims of the Site Allocation Document in so far that it fails to provide a suitable link to the Harrow Market and fails to fully utilise the site allocated for it leading to problems related to neighbouring amenity and design as outlined further below.

8.0 Design

- 8.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

- 8.2 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.

- 8.3 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.
- 8.4 The design of the supermarket building itself with clean lines and facades and the main entrance to the store being announced by the taller glazed element of the building is considered to be acceptable in principle. The design also respects the character of the area by picking up some features from the surrounding industrial buildings such as the flat roof design and the light palette of cladding that would be used. The fact that the building is on a relatively large site also lends it to having an individual style and design.
- 8.5 However there are some fundamental concerns relating to the design and layout of the site. Given the siting of the store to the rear of the site, the proposal turns its back on the street, rather than attempting to reinforce/recreate a street frontage and therefore alienates itself from the nearby Harrow Market. Whilst the Site Allocation requires some parking to be close to Station Road, there is an opportunity to bring the building forward closer to the frontage of the site such that it would then help to create a street frontage and interact with the street scene and further show itself to be an extension or satellite of the Harrow Market. While the siting would need to achieve the correct balance between strengthening the existing street scene on the one hand and maintaining a reasonable relationship with the existing housing opposite it is considered that this could be achieved via sympathetic design and use of materials. The relocation of the store would also provide the most convenient access for pedestrians, cyclists and public transport users, whereas the proposed layout makes it most convenient for car users and inconvenient and unattractive for non car users. This would however need to necessitate either the relocation or the removal of the petrol filling station to another part of the site.
- 8.7 The proposed petrol filling station has a large land take and the operators requirements for such a facility to have high visibility, requiring a prominent street frontage have significantly restricted options for the site's layout. The petrol filling station will dominate the street and will not create an attractive frontage. Whilst Morrisons have stated that petrol filling stations do not have to be intrusive in the street and that much can be done with boundary treatment, reduced signage and lighting and low canopies, there must be a potential conflict in that if the petrol filling station is to be highly visible to catch passing trade then this would appear to be at odds with measures to reduce its impact. In its current proposed

position it will be intrusive to opposing residential occupiers. It is considered that the petrol filling station should be positioned within the site so that it will not have a detrimental impact upon the street scene. Attention can still be drawn to the existence of the petrol filling station via the presence of a suitably located totem sign which are common on sites where petrol filling stations are in existence. The land take, mass and bulk of the petrol filling station could also be reduced by having kiosks for payment only so that the store element of the larger kiosk is substantially reduced in size. This would involve customers using the petrol pumps and then driving to the kiosk to pay for their fuel. The provision of a payment kiosk would substantially reduce the necessary land take.

8.9 An additional issue of concern relating to the appearance of the area relates to the proposed roundabout providing an entrance to the site. While the issues concerning highway issues with the roundabout are discussed below from an aesthetics point of view the roundabout is considered to be excessively large and dominating on the street scene. This impacts not just on the appearance of the street scene with it being exceptionally harsh but also cuts down on the area that is available for landscaping, which is already compromised along this frontage. A change to the proposed access arrangements would remove a significant physical barrier to the free flow of pedestrian movements along this part of Station Road, a regular route for pedestrians accessing the train station and reduce the need for such a harsh and obtrusive popsicle within the street scene. This coupled with a poor siting of the store would act as a barrier to linked shopping trips, not achieve one of the prime site planning requirements of the Allocations Document and thereby not take the opportunity to improve the attractiveness of the Harrow shopping centre as discussed.

8.10 Further concern is raised due to the fact that the scheme appears to retain little room for meaningful landscaping along the site frontage. The character of the area is formed by green frontages along Station Road and these proposals should provide the opportunity to build upon this. It is important to note that a planning permission for East Berkshire College, which is 150m to the south west of the application site, includes a large amount of works to the public realm and the frontage facing Station Road, to help the reinforce the green open feel of the area. The Council would expect other schemes to build upon the work being done by the College and also provide attractive well landscaped frontages to help maintain the character of the street scene. The landscaping plans that have been submitted with these proposals show that although some trees would be provided amongst some ground cover shrubs this does not provide the green open frontages that make up the character of the area and furthermore will not help to soften the stark appearance of the petrol filling station beyond. At this point a buffer measuring a width of only 1m to 2m is provided

so that any planting within this area would be extremely limited.

- 8.11 Therefore it is considered that the proposals fail to provide a design which fully capitalises on the opportunity to provide clear and strong links to the Harrow Centre, suitable landscaping and provides harsh forms of development in the shape of the proposed petrol filling station and roundabout with will look out of keeping with the surrounding area failing to fully address the issues raised in the Site Allocation document.

9.0 Impact on neighbouring amenity

- 9.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 9.2 Core Policy 8 states “The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

- 9.3 Policy EN1 of the Local Plan requires 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 a) scale, b) height, c)massing/Bulk, d)layout, e)siting, f)building form and design, g)architectural style, h)materials, i)access points and servicing, j) visual impact, k)relationship to nearby properties, l)relationship to mature trees and m)relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”

- 9.4 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”.

- 9.5 It is noted that the building of the supermarket itself is contained within the envelope of the existing building on the site and it would not have any greater visual impact upon the amenity of

neighbouring residential properties, than the building which currently exists on site.

- 9.6 There is an existing service road on the boundary with the rear of the residential dwellings and it is acceptable for this service road to continue to be used to service the proposed store. The existing mature boundary landscaping and the erection of an acoustic fence, which could be secured via condition if permission is to be granted would protect the amenity of these residential properties. It is noted that some of the trees along this boundary are considered for removal due to their condition. If these trees are removed then they should be replaced with similar mature specimen trees which can be secured via condition if planning permission was to be granted. Concern about bats in these trees have been raised and an ecological report can be secured via condition if permission was to be granted requesting a full bat survey to be undertaken before any works to the trees have been carried out. Furthermore conditions could be applied limiting hours of servicing and servicing should be in strict accordance with the Acoustic Impact Assessment which accompanied the application to ensure that deliveries are undertaken to cause minimum disruption to neighbouring properties. However officers would suggest that the need for the retention of this service road (other than as an emergency escape route), being so close to existing residential properties could be relocated on the basis of a redesign of the site layout to include another means of accessing the site.
- 9.7 Noise from the petrol filling station has also been raised as a concern, especially if it is to be used on a 24 hour basis. The opening hours of such a use could be controlled via conditions to ensure that it is not used at times that could cause inconvenience to neighbouring residential properties. However it would be far more beneficial to have a redesigned layout so that the proposed petrol filling station be positioned in a far less intrusive location as stated above. Safety concerns have also been raised with regards to a petrol filling station being in a residential location and causing a safety hazard due to the hazard nature of the materials being stored there. This is generally not an unusual feature and appropriate legislation is in place to ensure that such a filling station will operate in a safe and secure way.
- 9.8 A condition would be added to any permission to ensure that any plant and machinery is appropriately attenuated so that there is no noise and disturbance arising from its use.
- 9.9 Concern has been raised with regards to issues of security of the site when not in use and further impacts on the security of neighbouring residential properties. Such issues can be secured via condition if planning permission is to be granted in consultation with the Thames Valley Police Advisors. Likewise appropriate

conditions could also cover the lighting of the site to ensure that it is safe and that light spill will not affect neighbouring properties.

9.10 These proposals will not result in any additional issues of flooding as the site is outside of a flood zone and appropriate drainage can be provided.

9.11 It is therefore considered that the proposals provide a scheme which will not have any adverse impact upon the surrounding buildings.

