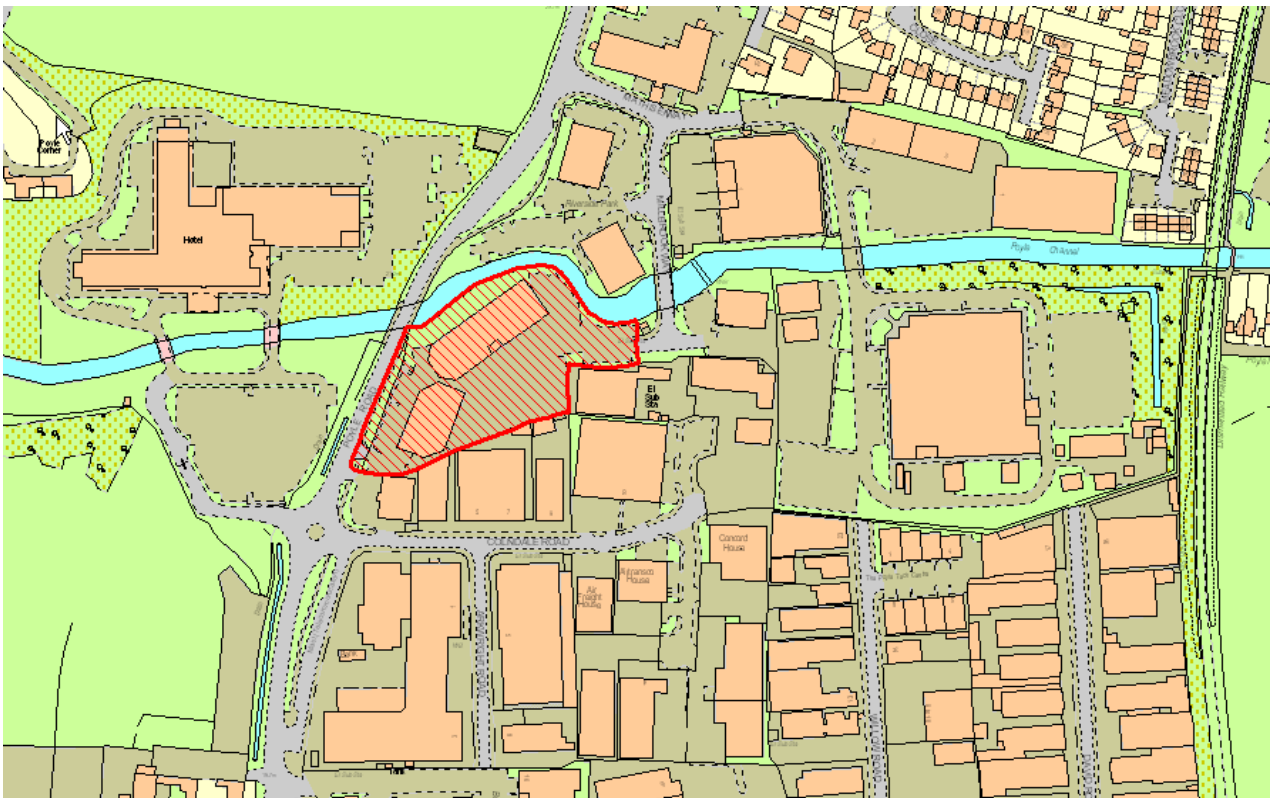


Registration Date:	07-May-2014	Applic. No:	P/09961/003
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
Applicant:	Kuig Property Investments (poyle)		
Agent:	Mr. David Graham, Indigo Planning 11, Worples Lane, Swan Court, London, SW19 4JS		
Location:	Brook House & Future House, Poyle Road, Colnbrook, Slough, SL3 0AA		
Proposal:	APPLICATION FOR RESERVED MATTERS RELATING TO APPEARANCE LANDSCAPING LAYOUT AND SCALE PURSUANT TO CONDITION 01 OF PLANNING PERMISSION REFERENCE P/09961/002 DATED 20/11/2012 FOR ERECTION OF A NEW BUILDING FOR CLASS B1 (B) (RESEARCH, DEVELOPMENT, HIGH TECHNOLOGY) OR CLASS B1 (C) LIGHT INDUSTRIAL, AND OR A CLASS B2 (GENERAL INDUSTRY) AND OR CLASS B8 (STORAGE AND DISTRIBUTION) WITH IMPROVED ACCESS, NEW PERIMETER FENCE, PARKING AND LANDSCAPING (OUTLINE).		

