

Registration Date:	11-Oct-2013	Applic. No:	P/14486/001
Officer:	Ian Hann	Ward:	Colbrook-and-Poyle
Applicant:	Mr. Derek Price, DWP Associates		
Agent:	DWP Associates 1, Glanmorfa, Ferryside, SA17 5TF		
Location:	Unit 1, Prescott Road, Colbrook, Slough, SL3 0AE		
Proposal:	ERECTION OF 2789 SQUARE METRE WAREHOUSE BUILDING WITH ANCILLARY OFFICE SPACE AND ASSOCIATED PARKING FOLLOWING DEMOLITION OF EXISTING BUILDINGS		

Recommendation: Delegate to Strategic Lead Planning Policy.



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Strategic Lead Planning Policy for the consideration of any transport and highways issues, finalising conditions and final determination.
- 1.2 This application is to be decided at Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the redevelopment of the application site to provide 2,500 sq. metres of storage and distribution (B8) use including ancillary office space on a mezzanine floor (306.5 sq. metres) together with associated car parking, servicing and landscaping following the demolition of the existing building.

The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:

- Planning, Design And Access Statement
- Transport Statement
- Flood Risk Assessment

- 2.2 The plans that has been submitted shows a proposed building that will have a footprint of approximately 39m by 58m and with a height of approximately 9.6m.
- 2.3 The plans show that the building would comprise a ground floor warehouse and ancillary offices on a mezzanine floor. The building would be finished in metal cladding and windows in the northern elevation facing onto Prescott Road that will serve the offices. Two lorry loading bays with roller shutter doors will be provided on the side elevation facing on to Prescott Road.
- 2.4 The development would be accessed by the existing access from Prescott Road. 14 car parking spaces would be provided with spaces for lorries that are not being unloaded.
- 2.5 The whole site will be surrounded by security fencing with a sliding gate onto Blackthorne Road and additional planting onto Blackthorne Road also.

3.0 Application Site

- 3.1 The application site is situated on the south east of the junction of Poyle Road and Prescott Road and is an Existing Business Area as identified in the adopted Local Plan.
- 3.2 The site has an area of approximately 00.49 hectares and is roughly triangular, measuring approximately 87m wide and 80m deep.

The site is currently occupied by two vacant light industrial buildings. The site is bound by Poyle Road to the west with farm land beyond, Prescott Road to the east with industrial buildings with further industrial buildings to the north and south. The surrounding buildings are mostly warehouses and industrial buildings.

4.0 Relevant Site History

- 4.1 Planning permission was granted for the conversion of the existing two storey unit into 5no. two storey units incorporating change of use to B1/B8 units with the addition of external balcony as a means of escape and roller shutter doors with other external alterations in January 2009 (P/14486/000).

5.0 Neighbour Notification

- 5.1 Warren Insulation Plc, Sbs House 1, Blackthorne Road, Colnbrook

1, 2, 3, 4, Poyle Road, Colnbrook

Unit 1, 1a Prescott Road, Colnbrook

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

- 5.2 Colnbrook with Poyle Parish Council

Consulted although no comments received to date. If comments are received these will be reported on in the Amendment Sheet.

6.0 Consultation

- 6.1 Transport and Highways

Consulted although no comments received to date. If comments are received these will be reported on in the Amendment Sheet.

- 6.2 Environment Agency

This application is deemed to either have a low environmental risk or relate to conditions that were not recommend by the Environment Agency who are unable to make an individual response at this time.

- 6.3 Neighbourhood Protection / Environmental Health

There are no objections to the development but the scale of project would suggest that a Site Waste Management Plan would be appropriate together with a ban on any burning of waste on site.