10.0 Transport and Parking

10.1 With regards to issues of transport and parking the NPPF states:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (para 32)

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.” (Pars 34)

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and

- consider the needs of people with disabilities by all modes of transport.

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.” (Para 35-40)

10.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that 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.

10.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

10.4 The access and egress will be changed under these current proposals so that a roundabout be installed for as access for the supermarket and a new junction laid out approximately 95m to the north to act as access to the remaining industrial estate. The Local Highway Authority would prefer to see a shared access being created for the existing business park and the proposed store which would resolve the highway issues outlined below and well as the aesthetic issues of the large roundabout as already discussed. The applicant's had previously designed a scheme to incorporate one entrance, despite their protestations that this was not what was operationally required as it would result in industrial traffic meeting visitor traffic, which could be dealt with by a smaller roundabout within the site in any event. However the applicant's have since gone back to the prior scheme, which officers advised against at pre application stage, as citing that other users on the business park have a right in their leases which grants rights of way over the application site which would be negated if the single access was introduced as the service road which this right runs over is removed. These rights are confined to emergency escape access over a 6m wide strip running along the southern boundary of the site which doubles up as a service road in the current proposals. It is the view of officers that that this emergency access could have been excluded from the sale or incorporated into an alternative design. A letter has been provided from the landlord of the business park who has stated that all the occupiers would need to agree to the leases being renegotiated and the leaseholders have been written to on two occasions with regards to this matter and from the responses that have been received half have agreed to a new lease incorporating this change, although a vast majority have not replied. While the Officers note that the issue of the leases makes it more difficult to provide a single entrance point it does not make it impossible if suitable and through negotiations are undertaken. Furthermore it is not possible to plan according to restrictions in other parties leases as this would tie up the planning system making development almost impossible. This is just another example as to how only planning for part of the site rather than the whole site as allocated restricts development.

10.5 The proposal shows the provision of two new accesses and the removal of the existing site access. It is proposed that the store will be accessed by way of a new "Normal Roundabout" sited at the junction with Scholars Walk. A "Compact Roundabout" could not be provided instead which would have less capacity than Normal Roundabouts, but are particularly suitable where there is a need to accommodate the movement of pedestrians and cyclists. Given the close proximity of Langley railway station, East Berkshire College, a range of schools, employers, shopping facilities and housing it is clear that there is a need for the design to positively accommodate pedestrian and cycle movements; the proposed design of the Normal Roundabout does not achieve this. The developer should

ensure that the existing cycle lanes are accommodated into the design of any junction alterations including the existing plans to extend the cycle lanes to the junction of Langley Road. The proposed roundabout at the Scholars Walk junction will create very little deflection. If the access junction was proposed further to the north, greater deflection could be achieved, which would have a positive impact on vehicle speeds. The provision of the signalised pedestrian crossing would need to have Zig Zag markings in accordance with the Traffic Signs Manual, and as such, the right turn pocket lane for the business centre would need to start further north than it is currently shown.

10.6 A new access is proposed to serve the business park to the north of the existing access. The proposed access is approximately 10m to the south of the centre-line of the Alderbury Road priority junction. The proximity of the two junctions to each other, could lead to vehicles leaving either junctions and heading across Station Road. This movement would increase the likelihood of accidents as drivers would have additional traffic movements to consider between the two junctions. The proposed junction spacing is insufficient and the LHA would not support it as proposed.

10.8 It is considered that the development does not provide a safe access to all road users and therefore does not meet the required policy in this regard.

11.0 Contributions

11.1 A Section 106 Agreement will be required, to secure the free parking long enough to allow the linked trips with Harrow Market. Financial contributions are anticipated which would be related to off site highway works and improvements of the pedestrian footway between the site and the Harrow Shopping Centre. Further contributions may be required for highway improvements depending upon a comparison of trip rates between existing and proposed uses.

PART C: RECOMMENDATION

12.0 Recommendation

12.1 The application be refused for the reasons set out below.

13.0 PART D: REASONS FOR REFUSAL

13.1 1. The developer has failed to demonstrate that the scheme layout can provide an opportunity for the provision of shared pedestrian links / shared shopping trips between the

proposed supermarket and Harrow Market District Shopping Centre essential to the future viability and vitality of the centre and would also be country to the National Planning Policy Framework, Core Policy 6 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, site planning requirements of SSA23 Site Allocations Development Plan Document 2010 and policy S6 of the Local Plan for Slough 2004 (incorporated in the Composite Local Plan for Slough 2013).

2. The proposed layout of the site with the main supermarket building being positioned at the rear of the site failing to reinforce/recreate a street frontage, with the over dominant petrol filling station at the front of the being a bulky alien feature in the street scene together with a large harsh overbearing roundabout to the detriment of the street scene, accessibility for pedestrians and cyclists and the character of the area and would be country to the National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document site planning requirements of SSA23 Site Allocations Development Plan Document 2010 and policy EN1 of the Local Plan for Slough 2004 (incorporated in the Composite Local Plan for Slough 2013).
3. A holding objection is raised on the grounds that the applicant has failed to enter into a S106 Planning Obligation Agreement to provide limited stay free parking for non store users or for the carrying out of off site highway works to include improvements to pedestrian links between the site and Harrow Market and the payment of a financial contribution for local transport improvements.

Members are advised that the final wording of reason 3 above may change upon receipt of comments from the Council's transport and highways adviser and that this will be included on the Amendment Sheet.

INFORMATIVES

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is not in accordance with the National Planning Policy Framework.

2. The development hereby refused was submitted with the following

plans and drawings:

- (a) Drawing No. I2366 AL(0)000 P1, Dated 04/07/2013, Recd On 10/07/2013
- (b) Drawing No. I2366 AL(0)001 P1, Dated 04/07/2013, Recd On 10/07/2013
- (c) Drawing No. QL11117/D1 P1, Dated 20/02/2012, Recd On 10/07/2013
- (d) Drawing No. I2366 AL(0)002 P1, Dated 04/07/2013, Recd On 10/07/2013
- (e) Drawing No. I2366 AL(0)004 P1, Dated 04/07/2013, Recd On 10/07/2013
- (f) Drawing No. I2366 AL(0)005 P1, Dated 04/07/2013, Recd On 10/07/2013
- (g) Drawing No. I2366 AL(0)006 P1, Dated 04/07/2013, Recd On 10/07/2013
- (h) Drawing No. I2366 AL(0)008 P1, Dated 04/07/2013, Recd On 10/07/2013
- (i) Drawing No. I2366 AL(0)003 P1, Dated 04/07/2013, Recd On 10/07/2013
- (j) Drawing No. I2366 AL(0)007 P1, Dated 04/07/2013, Recd On 10/07/2013
- (k) Drawing No. I2366 AL(0)009 P1, Dated 04/07/2013, Recd On 10/07/2013
- (l) Drawing No. I2366 AL(9)100 P1, Dated 12/04/2012, Recd On 10/07/2013

Additional comments from Consultees:

1.0 TREE OFFICER

The application site has two main areas of trees on the south and west boundary and there are 4no. other individual trees.

The trees on the southern boundary are a row of mainly cypress and poplar which forms a screen between the industrial site and the residential properties in Meadfield Avenue. The tree report identifies some trees that need to be removed from this row due to their poor condition, other than these poor trees the application does not propose removing any other trees from this boundary. The report also identifies that it is possible to use suitable tree protection methods to minimise the effect of the development on the trees to a degree which would not harm them. It would be desirable to plant new trees on this boundary to replace the trees lost.

