

**PLANNING**  
**COMMITTEE**  
**9<sup>th</sup> January 2014**

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

**P/14486/001 - Unit 1, Prescott Road, Colnbrook, Slough,**

Comments have been received from British Airports Authority Environment Agency who raise no objections to the planning application and have recommended the following conditions and informatives which will be incorporated into the list of final conditions:

**CONDITION**

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

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

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

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

**INFORMATIVES**

1. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

3. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, ‘Lighting near Aerodromes’ (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation&safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

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

The following comments have been received from the Council's Transport Engineer:

### **Trip Generation**

The consultant has derived trip generation information from the TRICS database to inform the assessment and the number of sites used is considered to be rather low. The TS reports that the development will generate 186 vehicle movements per day compared to its existing use as an office generating 118 vehicle movements. Therefore there will be an increase of 68 movements per day. The sites in TRICS used by the applicant do not include 24 hour operation which is unclear from the information submitted how many of the vehicle movements will be HGVs, but clearly there will be a greater proportion of HGVs than the current site if it was in operation.

### **Access**

It is proposed to stop up one of the existing accesses to the site, but significantly enlarge the second access. A detailed drawing will need to be supplied of the amendments to the access.

No visibility splays have been shown for the revised access. As the junction is off a "lightly trafficked road" sight lines of 2.4m x 25m must be provided from the priority road onto the site. These should be shown on the drawing and take into account the curvature on the priority road. No obstructions over 600mm in height will be permitted in the sight line areas. The sight lines must fall on land in control of the applicant.

### **Parking**

14 car parking spaces are proposed which is in accordance with the standards in the Slough Local Plan. 5 HGV parking spaces are required under the standards and the plans would appear to indicate that this is achievable, although the location of the roller shutter doors need to be shown on the site plan as it would appear that one of the HGVs is shown parked across it rather than in front of it. The plans should be revised and re-submitted. In the vicinity of the site there are problems with inconsiderate lorry parking on the highway causing highway safety and public amenity issues and therefore ensuring that there is adequate parking and limiting the opportunities for overspill parking or vehicle waiting on the highway for space to become available in delivery yards is an issue that the Council is committed to addressing.

A cycle store is proposed, but it does not appear to be possible to access from within the site. Therefore changes are required to the site plan prior to determination. In terms of security of the cycle store, it should only be accessible from the site and not directly from Prescott Road.

### **Layout**

HGV tracking was requested in the pre-application scope comments, but no tracking has been provided - this needs to be submitted to show that HGVs can adequately access the site and turn within the site.

There would appear to be no direct footway access into the site as the footway on Prescott Road would appear to terminate prior to the pedestrian link into the site. Further plans are required to show that a continuous pedestrian link can be provided into the site. When the site was operating and potentially with the operation of adjoining sites there has been a habit of footway parking along the Prescott Road frontage of the development and therefore I think it is appropriate that the developer funds the £3k cost of a Traffic Regulation Order to implement double yellow lines on the section of Prescott Road between the site access and Poyle Road - this would be beneficial to the operation of the site to assist HGV access to and from Poyle Road.

### **Accessibility**

The TS states that the site benefits from very good accessibility for pedestrians, cyclists and public transport users. I would disagree with this finding. Public transport services along Poyle Road are 1 service an hour in each direction between Slough town centre and Heathrow Terminal 5 via Poyle Road - this does not constitute good accessibility.

Whilst the site is located within cycling distance of Slough and other local settlements, the routes to these settlements have high traffic volumes and high numbers of HGVs and therefore only very few people are willing to make these journeys by cycle.

In terms of pedestrian movement the immediate vicinity of the site is very unattractive for pedestrian movement as there is a very overgrown vegetation strip between the site, the footway and Poyle Road which is a real disincentive for pedestrians to use given its current condition. On my site visit I witnessed female pedestrians in the early evening walking along Poyle Road and its verge to avoid walking along this section of footway. Prompted by the pre-application inquiry in 2012 in relation to this site I sought a price from the Council's grounds maintenance contractor to cut back the vegetation from the road side edge of the path removing stumps, trees, shrubs and ivy and level the area in order to reseed and be able to mow it. To lift all the trees to a height of 4m over the area so that the path has a less enclosed feel. The cost of this works was estimated to be £2,500. I would recommend that this is secured as part of the S106 agreement in order to encourage pedestrian movement to the site.