- 6.4 BAA Safeguarding

Consulted although no comments received to date. If comments are received these will be reported on in the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework and technical guidance notes.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate)
- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

- Principle of the redevelopment & land use
- Design and appearance
- Impact on adjoining sites
- Traffic and Highways Implications

Assessment

8.0 Principle of the redevelopment & land use

8.1 The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. 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.

8.2 Policy EMP2 (Criteria for Business Developments) states:

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

- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;
- b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over- looking, or overbearing appearance of the new building;
- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
- d) appropriate servicing and lorry parking is provided within the site;
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;
- f) the proposal incorporates an appropriate landscaping scheme;

g) the proposal would not significantly reduce the variety and range of business premises;”

- 8.3 Policy EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate) states that “B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road Estate, Galleymead Road and the Poyle Estate. Additional independent B1(a) office floor space will not be permitted in this location.”
- 8.4 The principle for the type of redevelopment is considered to be acceptable within an existing Business Area where the type of use proposed is acceptable and compatible with other surrounding uses.
- 8.5 No objections are raised to the principle of constructing a Class B8 Storage and Distribution Warehouse on the application site in relation to the National Planning Policy Framework, Core Policy 5 or Local Plan Policies EMP5 and EMP9.

9.0 Design and Appearance

- 9.1 The National Planning Policy Framework states that “great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

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

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

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

- 9.2 The footprint of the building is considered to be consistent with the size of other large industrial buildings found elsewhere within the surrounding area and estates. The height of the building would be higher than the adjacent premises. However the site would be in keeping with other industrial properties and the site is considered to be a large enough site to support a building of slightly larger bulk and mass. The development would be set back a minimum of 11 metres from the Poyle Road frontage where the existing mature tree screen will be retained to help soften and break up the scale of the development.
- 9.3 The plans show that the building development would comprise ground floor warehouse with ancillary offices at a mezzanine floor level which would be oriented to the northern side of the site facing Prescott Road. The layout is considered to be logical and would maximise efficiency. The offices will also be served with windows that will form the elevation of the building and therefore break up the façade of the building facing onto Prescott Road.
- 9.4 Full details of the elevations and appearance of the building have been provided. The architectural style proposed for the development uses clean, simple lines and is modern. This fits in with the style and appearance of many of the buildings, especially those warehouse type buildings within the local area. The building would be finished in metallic silver cladding which will be broken by roller shutter doors in the eastern elevation. Although this could be considered to be bland in appearance it is in keeping with the industrial nature of the area and other buildings within the industrial area have similar appearances. The elevation facing onto Prescott

Road will be broken up with windows that will provide a more interesting façade onto Prescott Road, in keeping with its surroundings and have no detrimental impact upon the character of the area. Overall the design and appearance of the development is considered to be in keeping with other modern industrial buildings found elsewhere within the area with the offices providing a high quality frontage to Prescott Road and that this would improve the appearance of the site.

- 9.5 It is proposed to fence all the boundaries of the site with a Security Fence, full details of which can be secured via condition. While a security fence could be considered to be overbearing it will allow views into the site and with substantial landscaping around the frontage facing onto Poyle Road that will be seen from the public road, it is considered that the screening will take away the harshness of the fencing and that it will not have any detrimental impact upon the character of the area.
- 9.6 The design and appearance of the development is considered to be consistent with the relevant policies and government guidance.

10.0 Impact on adjoining sites

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

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

- 10.2 The proposed layout of the site would bring the development closer to the northern and southern boundaries than the previous building which is to be demolished. The nearest building to the site would be 10m away and there would be no impact up on the working conditions of that building or any other surrounding building. There are no nearby residential properties that will be effected by the proposals.
- 10.3 In terms of environmental effects, no air conditioning or plant, have been indicated on the submitted plans. A condition can be attached to any permission to require that no machinery, plant, ducts or other openings be allowed without the prior written approval of the Local Planning Authority. In terms of lighting, the Design and Access Statement indicates that the external lighting shall be designed to comply with legislation on light pollution and Heathrow approach restrictions. Again a standard lighting condition can be attached to any permission to secure adequate lighting around the site.
- 10.4 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

11.0 Traffic and Highways Implications

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

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

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;

- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

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

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

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

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

- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
- d) appropriate servicing and lorry parking is provided within the site;
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”.

11.2 It is proposed that the development would provide 14 car parking spaces. To this end, the proposal is consistent with Council’s policy of no overall increase in the number of parking spaces permitted within commercial redevelopment schemes (Core Policy 7) while still complying with the Council’s adopted parking standards.

11.3 With the existing access being used and with the footprint of the building being smaller than the existing building it is considered that the proposals will have no adverse impact upon highway safety and will not result in a unacceptable increase in the number of trips although the Council’s Transport and Highways Engineers are still to confirm that it meets their requirements. A condition will need to be added to any permission to ensure that the gates are open when the building is in use so as to avoid vehicles waiting on the highway.