The application also proposes the removal of three of the individual trees and all of the trees on the west (roadside) boundary. Most of the trees on the road boundary are of high amenity and notably there are 5no. Mature Planes and 1no. Maturing Walnut (identified as an Acer T64 on the survey). These six trees are well spaced and it is unacceptable to lose all of them from the street scene unless their loss was mitigated by substantial planting within the car parking area which will be prominent when viewed from the road and replace the visual amenity of these trees. It should be noted that the industrial units to the north of the site do have a good level of tree planting and landscaping within them and it would be desirable to obtain similar within this application site as well as any mitigation planting required to replace removed trees.

As mentioned above the tree reports includes an arboricultural statement which gives the principles of protecting the trees proposed to be retained, it deals mainly the trees on the southern boundary. The Root Protection Area of these trees extends under the adjacent hard surfaces. Effectively these hard surfaces, mostly a concrete road are acting as ground protection. No reference is made to if the existing hard surfaces are to be kept intact except for a small area near at the west end of the row which is proposed to be changed to soft landscaping. Whereas it is normally accepted that the roots from trees don't utilise the compacted ground under established hard surfacing, it is possible that roots are present under hard surfacing especially a concrete road. I would therefore want a method statement to include as a method for removing the concrete road and installation of a new surface or to prohibit the removal of the road.

The removal of all trees on station road is unacceptable unless substantial replacement planting is secured within the car park which will replace the visual amenity of the existing trees.

The AMS needs to deal with the removal and reinstatement of hard surfacing in the RPA or prohibit it. If more trees are to be retained on station road, which would be desirable, a new AMS should be required to deal with the protection of these extra trees.

It is desirable for the car parking area to have landscaping to reflect that in adjacent parking areas in the Business Park.

2.0 ENVIRONMENT AGENCY – LAND CONTAMINATION

We have **no objection** to the planning application as submitted, subject to the inclusion of six planning conditions, detailed under the headings below, to any subsequent planning permission granted.

Without the inclusion of these conditions we consider the development to pose an unacceptable risk to the environment.

1. Condition No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. Cont/d.. 2

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Note: We have reviewed the Sirius Geo-environmental Appraisal report of land at Station Road, Langley, Slough report C4603/B dated March 2012 and this satisfies part 1 of this condition. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason This former factory site is located over the Langley Silt Member that likely protects the underlying Taplow Gravel Formation (Principal Aquifer). The site has a history of potentially contaminative use and we need to protect the Principal Aquifer from any historic pollution present within soils and made ground that might be mobilised during development. The Sirius Geo-environmental Appraisal report dated March 2012 has identified that the past and present industrial uses of the site could be potential sources of contamination. It is also considered that petroleum hydrocarbon contamination could be impacting the site from off-site sources such as known underground storage tanks (USTs) located on the northern boundary of the site (Honda F1) or from a petrol depot to the north-east of the site.

2. Condition No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason This former factory site is located over the Langley Silt Member that likely protects the underlying Taplow Gravel Formation (Principal Aquifer). We need to protect these Aquifers from any historic contamination that might be mobilised during development of this site. The Outline Remediation Requirements for this site acknowledges that there may be areas of more significant contamination not identified to date that will require remediation. Indeed further investigation is required to identify the groundwater flow direction and hence the source of TPH in groundwater in the Principal Aquifer. The remedial works will require validation sampling and the results should be submitted for review.

3. Condition Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason We need to ensure that foundation design does not form pathways for contamination to migrate from soils, through the Langley Silt Member and into the top of the Taplow Gravel Formation (Principal Aquifer). Piling that connects the surface of the site with the Principal Aquifer may not be suitable unless the site investigation demonstrates that the soils and made ground are uncontaminated or that the piling design avoids the formation of vertical pathways.

4. Condition The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water that ensures that soakaways are not constructed into contaminated land has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reasons The Langley Silt Member currently protects the underlying Principal Aquifer from vertical migration of pollutants. If infiltration drainage bypasses the Langley Silt Member and discharges directly into the top of the River Terrace Deposits, we need to have assurance that a) soakaways are not constructed into contaminated land, because historic contamination might be mobilised through the use of soakaways and b) that petroleum hydrocarbons from drainage areas where fuel spills could occur are not discharged into the top of the principal aquifer. We would like to see a drainage system that connects areas of potential concern to the foul sewer.

5. Condition The development hereby permitted shall not be commenced until such time as a scheme to install oil and petrol separators (full retention Class 1) has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason

We need to protect the Principal Aquifer in the Taplow Gravel Formation from any petroleum hydrocarbon spillage that might occur during the operational activities of a petrol filling station. We would like to see the discharge from this site go to the foul sewer.

Advice to LPA/Applicant

Oil Storage

The Control of Pollution (Oil Storage) (England) Regulations 2001 apply to all above ground commercial oil storage in tanks over 200 litres in volume. This means that tanks must be fit for purpose and have secondary containment (or bund) sufficient to contain 110% of the tanks contents. The secondary containment must be impermeable to oil and water and not have any drainage valve. All the tank's ancillary equipment (valves, delivery hose, gauges, vent) must be within the curtilage of the secondary containment or bund. The Regulations have other stipulations and full information can be found at www.environment-agency.gov.uk/osr or from Pollution

Prevention Guidance note 2 for above ground tanks or note 26 for drums and IBCs.

We refer you to the Pollution Prevention Guidance documents which can be found at <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>

- PPG1: General Guide to the Prevention of Pollution
- PPG2: Above Ground Oil Storage Tanks
- PPG3: Use and Design of Oil Separators in Surface Water Drainage Systems
- PPG27: Installation, decommissioning and removal of underground storage tanks (for details on leak detection systems and provision for underground pipe-work)

Advice relating to condition 1

We have reviewed the Sirius Geo-environmental Appraisal report dated March 2012 and have the following comments to make. Table 5.1 details the rationale for installing the three boreholes (BH1-BH3) which were to be used to establish the groundwater flow direction in the Principal Aquifer under the site. Whilst Table 6.2 shows the dip levels it does not detail m AOD levels of the groundwater and there are no surveyed levels on borehole driller's logs. The groundwater flow direction in the River Terrace Deposits (RTD) is likely to be towards the North East towards the Horton Brook and this might suggest that borehole BH1 is a down gradient borehole for the site. The groundwater flow direction should be established in the River Terrace Deposits under this site before the slightly elevated concentrations of total TPHs can be attributed to an off-site source as detailed in Item 9.5 of the report. Table 6.2 details four visits to dip water levels (one just after and three post drilling). We need clarification on how many rounds of groundwater quality monitoring were carried out on this site. In item 7.4, table 7.4, reference is made to groundwater analysis from the first sample round and details TPH concentrations between 31 – 53 µg/l. However, it appears that these laboratory results are missing from Appendix D. Also in appendix D samples taken in February 2012 show measured amounts of DRO (C10-C24) and Mineral Oils but no VOCs whilst the results for March 2012 show no TPH but VOCs in particular at BH1 (1,2,4-trimethylbenzene, toluene and benzene). The Laboratory sample comments are that sample results cannot be evaluated without the date of sampling. This needs to be clarified and if necessary we would expect to see at least another round of groundwater quality monitoring. End 5

Foul sewage

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

3.0 **ENVIRONMENT AGENCY – FLOOD RISK**

The West Thames Area (Environment Agency South East) is operating a risk based approach to planning consultations. As the site lies in Flood Zone 1 and is between 1 and 5 hectares we will not make a bespoke response on surface water. The following standing advice is provided. If this advice is used to refuse a planning application, we would be prepared to support you at any subsequent appeal.