Recommendation: Delegate to Development Management Lead Officer



1.0 SUMMARY OF RECOMMENDATION

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

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is an application for reserved matters following the granting of outline planning permission in November 2012 for the erection of a building for use class B8 (storage and distribution) with the appearance, landscaping, layout and scale being accessed under this application. The access was agreed as part of the reserved matters approval. The previous outline planning application agreed the access element of the scheme. The outline permission also included class B1 (B) (research, development, high technology), B1 (C) (light industrial and B2 (general industrial) uses as well as class B8 (storage and distribution) but it has been decided to develop the site for B8 storage and distribution due to current market conditions, although the other uses would still be lawful under the outline approval.
- 2.2 The plans submitted with the application shows the site set out with a building measuring a width of 65m, depth of 50m and a height of 13.15m (where the previous outline application had a building of the same dimensions save for the height which is now 0.15m lower) and would comprise a ground floor area of 4,204.6m² for warehouse use with toilets and welfare facilities. Ancillary offices will also be provided on the first and second floor levels totalling 483.84m². The building is shown to be finished in a metal cladding in various shades of grey / silver together with glazing, some of which will be full height.
- 2.3 The development would be accessed by a remodelled access off of Poyle Road for lorries as agreed under the outline permission, where parking would be provided for 8 lorries and the existing access from Milbrook Way will be utilised for entrance to a car park containing 33 parking spaces (a reduction from the previously indicated 41 spaces). Security fencing will be used to secure the site.
- 2.4 The application is accompanied by plans showing the site location, site layout, elevations, roof plans, floor plans and landscaping. The following is also submitted:
- Planning Statement
 - Landscape Management and Maintenance Plan
 - Bird Hazard Management Plan

- 2.5 A river maintenance/ ecological corridor is proposed to be reinstated between the development area and the Poyle Channel, with additional planting here and around the site along with hedging that will surround the site.

3.0 Application Site

- 3.1 The application site is situated on the eastern side of Poyle Road, with access via Poyle Road to the west, Mathisen Way to the north and Millbrook Way to the east and forms part of the Poyle Industrial Estate, which is an Existing Business Area as identified in the adopted Local Plan. The site has an area of approximately 0.7 hectares and is roughly rectangular.
- 3.2 The site was occupied by 2no. vacant two storey offices before they were demolished. The buildings were located towards the front of the site surrounded by hard standing for access, parking for 183 cars and servicing. Brook House was occupied until 2006 and Future House was occupied until 2009 and have been vacant since then.
- 3.3 The site is bound by Poyle Road with the Hilton Hotel beyond to the west, and a mixture of industrial and office buildings to the north east, south east and south. To the north of the site lays the Poyle Channel with a river corridor either side of this.
- 3.4 The site falls within Flood Zone 1 as identified on the Council's Flood Map (Jan 2009). The site is also identified as being within a Public Safety Zone.

4.0 Relevant Site History

- 4.1 Planning permission was granted for the current development on the site in 1988 when the site was within the authority boundaries of Spelthorne Borough Council before the local authority boundaries were redrawn and the site came under the authority of Slough Borough Council. Since this time two planning permission have been granted to allow the site to be used for B1 business purposes in April 1996 (P/09961/000) and for the provision of car parking spaces in May 1998 (P/09961/001).
- 4.2 Outline planning permission was granted for the erection of a building for use classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) following the demolition of the existing buildings on the site with access agreed in November 2012 and the current application is the reserved matters relating to this approval (P/0996/002).
- 4.3 A planning application is currently being considered under delegated powers to vary condition 9 of the above mentioned outline planning permission so that the gross floor area of the development should be restricted to a maximum of 4,204.6m² rather than the 4,011m² as shown on the decision notice which is an error (P/0996/004).

5.0 Neighbour Notification

- 5.1 Rentokil Initial Services Ltd, Bridge House, Mathisen Way, Colnbrook

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

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

5.2 Colnbrook with Poyle Parish Council

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

6.0 Consultation

6.1 Highways and Transport

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

6.2 Environment Agency

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

6.3 BAA Safeguarding

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

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National Planning Policy Framework.