12.0 Summary

12.1 On the basis of the information provided it is considered that the proposals would not have a detrimental impact upon the character of the area or neighbouring amenity and the application should be approved subject to conditions.

PART C: RECOMMENDATION

13.0 Recommendation

Delegate the planning application to Strategic Lead Planning Policy for the consideration of any transport and highways issues, finalising conditions and final determination.

14.0 PART D: LIST OF CONDITIONS AND INFORMATIVES

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

14.1 CONDITIONS

1. Time limit

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plan

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

- (a) Drawing No PA/02 Dated Undated Recd On 10/10/2013
- (b) Drawing No PA/07 Dated Undated Recd On 10/10/2013
- (c) Drawing No PA/03 Dated Undated Recd On 10/10/2013
- (d) Drawing No PA/04 (elevations) Dated Undated Recd On 10/10/2013
- (e) Drawing No PL-012 Dated Undated Recd On 25/10/2013
- (f) Drawing No PL-013 Dated Undated Recd On 25/10/2013
- (g) Drawing No PL-014 Dated Undated Recd On 25/10/2013

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough 2004.

3. Details of external materials

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005), Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EN1 of the Adopted Local Plan for Slough, 2004.

4. Details of surfaces

Samples of external materials to be used in the construction of the access, parking, circulation, pathways and communal areas of each phase within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before that phase of the development is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005), Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EN1 of the Adopted Local Plan for Slough, 2004.

5. Maximum floor space and removal of PD rights

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking and re-enacting that Order) the total gross floor space of the building hereby permitted shall not exceed 2,500 sq. metres and no extension or alteration either external or internal, involving an increase in floor space above the approved 2,500 sqm including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of onsite parking.

6. Limit on ancillary office space

Ancillary office space (excluding service cores) shall not cover more than 307 sq metres without the prior consent of the Local Planning Authority.

REASON To control the amount of office development on the site in the interests of sustainability and to accord with Core Policy 5 of the Local Development Framework, Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EMP9 of the Adopted Local Plan for Slough, 2004.

7. Car parking

The parking spaces and turning area shown on the approved plan shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T3 of The Local Plan for Slough 2004.

8. Details of gates

No development shall be occupied until details of the vehicle access gates have been agreed in writing with the Local Planning Authority and shall remain open during the operational hours of the building.

REASON To enable service vehicles to draw off the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Planning Policy Guidance 13: Transport (2001), Core Policy 7 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

9. Cycle parking

No development shall be begun until details of the cycle parking provision of that phase (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with

these details prior to the occupation of that phase of the development and shall be retained for so long as the development continues to be used for the purposes authorised by this permission.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Planning Policy Guidance 13: Transport (2001), Core Policy 7 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy T8 of the Adopted Local Plan for Slough, 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

10. Flood risk

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment LS1366/FRA001 by BSCP dated 27th September 2013.

REASON To reduce the risk of flooding to the proposed development and future occupants.

11. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The boundary treatment shall be implemented in accordance with the details approved prior to the first occupation of the development and retained thereafter.

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

12. Details of plant and machinery

The use of each phase of development hereby permitted shall not commence until details of the external plant (including siting) to be installed at the site for that phase have been submitted to and approved in writing by The Local Planning Authority. The plant shall be installed in accordance with the approved details prior to first occupation of that phase of the development.

REASON To protect the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13. Plant and machinery acoustic treatment

All air conditioning, ventilation or other plant and machinery 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.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Core Policy 8 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

14. Construction management

Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction

management plan and programme shall include details of the following:

- Details of contractor parking available
- A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

15. Control of environmental effects

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

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

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

16. Hours of demolition and construction

No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays or as otherwise may be agreed in writing by the Local Planning Authority

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

17. Control of waste during construction phase

No development of each phase shall take place until details in respect of measures to control the disposal of waste generated during the construction and the use of the development of that phase have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the building:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from construction;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner – there shall be no bonfires on site.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

18. On-site refuse storage

No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of that phase of the development and thereafter retained for so long as the development continues to be used for the purposes authorised by this permission.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

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 improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.