### **Gates**

Gates will not be permitted on the highway boundary. Gates if required must be set back a minimum distance of 18 metres (articulated vehicles) from the highway boundary and either slide or open inwards. This will allow vehicles including a service vehicle to wait clear of the highway, prior to the gates opening. The current location of the gates has been designed for private car traffic and is not appropriate for the change of use of the site. If the applicant is unwilling to set the gates back then they will need to agree to a condition that the gates shall be secured in an open position during any hours in which the development is in operation.

### **Mitigation**

Whilst the Transport Statement demonstrated that the traffic generated by this proposal can be accommodated at the site access, the development will nevertheless generate additional traffic movements onto the already heavily congested network within the Borough. There is also the potential for inconsiderate lorry parking in the Poyle area, which is an existing and increasing problem in the vicinity of this site.

In recognising that the highway network within the Borough experiences extensive problems with capacity and delay, the Borough Council has developed a Transport Strategy which is supported by central government policy to encourage modal shift to other forms of transport and manage congestion to enable targets within the Transport Act to be met. This development would place additional demands on the transport network on a daily basis and the associated traffic movements would exacerbate existing problems.

On this basis a contribution towards the Slough Transport Strategy is required so that the implementation of schemes within the Strategy to better promote access into, and management of parking and congestion in the Poyle area of the Borough can be brought forward. A contribution of £20,500 is considered commensurate with the additional traffic likely to be generated by this development and is consistent with the approach taken on other developments within the Borough.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a S278 Agreement or Minor Works Agreement depending on scale of access improvements for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule. It is not clear whether the developer seeks to stop up any sections of the public highway to implement this development.

The contributions schedule includes:

- £3,000 Implementation of Traffic Regulation Orders (prior to commencement)
- £2,500 Landscaping Improvement (prior to occupation)
- £15,000 Transport contribution (prior to occupation)

The highways schedule includes:

- Installation of crossover / junction
- Reconstruct the footway fronting the application site
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications (as necessary)
- Drainage connections
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas.

### **Recommendation**

Subject to the securing of the S106 contribution for £20,500 together with the alterations to the drawings requested and the submission of tracking I would not raise a highway objection.

## **Conditions**

1. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the details to be subsequently submitted and approved in writing by the Local Planning Authority and constructed in accordance with Slough Borough Council's Design Guide.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

2. No part of the development shall be occupied until the redundant means of access has been removed and the footway reinstated in accordance with the approved drawings and constructed in accordance with Slough Borough Council's Design Guide.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

3. No part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 25 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

4. No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

Reason: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

5. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

6. The gates shall be secured in an open position during any hours in which the development is in operation.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

**Informative(s) required**

**Should the application be revised in accordance with my comments the following informative(s) will apply.**

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

The above conditions will be attached to any final permission. Negotiations have commenced with the owners of the site with regards to the Section 106 payments and

The following comments have been received from the Council's Drainage Engineer:

The FRA it's well written but unfortunately some of the information they have received from other authorities is not correct however this does not change the assessment. The proposed surface water disposal is by infiltration using a crated system it has been designed on assumed ground conditions (I would suggest slightly optimistic) so needs to be confirmed by condition, following a ground investigation, in any consent. The site is not land locked so if the design proves inadequate for the site there is potential for exceedance flow to be accommodated.

The following condition would therefore be attached to any final permission:

The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

As set out in paragraph 9.2 of the officers report there is a mature tree screen on the boundary of the site with Poyle Road. It is noted that some trees in the site will be felled as a result of this proposal and it is therefore considered appropriate to request an arboricultural report therefore be prepared and a condition be added to any permission to ensure that works are undertaken in accordance with the report.

The applicants have been requested to show a drivers welfare area within the building and this will also be secured via condition should approval be granted.

Paragraph 2.1 of the officers report mention inclusion of a mezzanine floor but this is incorrect and should be deleted.

Paragraph 11.3 of the officers report stated that the proposed building will be smaller than the existing buildings which is incorrect and the highway and transport comments above should be noted with regards to this element of the report.

**CHANGE OF RECCOMENDATION TO:**

**Delegate the planning application to Strategic Lead Planning Policy for the completion of a Section 106 Agreement, consideration of a tree report, finalising conditions and final determination.**