Surface Water

The proposed development is located in Flood Zone 1 (low probability) based on our Flood Zone map. Whilst development may be appropriate in Flood Zone 1, paragraph 103 (footnote 20) of National Planning Policy Framework (NPPF) sets out a Flood Risk Assessment (FRA) should be submitted for all developments over one hectare in size.

We note that a FRA **has not** been submitted in support of the proposed development.

In order for the development to be acceptable in flood risk terms we would advise the following:

- Surface water runoff should not increase flood risk to the development or third parties. This should be done by using Sustainable Drainage Systems (SuDS) to attenuate to at least pre-development runoff rates and volumes or where possible achieving betterment in the surface water runoff regime. (The applicant should contact Local Authority Drainage Departments where relevant for information on surface water flooding.)
- An allowance for climate change needs to be incorporated, which means adding an extra amount to peak rainfall (20% for commercial development, 30% for residential). See Table 5 of Technical Guidance for NPPF.
- The residual risk of flooding needs to be addressed should any drainage features fail or if they are subjected to an extreme flood event. Overland flow routes should not put people and property at unacceptable risk. This could include measures to manage residual risk such as raising ground or floor levels where appropriate.

4.0 **TRANSPORT AND HIGHWAYS ADVISOR**

Accessibility of Site

Pedestrian Accessibility

The Transport Assessment (TA) states that there is “good

pedestrian connectivity from the existing site to the surrounding local area”, and therefore one would expect a high number of pedestrian trips to the site. From a distance perspective large parts of Langley are within a 1200m walk distance, however it is not just distance, but also the quality of the route that is important. Major barriers to walking from the existing site are as follows:

- Ability to cross the B470 Station Road/Langley Road/Langley High Street roundabout, where pedestrians are afforded little priority. This is particularly important on the Langley Road arm of the junction where there is no controlled crossing and a major desire line towards the park;
- The lighting along Station Road is low sodium bulbs which is not particularly conducive to encouraging walking and would be enhanced by the implementation of high sodium bulbs or white light bulbs;
- The footway that connects Station Road to Langley Station is dark and unattractive for pedestrian movement. There is a large and thick hedge separating the path from the adjoining business unit which if removed would allow for greater natural surveillance from Unit 8;
- Para. 3.24 of the TA states that the footway on Station Road is 3m when in fact it is between 3-4m wide along the length of the frontage of the development site;
- Para 3.34 of the TA states that pedestrian access to the predominately residential area to the east of the proposed development is via two footpaths, one of which runs along the northern boundary of the site connecting Mead Avenue and Langley Station / Station Road. The TA recognizes that it is extremely narrow in width and has a poor surface, but does not recommend any improvement to it.

Cycle Accessibility

The TA states that the “existing site is afforded good cycle accessibility to and from the surrounding area”. In terms of distance that there are large number of homes and places of works within 5km of the site. However one should not overlook there are a number of barriers to movement and therefore accessibility as follows:

- Narrow and discontinuous cycle lanes along Station Road;
- Cycle safety at the B470 Station Road/Langley Road/Langley High Street roundabout. The Council is currently trialling an accidental remedial scheme at this junction to tackle the safety issues for vulnerable road users. This junction is particularly important as over 80% of vehicle and cycle trips will have to pass through this junction;
- Access to the site from the north is via station Road under the railway line, where the carriageway width is constrained of both the carriageway and the cycle lanes;

Public Transport Accessibility and Infrastructure

Bus stops are provided on B470 Station Road outside of the existing Business Park and this currently provides for the 58 service between Britwell - Slough Town Centre - Langley and Uxbridge. These services run every 30 minutes Monday to Friday between 06.36 and 19.28 and 30-60 minutes on a Saturday between 07.38 and 19.25. On a Sunday there is a very limited service starting at 11.25 and continuing to 17.55 and running approximately every 2 – 2.5 hours. The existing Sunday service would not allow staff using this service from the Iver direction to arrive in time for their shifts on a Sunday nor provide a particularly good service for customers.

The two stops adjacent to the development – the northbound stop has a shelter, the southbound stop does not, but would benefit from one. Of the two stops on the route of the 75/76 both of these stops have a shelter. The westbound shelter is located in the centre of the bus layby, which when two buses stop in the layby can cause some delays to traffic as they find it difficult to pass.

Accident Analysis

Para. 3.125 of the TA states that whilst clusters of accidents have occurred at some junctions within the study area, examination of the records, indicate that there is no particular pattern or single contributory factor to the documented accidents contained within. That analysis is fundamentally wrong as the local highway authority is currently implementing an accident remedial scheme at the Langley Road/Station Road/ High Street junction. In the 3 years to May 2012 there were 39 injury accidents recorded at the Harrow Market roundabout and along Langley Road resulting in 47 casualties. The area was identified for cycle and pedestrian safety improvements due to a high incidence of accidents.

The station road/Langley Road/High Street junction was identified for remedial improvements due to a high incidence of pedestrian and cycle accidents. Following the initial round of consultations a further 3 year accident investigation was undertaken at the area covered by the reduced zone. A total of 17 injury accidents were recorded between Jan 2009- Dec 2012 , whilst only 2 of these resulted in serious injury 7 involved vulnerable road user groups (those for whom there is little or no protection from their vehicle). There is an element of chance in the outcome of a collision for such casualties, and often little separates a slight outcome from a serious or even fatal result. Slight injuries are, in this context, a valuable early indication of underlying safety problems that could result in a more serious outcome. The data from the previous 3 years is also considered relevant (2007- 2009) and has a similar trend of evidence of a long term accident problem at this site.

Further analysis of the junctions need to be undertaken to see whether any other accident clusters have been overlooked by BGH.

Traffic Surveys

Traffic surveys have been undertaken by 15.00-19.00 hours on a Friday and 10.00-15.00 hours on a Saturday. Pedestrian surveys were undertaken for corresponding hours. Queue length surveys have been undertaken for two of the junctions: Site 1 - Waterside Drive/Station Road/Langley Park Road/Station Access and Site 2 - Station Road/Langley Road/High Street. Queue length surveys are a requirement of the junction modelling guide to enable junction models to be validated.

The consultant would have expected to determine the peak hour on the local road network as there is no evidence within the TA to say what the peak hours are on local highway network. This assessment should include the AM peak hour, because if this is significantly different to the PM peak hour then there may be issues in the AM peak hour that are being over-looked. Paragraph 3.87 of the TA states the network peak is at 17.00-18.00 on a Friday and 11.30-12.30 on a Saturday however the BGH Friday SUMMS.xls and Saturday Traffic SUMMS.xls state the peak hours are 16.15-17.15 and 12.15-13.15 therefore it is unclear why these periods have not been tested.

There are some further concerns with the traffic summary spreadsheets as the total inbound and total outbound traffic would appear to be the same at the two of the sites which seems highly unlikely to occur in practice. Consultant to check.

The number of pedestrian and cycle movements in the surveys does not show a full day picture and the cycle surveys of Station Road were undertaken in January 2012 which may have influenced the number of these modes.

Development Proposal

Car Parking

306 car parking spaces are proposed of which this provides 1 space per 14.61m², this exceeds the maximum standard in the Slough Local Plan of 1 space per 20m² as this site is located within an existing Business Area. The applicant contends that this site is located in a residential area - this is clearly not the case. This equates to an additional 82 parking spaces being provided.