Planning Policy Guidance

Slough Local Development Framework, Core Strategy 2006 – 2026 Development Plan Document, December 2007:

Core Policy 1 - Overarching Spatial Vision,

Core Policy 5 - Employment,

Core Policy 7 - Transport,

Core Policy 8 - Sustainability and the Environment,

Core Policy 9 - Natural and Built Environment,

Core Policy 10 - Infrastructure.

Adopted Local Plan for Slough 2004 :

EMP2 - Criteria for Business Developments,

EMP9 - Poyle Estate,

EN1 - Standard of Design,

EN3 - Landscaping Requirements,

EN24 - Protection of Watercourses,

CG10 – Heathrow Airport Safeguard Area,

T2 - Parking Restraint,

T8 - Cycling Network and Facilities.

7.2 The main planning considerations are therefore considered to be:

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

Assessment

8.0 Principle of the redevelopment & land use

8.1 Policy EMP2 (Criteria for Business Developments) states:

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

a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;

b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, 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;"

- 8.2 Brook House and Future House is situated within the established Business Area of Poyle Industrial Estate with good access to Heathrow Airport, M25 and wider motorway network. The proposal is to construct a building to house a warehouse with an office content which (at first and second floor level) constitutes a small amount of the total gross floor space is therefore ancillary to the main warehousing use.
- 8.3 The proposed use of the building as a warehouse has previously been agreed in principle as approved under the outline application as it makes efficient use of previously developed employment land and sees the removal of an intensive office use from an area identified as a preferred location for storage and warehouse uses as defined in the adopted Core Strategy.
- 8.4 By reference to Circular 01/2010, use of the site for warehousing falls within category of development which can be acceptable within an airport public safety zone. It was previously agreed under the outline application that in order to allow for potential growth in the future a figure of 100 persons maximum was agreed and although the replacement building will have a greater floor area, there will be a reduction of the numbers of people present on the site. Notwithstanding this in line with Circular advice a condition was attached to the previous outline approval limiting the maximum number of employees to 119 persons at any one time and this could not be exceeded under the proposed reserved matters application.

9.0 Appearance, Layout and Scale

- 9.1 The National Planning Policy Framework States that "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."
- 9.2 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.
- 9.3 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.

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

- 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 The plans which have been submitted under this reserved matters application are very similar to those that were submitted at the outline stage save for some changes to the fenestration in the East elevation and a small change in height of the roof line.
- 9.6 The footprint of the building is considered to be consistent with the size of other large industrial buildings found elsewhere within the Poyle Industrial Estate and can be accommodated within the site. The height of the building would be higher than the adjacent industrial/ warehouse premises however the site is considered to be a large enough site to support a building of slightly larger bulk and mass and would be in keeping with the Hilton Hotel which is opposite the application site. The site has a good level of landscaping and tree planting and will help to further break up the mass of the building and large areas of hard standing when viewed from surrounding areas.
- 9.7 The architectural style proposed for the development uses clean, simple lines and is modern fitting in with the style and appearance of many of the buildings, especially those warehouse type buildings, on the Poyle Estate. The finish has been shown as differing shades of grey and silver with roller shutter doors and glazing, some of which will be full height to break up the building. This would be considered to be in keeping with the industrial nature of the area and other buildings within the industrial estate have similar appearances.
- 9.8 It is proposed to fence all the boundaries of the site and although details of the fencing have not been provided a condition to the outline permission states that final details of the fencing will be agreed prior to the commencement of works.
- 9.9 The proposed layout of the site would bring the development closer to the southern and eastern boundaries than the previous buildings. The office building to the north east of the site on Millbrook Way will still have a separation distance of approximately 30m so that it will not have detrimental impact on this building. In terms of impacts on the building to the east, while the proposed building will come closer it will not have any impact on it being overbearing or resulting in a loss of light to an industrial unit. Furthermore planning permission was approved in February 2012 to redevelopment the site into an industrial / warehouse use with a blank elevation facing the application site. As such, it is considered that the development would not have a significant impact in terms of shading or overbearing on the building to the east.
- 9.10 The hotel premise to the west of the site is separated by approximately 60m and the proposed development will not have any significant impact on the hotel site.
- 9.11 In terms of environmental effects and lighting, no air conditioning or plant details have been shown on the indicative plans. A condition was attached to the outline

permission to require that no machinery, plant or ducts be allowed without the prior written approval of the LPA. In terms of lighting, no details have again been given at this stage and again a standard lighting condition was attached to the outline permission to be discharged prior to the commencement of the development.