The applicant has been asked to allow parking within the development to accommodate some linked trips with the Harrow Market and the TA suggests that there will be 15% linked trips relating to the development, which would equate to an additional demand of 33 spaces. Therefore an excessive level of parking has been provided and the application should be refused as the level of parking exceeds the Slough Local Plan 2004.

Replacement parking spaces have also been provided in the business park with 29 new spaces for Unit 8 and 37 spaces for Unit 7 within the business park. It is unclear whether these are all replacement spaces or some new spaces and therefore further clarification is required.

Parking Accumulation

No work has been undertaken on parking accumulation, as requested in my scoping response and this should be provided in a revised TA.

Parking Strategy

The Travel Plan states that they expect 70% of the full-time staff which would equate to over 125 staff would be parking in the car park. This would mean that up to 100 spaces could be taken up by staff. Given the accessibility of the location of the store that considerably fewer staff would drive and therefore this will need to be addressed in the revised travel plan.

It is proposed that the car park will have a 2 hour maximum period which would allow shoppers to use the store and local facilities within Langley, which is considered acceptable as it is important to deter parking by College students and rail users. It is proposed that this restriction is enforced initially by signage, but it could entail ANPR cameras. Whilst in principle I am happy with this approach the S106 agreement should contain clear agreement:

- to allowing other users of the district centre to use the car park at no charge for use up to the maximum time period;
- have in place a car park operator who can ensure that the car park maximum period is not abused;
- maximum period of 2 hours;
- car park must meet Safer Car Park Design;
- limit the number of spaces within the car park that can be used for staff parking;
- have in place a car park management plan to ensure that traffic does not block the B470 Station Road – if it does then the store access road will need to be redesigned – this is additional to any changes that will be required as part of this application; and
- no information is included about whether any community recycling facilities will also be provided within the car park, which is often the case with supermarkets, I understand that SBC Environmental Services Department is keen to see some Recycling Facilities incorporated.

Servicing and Deliveries

No information is included on how many deliveries the petrol filling station will generate. In terms of the other servicing trips this is estimate in the planning statement as between 12-14 per week. No

information has been provided as to whether online deliveries will be made from the store, although it would appear that this does not form part of the application.

In the scoping response the applicant was encouraged to have servicing and delivery area that was accessed from the business park access and this would limit the conflict between store customers, pedestrians and cyclists. This recommendation has been overlooked.

Cycle Parking

The Slough Local Plan standards require 1 space 350m² and long stay parking to be provided for staff and short stay parking for visitors. Only 14 spaces are to be provided which does seem extremely limited when this provides space for staff and visitors. The proposed location of the cycle parking has not been shown on the submitted plans which is a concern.

Separate long stay cycle parking is required for staff – please note the facilities at the Uxbridge Road Sainsburys where secure covered cycle parking for staff has been provided in a separate location to the undercover cycle parking for visitors.

Access

The introduction of the roundabout and the stagger junction introduces two accesses along Station Road, thereby increasing the risk of conflicts along a short section of highway. It is the local highway authority's view that it would be in the interest of highway safety and the free flow of traffic to introduce one junction to cater for the whole site (business park and food store). A traffic signal controlled junction could cater for the access to the site and provide pedestrian crossings from Alderbury Road and generally they are seen as having a lower risk of vehicle/vulnerable road user conflicts than an unsignalised roundabout and crossroads.

A separate drawing for each junction showing visibility splays and other key dimensions will need to be shown on each of the new/altered accesses.

Business Park

The existing access to the site is located 71m to the south of the Alderbury Road junction. The proposed replacement access to the Business Park is located 11m from Alderbury Road junction (centre of junction to centre of junction). It is provided as a simple right/left stagger with Alderbury Road and the proposed new entrance. The distance between the two minor roads is insufficient, with possible cross movements with vehicles using both roads make this in effect an offset crossroad junction. Stagger distances would typically be 50m for the speed limit and type of road (TD42/95). Vehicles using the right turn/left turn stagger from Alderbury Road are likely to cut

the corner and veer into the opposing lane on Alderbury Road as they approach the junction, putting them in conflict with any vehicle entering Alderbury Road. It is recommended that a highway objection is raised against the design of this junction.

Superstore

Following my scoping response comments the applicant has amended the design of the roundabout to a compact style roundabout from a normal roundabout, as this provides greater deflection and single lane entry and exit. The size of the roundabout is still considerable as it must accommodate 16.5m long articulated HGVs. At the detailed design the developer is expected to look at reducing the over-runable section of the roundabout and ensuring this over-runable section deters use by vehicles and motorcycles through the use of cobbles. Consideration should also be given to reducing the width of the circulating carriageway. Whilst the proposed layout of this junction is better than was originally submitted, the local highway authority still favours the single point of entry layout as shown in the Design and Access Statement, albeit with some modifications.

In meetings with the applicant, they have stated that are unable to provide a single entry access to the development which is shared with the business park as they must keep open an open an emergency vehicle access which runs along the southern boundary of the site for tenants of the business park. The applicant has stated that all units have access to this Emergency Vehicle Access and the leases of the existing tenants cannot be amended to take account of a change to the EVA. This reason is itself contradicted by the access road proposal as it in itself makes an alteration to the EVA. On a site visit the security guard at the gatehouse of the business park advised that only two units have access to this vehicular route as permanent bollards are in place to prevent vehicular access to the other units. The Council's solicitors have advised that a simple change to the leases of the existing tenants could be made to alter the EVA and therefore the reason given by the applicant that a single point of access cannot be delivered because the EVA can not be altered, other than as proposed in this application is frankly not true.

The implementation of a junction of this size is clearly not in keeping with the street scene along Station Road and the improvements to the public realm recently implemented by East Berkshire College.

Furthermore there is no consideration to the impact of the flow of traffic on Station Road as this development will lead to an additional major new access and an additional pedestrian crossing. This will have an impact on the flow of traffic on Station Road and lead to greater congestion and delay.

Other Highway Alterations to Station Road

Pedestrian Signal Crossing

- The proposed pedestrian crossing has been sited across the private vehicle access of No.s 52 and 54 Station Road, this would require the stopping up of these accesses to which there is no supporting evidence within the application to suggest that this has been agreed with the owners of these properties. It is therefore unacceptable for the crossing to be sited in this location and it would appear that it can only be delivered at the junction with Alderbury Road;
- The siting of the crossing in this location means the existing bus stop would be located closer to the junction with Alderbury Road. This also has a direct implication for the private access of No. 58 Station Road and would mean that the accessible higher height kerbs would not be able to be provided at the front of the stop as this area is being used as a private access. Therefore the stop could not be made accessible and therefore it would be undeliverable in this location;
- The proposed crossing on Station Road is scaled at 11m in distance, as a straight across crossing with no provision of an island. I would expect to see some form of pedestrian/cycle refuge provided here. Without the island, it is likely that northbound, right turning vehicles will encroach into the ghost island markings over the extents of the signal controlled crossing.
- The crossing should be in the form of the toucan and be designed such that a cycle slip enables cyclists to swing off the northbound carriageway safely onto the toucan crossing leading to the store car park and cycle parking; and
- The width of the crossing between the carriageway studs should be 4m.

Footway Widths

The pedestrian footway on the eastern side of Station Road is proposed to be reduced in width from 3-4m wide to 2m wide. The introduction of the superstore will lead to an increase in pedestrian trips along this footway and in future the Crossrail development will lead to an increase in pedestrian movements and therefore I do not support the reduction in width of the footway. No explanation has been given in the TA to why this has been proposed.

Cycle Lanes

The scheme proposes a 1m wide cycleway along Station Road which in effect replaces the existing facility. The existing cycle lane was implemented many years ago, well before the DfT Local Transport Note 02/08 was published on Cycle Infrastructure Design which advises that the minimum width of a cycle lane should be

1.5m wide. Therefore the developer will need to ensure that the new cycle lanes are a minimum of 1.5m wide. The cycle lane could have extended along Station Road as the local highway authority has secured additional land in accordance with the adopted widening line from East Berkshire College. This could have been achieved along this section of Station Road. The developer should discuss with the local highway authority how the cycle lanes and wider cycle network can be enhanced.

Bus Stops

The northbound stop has been located closer to the junction with Alderbury Road and I am not convinced that this has been located in a safe location and this should be considered in the Road Safety Audit.

The local highway authority's approach in terms of bus stops is not to provide laybys, but locate the cage within the traffic flow as this assists buses from departing the stops and reduces delays. For each of the two stops on Station Road, laybys should be removed.

Shelters and real time passenger information screens should be provided at each stop.

Road Safety Audit

My scoping response to BGH made it clear that a road safety audit was required – no audit has been carried out and therefore I am unwilling to accept the scheme as proposed. The audit should be commenting the junction arrangements, new crossing, location of bus stops close to the junctions, and facilities for vulnerable road users. A revised application should provide a Road Safety Stage 1 Audit of any changes to the existing highway layout. The Road Safety Audit should be carried out by suitably qualified auditor independent to the consultant who has designed the highway layout of the scheme. A list of approved auditors can be obtained from Steve Brocklebank at Slough Borough Council (steve.brocklebank@slough.gov.uk).

Highway Widening Line

There is a highway widening line along the frontage of the development – land within this line should be dedicated to the local highway to be made available for carriageway widening. This line needs to be included on the revised submitted drawings.

Development Layout

Store Location within site

The store is located to the rear of the site, which is the least preferable location for pedestrian and cycle access. The store would be better located on the frontage of the site and in that way could positively benefit the street scene by providing movement and

activity to it, which in turn would help to naturally reduce traffic speeds. The site has been designed for the benefit of car traffic and as a result the pedestrian route is circuitous.

Pedestrian Routes

The main pedestrian route from the site access road to the store entrance does not follow the pedestrian desire line – pedestrians are required to walk along two sides of the triangle and must cross the main route to the service yard. The footway width along the access road is the minimum acceptable standard of 2m. Where the path passes between parked vehicles the footway width will be less than 2m as vehicles will overhang the kerb on both sides, meaning the actual width will be closer to 1m. Taking account the number of pedestrian movements along this path, this is clearly unacceptable and the scheme will need to be re-designed.

Mini-Roundabout

A mini-roundabout is located a distance of 23m from the give way line of the Station Road/site access roundabout, which would allow for 4 vehicles to queue between the roundabouts. From my experience it is highly likely that congestion will form at the mini-roundabout which would lead to blocking back of the Station Road roundabout and onto the surrounding highway network.

The local highway authority has had recent experience of the Tesco superstore in Slough town centre car park that caused long queues on the A4 Wellington Street as a result of the design of the car park access road. As a result a lot of time was spent working with Sainsbury's on their store car park access road layout ensuring that there was considerable stacking distance before vehicles reached the first car park aisle and the highway boundary. A distance of 23m before vehicles are brought to a stop is not sufficient queuing distance in my opinion and will lead to blocking back, delays and congestion on Station Road and surrounding road network. I would therefore recommend a highway objection in relation to the design of the car park access road.

Petrol Filling Station

The development includes a petrol filling station sited in the south west part of the site adjacent to the site access / egress. The petrol filling station has 5 pumps and space for one vehicle under the canopy. Between the edge of the canopy and the edge of the internal access road carriageway there is a distance of 8.5m which can accommodate 1.5 cars, which would mean that that if 2 or more vehicles were waiting for each pump then the access road would be obstructed. Supermarkets are well known to provide cheap petrol and offer regular promotions to attract to their stores and therefore it is a very realistic scenario that congestion will form on the forecourt and access road and in turn would lead to congestion at the mini- roundabout within the car park and in turn lead to

congestion onto the roundabout on Station Road causing congestion and highway safety issues to other road users. As currently proposed the location and siting of petrol filling station is considerable unacceptable.

No tracking has been provided to demonstrate that the petrol tankers can access and service the petrol filling station. Tracking for cars and vans using the petrol filling station should also be provided. Clarification of what types of products will be sold in the kiosk should be set out as this could lead to pedestrian demand in itself and I would want to ensure pedestrian movement to the kiosk from Station Road was as safe as possible.

Access Barrier to Business Park

The access barrier and gatehouse is set back from the carriageway boundary a sufficient distance to allow for an articulated HGV to wait in front of the barrier without obstructing the flow of pedestrians on the Station Road footway.

There is a large turning area within the new business area (to the north east of the gatehouse), presumably this is for vehicles which are refused entry into the business park and provides them a space to turn around. No tracking has been provided to demonstrate that the access or the turning area is fit for purpose. .

Access Gates to Store Car Park

Access gates are shown on the proposed site plan which have been located an insufficient distance from the edge of the highway. As this access serves as the service vehicle access a full 16.5m distance must be provided from the back edge of the informal pedestrian crossing on the east arm of the roundabout. Only a distance of 9m has been allowed which would mean that were a service vehicle to arrive at the site when the gates were closed then the vehicle would not only obstruct the informal pedestrian crossing but also the roundabout which would be a highway safety hazard. Therefore the gates must be moved to a location where 16.5m articulated HGVs can wait fully off the highway if the gates are closed.

There is a gate proposed just off the public highway on the southern access, between both roundabouts. If this gate was closed, and a large vehicle was to turn into this access road, there is insufficient storage space for the vehicle to wait for the gate to open, and it would be half on Station Road roundabout.

Pick up Point

The pick up point within the car park is located in an inconvenient location for drivers. The likelihood is that drivers will take the shortest route to the pick up point which will mean that near side passengers would be forced to get out into the road. Part of the

pickup point is on a corner which will make it difficult for vehicles to manoeuvre into and out of the bay. The location of the pick up bays should be reviewed – I do not follow why the pick up bays are given greater priority to the store entrance than the disabled bays.

Trip Generation

Existing Use

Existing trip generation has been determined from surveys of the site and the results of the surveys have been presented in Tables 3.1 and 3.2. The table is misleading as the sum of the columns do not add up to the totals. It would appear the tables may also include person trips in vehicles and reference is made to the appendices. There are multiple appendices and it is difficult which tables are being referred to - consultant to clarify.

It would be helpful to understand:

- how many of the offices and warehouses were vacant on the site when the surveys were undertaken;
- provide trip generation throughout the day and importantly during AM peak hour for the operation of the business park;
- whether the additional parking being provided for units 7 and 29 will lead to an increase in vehicle trips

Proposed Use

Para. 5.2 of the TA states that vehicular trip rates had been agreed with the local highway authority's consultants (Atkins) that is not actually the case. In scoping response I stated that "trip generation from actual Morrisons' stores is preferred to using trip rates from TRICS. Trip rates will need to include sites with petrol filling stations".