- 9.12 It is therefore considered that the appearance layout and scale of the building is considered to be in keeping with the surrounding area and will not have a detrimental impact on the surrounding area and are considered acceptable.

10.0 Landscaping including Impact on Waterway / Ecological Impact

- 10.1 Core Policy 9 (Natural and Built Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), sets out that “Development will not be permitted unless it protects and enhances the water environment and its margins, and enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio-diversity rich features.”
- 10.2 Policy EN24 of the Local Plan states “Development will not be permitted which will have a detrimental effect on water quality or the ecological, amenity or historical value of the watercourse. Where appropriate, measures to enhance or restore watercourses will be encouraged.”

The proposed landscaping of the site is considered appropriate in so far as it provides some break and relieve to the potentially harsh appearance of the building and provides landscaping along the boundary with Poyle Road to provide a buffer from publicly viewable points.

- 10.3 The plans for the development show that a corner of the building would be sited within the 8m buffer zone to the top of the watercourse (Poyle Channel) which the Environment Agency had previously requested. The applicants have stated that they have discussed the issue with the Environment Agency who advised that some encroachment was acceptable pursuant to it being demonstrated that the proposal would not cause erosion of the riverbank, increased flood risk, reduce areas for maintenance or cause unnecessary environmental damage. The applicant’s have considered that they have addressed these issues by providing dedicated maintenance access points, providing adequate and site responsive landscaping with a full maintenance plan and re-profiling the channel. The Environment Agency has been consulted on this encroachment and their response will be reported on the Committee Amendment Sheet.

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.”

- 11.2 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.”
- 11.3 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”.
- 11.4 It is proposed that the development would provide 36 car parking spaces to the rear of the site which will be a reduction from the current 183 parking spaces. The plans also show 8 lorry parking / loading bays. The car parking requirement under the Local Plan Parking Standards indicates a minimum of 1space per 200 m² of floor area, making a requirement 21, so that the policy complies with the policy in this regard. Lorry Parking requires a minimum of 1 space per 500m² upto 2,000 m² and then 1 per 1000 m² requiring a minimum of 7 lorry spaces and the provision of 8 spaces is also considered appropriate. To this end, the proposal is consistent with Council’s policy of no overall increase in the number of parking spaces permitted within commercial redevelopment schemes (Core Policy 7). The Council’s adopted Parking Standards would also be met.
- 11.5 Cycle parking would be provided for 20 cycles which would be in accordance with the Local Plan which would require 7 spaces and are appropriately placed within the

site in secure locations.

- 11.6 The Transport Assessment that was been submitted as part of the outline application states that the proposed use would generate significantly fewer vehicle movements from the existing lawful use and will not have any adverse impact on the capacity or the safety of the highway. The outline application also agreed the access arrangements for the site. Nothing in the reserved matters application change these issues.
- 11.7 The proposal is considered to be in accordance with Core Policy 7 and policy EMP2 of the adopted Local Plan and will not have a detrimental impact upon highway safety while providing a sufficient amount of parking.

12.0 Summary

- 12.1 Having considered all of the relevant policies the comments of consultees received to date and all other material considerations, it is recommended that the application be:

Delegated to the Development Management Lead Officer for consideration of any substantive objections and responses from statutory consultees, finalising conditions and final determination for approval. In the event that the outstanding issues can not be satisfactorily resolved that the Development Management Lead Officer would retain the right to refuse planning permission.

PART C: RECOMMENDATION

- 13.0 Delegate to Development Management Lead Officer for consideration of any substantive objections and responses from statutory consultees, finalising conditions and final determination for approval. In the event that the outstanding issues can not be satisfactorily resolved that the Development Management Lead Officer would retain the right to refuse planning permission.

14.0 PART D: LIST OF CONDITIONS AND INFORMATIVES

14.1 Conditions:

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

1. Approved drawings
2. Approved reports