Vehicle trips have been derived from the Morrison's vehicle survey database. Whilst the database groups store locations into three location types – In Centre, Edge of Centre and Out of Centre, no further details are given on the mode split. Therefore whilst the scale and location parameters are met, it cannot be said whether the sites selected in the Morrison's site database meet the comparable accessibility requirement stated in the DfT's Guidance for Transport Assessment (para 4.62) and therefore 85th percentile trip rates are considered appropriate for the two reasons stated within the GTA:

- (i) since the level of public transport and non-car mode travel for sites within such trip databases is often unknown, a true like-for-like comparison is unlikely to be achieved; and
- (ii) it is considered that the use of average trip rates with deductions for sustainability measures could result in overly optimistic trip rates for the proposed development.

In addition, 85th percentile trip rates should be based on the Morrison's database after the sites which are defined as 'in Centre' have been deselected as the development site does not meet this criteria.

Furthermore I require the following further information and changes:

- The spreadsheet showing the Morrisons' data will need to include time periods; and
- The survey dates of the Morrisons' stores will need to be provided;

AM Peak Assessment

A review of the TRICS database has shown that a 4620sqm food store will generate 46% of the two-way trips associated with the PM peak during the AM peak. The TA makes no allowance for the (nominal) increase in parking provision associated with the business park, and therefore there will also be additional trips during the weekday AM and PM peaks.

With the above in mind, the likely trips generated during the Weekday AM peak is likely to create a significant impact on the surrounding local highway network, and therefore an assessment of the weekday AM peak is required. This is particularly the case now that an accident remedial scheme will be implemented at the Station Road/Langley Road/ High Street junction as this may affect capacity of the junction.

Committed Developments

In my scoping response I made clear a number of committed developments that could impact on the proposed development. It would appear that an allowance has not been included with the TA to take account of these. Consultant to revise TA with committed developments included.

The implementation of Crossrail, which will increase the number of rail services stopping at Langley Station and widen the destinations being served is likely to increase all modes of travel to and from the station.

Trip Distribution

It would be helpful for the consultant to provide the trip distribution and traffic assignment spreadsheets for further review to check that there have been no errors in inputting the data. As part of reviewing the traffic flow diagrams there is one error that I have encountered. The numbers in the diagrams for the Saturday flows (Figs 16 & 19) do not correlate with the numbers presented in the text (largely as part of tables 5.1 & 5.6). These total diagrams fail to include 10% Pass-by vehicular trips, in the same fashion that the Friday flows include 30% Pass-by vehicular trips in their totals.

Pass-by trips will still have an impact on the site access roundabout as they will pass through twice and not just once and therefore this needs to be taken account of in the assessment.

Traffic Assignment

The results of the gravity model have been checked based on the zones and road entry points for each zone. The methodology used basically assigns a distribution to each zone based on the population and drive time (with a 7 minute catchment). This ignores the location of other supermarkets in the area which may have an impact on the proposed supermarket catchment area. However a retail assessment of trade draw has not been prepared so it is not possible to determine what impact this is likely to have. The percentage distribution in the Slough zone seems plausible despite the presence of similarly-sized rival supermarkets, the other zones also seem reasonably plausible.

I would like to undertake a further check on how the zones distribute the generated trips onto the road network and for this I would require the consultant's spreadsheet in .xls format.

As part of my scoping response I recommended that 10 junctions should be assessed, however following the submission TA and the traffic assignment exercise it may be necessary for the developer to review the impact on the Spencer Road /Langley Road junction, as this may also be impacted by the development given the high proportion of trips from this part of the Borough.

Base Model Validation

None of the base models for the junctions defined within the study area have been validated against observed conditions. The models therefore do not comply with the Council's 'Junction Modeling Guide for Developers'. It is therefore impossible to determine whether forecast year analysis with or without development flows represents a true reflection of the likely impacts on the highway network. In my scoping response comments it was made clear that traffic queues on the Station Road approach to the Station Road/Langley Road/High Street roundabout extended back to the railway line during the peak hour and therefore it is surprise that the TA states that the queue is only 1 vehicle long. The queue length surveys state that the queue is higher than one vehicle during this in the 17.00-18.00 development peak hour.

During the network peak hour of 16.15-17.15 period on two of the three arms of the junction the queue is greater than 20 vehicles, which means the enumerators were unable to identify the length of the queue. In the submitted analysis of the traffic surveys the network peak has been identified between 16.15 -17.15 and therefore this period needs to be tested. Therefore during those periods it is likely that the junction was operating over capacity

therefore it is at these very periods that the TA should be testing whether the junctions can cope with the development traffic. This has not been done and therefore the submitted junction modeling is not fit for purpose.

Forecast Design Year

It was stated in BGH scoping note that the TA would assess the year of opening and 5 years after the year of opening. Therefore as the application was lodged in July 2013, it is unlikely that the store would be open before Christmas 2014 at the very earliest and more likely beginning of 2015. Therefore providing a base year of 2012 and future year of 2017 is clearly incorrect and does not accord with the consultant's own scoping note. All analysis contained within the TA should therefore have considered impacts under 2019 forecast flows and not the current 2017.

To be robust the hour in which the highest vehicle trip generation occurs should be tested in the local network peak hour because most closely reflects local conditions. The two periods are within 45 minutes of each other and therefore could quite feasibly occur.

Air Quality Assessment

No information has been provided on how many lorry and vehicle movements the existing unit would generate compared to the proposed use and this is of particular concern as there has been no air quality assessment. Although it is stated within the Planning Statement that HGV movements would be less and therefore there was no requirement to conduct an air quality assessment. Until this analysis is provided covering both HGV and vehicles as all vehicles emit emissions then I am unable to advise the Council's Air Quality Officer that this statement is actually correct and that an Air Quality Assessment is not required.

Travel Plan

The travel plan document is of poor quality and must be improved in order for it to meet SBC's travel plan standards and wider transport objectives. Overall the travel plan is lacking in depth and detail, and is not in a sufficient state to be successfully implemented by the end occupier. Therefore significant changes are required and these will need to be made prior to signing of any S106 agreement.

Specific areas of concern that must be improved are as follows:

- A foreword which displays senior management support is needed
- More information is needed on the background to the site its current and past uses and the nature and ethos of the development, including its design, so as to allow the document to stand alone from the application, particularly in

terms of implementation

- A robust site characteristics section is required, drawing together all key information such as site operation, staffing and management, motivations for developing a travel plan, location plan and site layout
- Key information is missing from the 'accessibility' section (incorrectly titled as 'accessibility of the existing store') – such as walking routes in relation to the site access, more detailed information regarding cycling infrastructure and cycle parking at the site, better bus information, and information regarding freight access and movements at the site;
- Baseline modal split and trip generation information is required within the travel plan, in order that the predicted modal split can be assessed in relation to the travel plan. This could be easily compiled from a similar Morrison's development;
- More explicit objectives must be set in order to form a focus for the travel plan for the end occupier, and in order for targets to be set accordingly. Objectives must link with the corporate responsibilities detailed in the document;
- A broader consideration with respect to the travel plans aims and its contribution is necessary
- Targets are not acceptable in their current form, as there is seemingly no robust data upon which they are based. Targets must link directly to baseline data. Targets must also take into account wider local aspirations, objectives and opportunities from the Local Transport Plan;
- I am very concerned that Morrison's is expecting more 70% of staff to drive to the site and that clearly indicates that not enough is being done to encouraging, walking, cycling and public transport use;
- The measures within the travel plan are limited and need to be significantly improved. There seem to be no measures to encourage customers to travel by other modes and this is unacceptable. The staff measures are also very limited and dated;
- All of the timetables submitted are out of date, however I do not want to see them within the revised TA or travel plan as they add very little value. They were out of date even before the submission of the application;
- Staff cycle parking must be separate to the general visitor cycle parking at the development, in a secure area, in order to encourage cycling to work. If Morrisons' currently operate a staff Cycle to Work Scheme, information on this should be included. If not, consideration must be given to setting one up;
- Remedial measures must be suggested, should targets not be met;

- An interim contact at the end occupier must be given, in lieu of there being an appointed Travel Plan Coordinator at the site at present;
- In terms of travel plan monitoring TRICS compliant SAM surveys must be undertaken at the site, funded and commissioned by the developer, at 1, 3 and 5 years, and this must be committed to in the travel plan;
- An Action Plan must be included within the travel plan, this must focus on the implementation and delivery of the travel plan, including responsibilities and timescales; and
- It must be noted in the travel plan that the travel plan implementation and monitoring will be funded by the developer.

If further advice on the above is needed, please consult Laura Wells laura.wells@slough.gov.uk

Once revised and when it meets the approval standard the Travel Plan will need to be incorporated within the S106 Agreement and a Travel Plan Monitoring Contribution of £6,000 to enable Slough Borough Council to work with the store during the minimum 5 year monitoring period of the travel plan should be secured.

Policy Review

The TA and the Planning Statement have both concluded that the proposed development is in accordance with the National Planning Policy Framework. However I have also assessed the application against paragraphs 32 and 35 of the National Planning Policy Framework (NPPF) and my view is that the application does have a severe impact on the local highway in terms of impact on highway safety and the flow of traffic on the adjoining local highway network. Further assessment and a revised access arrangement, highway layout, car park and access road layout is required together with further mitigation is necessary.

Furthermore that the development does not provide any greater priority to pedestrians and cyclists as footways are being narrowed and cycle lanes remain a substandard width. The accident risk for vulnerable road users at the Station Road/Langley Road/High Street junction has been overlooked.

The layout has not been designed to minimize conflicts between traffic, cyclists and pedestrians, as two junctions rather one combined junction has been proposed and therefore there is an increase the risk of a collision between vulnerable road users and vehicular traffic.

No facilities have been provided for charging plug-in and other ultra-low emission vehicles.

Little consideration has been given to the needs of disabled users arriving at the site by non car modes as the footways have been narrowed, the pedestrian routes do not follow desire lines and no pedestrian crossing can be provided at or close to Alderbury Road.

Mitigation

The applicant has offered to make a S106 contribution to improving the pedestrian route towards Langley District Centre, which at recent meeting was confirmed to cover resurfacing of the footway and some signing. Taking account of the scale of the development and the likely increase in vehicle, pedestrian, cycle and public transport trips this is not considered acceptable. Therefore I have outlined some improvements I would expect to see as a result of this development and this is not an exhaustive list as the submitted TA is not considered to have identified all of the impacts of the development.

Junction Improvements

- As stated earlier there is an accident remedial scheme being implemented at the Station Road/Langley Road/High Street junction – the Morrison's development will need to take account of this and there is an opportunity to delivery an enhanced scheme with a contribution from this development. The Morrison's development will lead to a significant increase in vehicle trips passing through this junction and make it harder for vulnerable users to use and cross the junction and therefore this impact will need to be mitigated. In particular the crossing movement over the Langley Road arm needs improvement as there is key desire line from the park along the east of Station road towards the store and taking into account the large proportion of the catchment population living to the southwest of the site in Langley this movement needs to be addressed;
- The current junction modeling that has been submitted is not acceptable and therefore it is difficult to determine at this stage which junctions need further improvement however the Meadfield Road/High Street junction will be affected by the development and mitigation measures are likely to be required;

Pedestrian and Public Realm Improvements

- It has been highlighted above that the proposed pedestrian crossing can not been implemented in the location suggested and therefore the developer will need to identify an alternative location to provide a controlled crossing close to or at the Alderbury Road junction with Station Road as this is a clear design line to the store;
- The public realm along the frontage of East Berkshire College has recently been significantly improved – little consideration has so far been given to the public realm along

the Morrison's frontage and here lies an opportunity to significantly enhance frontage of the development to build on the improvements made by the College;

- The lighting along Station Road/High Street should be upgraded to low carbon bulbs producing white light to enhance the attractiveness of the extended shopping area. Lighting on other adjoining links to residential areas should also be upgraded;
- The footway on Station Road and the vicinity of the Harrow Market should be resurfaced to make pedestrian movement more attractive;
- Footpath along northern boundary of the development should be enhanced in both width, surface quality and lighting to make it more attractive to access the development on foot;
- The footpath leading to the railway station should be enhanced by improving natural surveillance of the path from Unit 8 to improve access to the store from the railway station for staff and customers;

Cycle Improvements

- There is sufficient space on Station Road, taking account of land from within the development site and land recently dedicated to the local highway authority by East Berkshire College to widen the cycle lanes to a width of 1.5m wide which is nationally accepted width (LTN 02/08) for a 30 mph road. Cycle lanes should be provided on the section between the site and Station Road/Langley Road/High Street junction. This will help encourage cycle movement to the store and make cycle trips safer;
- A financial contribution to upgrading cycle facilities on the other routes to the store in order to encourage non-car modes of travel to the store;

Public Transport Improvements

- In my pre-application comments I suggested to BGH that the 4 nearest stops (the 2 on the 58 route and the 2 on the 75/76 route) should be upgraded to include real time passenger information screens at each shelter as a way of making bus services more attractive to those shopping at the store;
- A real time passenger information screen should also be provided within the store in a suitable location so shoppers when buses are approaching the stops as they are located several minutes from the store entrance. A similar screen was implemented at the Sainsburys store on Uxbridge Road in 2010;
- With the relocated northbound stop on station road it would appear that the existing shelter may need to be removed this would be unacceptable. If this stop is to be relocated then the shelter must remain;

- I would expect the developer to provide a new shelter for the southbound bus stop outside of the store and make a financial contribution to the maintenance of the shelter;
- The Sunday services from Uxbridge to Harrow Market are very limited and if any members of staff live on or close to the route they would not be able to catch the bus to the store in time for their Sunday shifts. Likewise customers would also benefit from improved Sundays services to the store on this route and therefore I would recommend that a financial contribution to enhancing Sunday services on the 58 route to an hourly service. Further discussions should be undertaken with the Council's Public Transport officer Matt.Gamble@slough.gov.uk;
- Improvements to the Langley road westbound stop as highlighted earlier in these comments;

Travel Plan

- The current travel plan will need to be significantly enhanced to take account the need of staff and customers.

Summary

It recommend that this application should be refused for the following reasons:

1. The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional and excessive journeys on the highways failing to encourage other non car forms of transport such as walking, cycling and use of public transport. The development is contrary to Slough Borough Council Local Plan Policy T2.

2. The applicant has not provided suitable pedestrian links between the application site and the highway in the absence of such links there is a danger to pedestrians walking to or from the proposed development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

3. The proposed means of access to the business park site is inadequate by reasons of its alignment with Alderbury Road to serve the proposed development with safety and convenience. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

4. The proposed development is premature until such time that the applicant has demonstrated that the application, if approved, will not be detrimental to the safe operation of the adjacent and wider highway network. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

5. The layout as submitted is unacceptable and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

6. The proposed development is premature until such time that the applicant has demonstrated that the adjoining highway network has sufficient operational capacity to accommodate the additional traffic generated by the proposed development. The development is contrary to Slough Local Plan Policy T1.

7. Holding objection to secure S106 obligations (text to be confirmed)