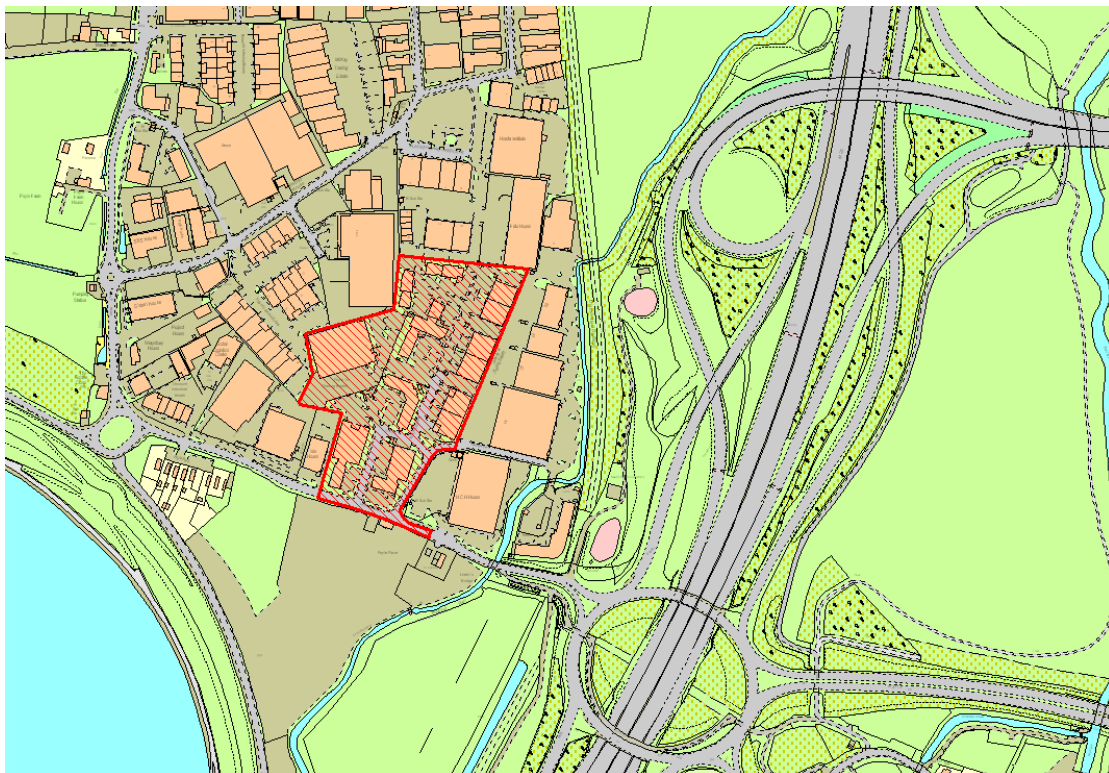


Registration Date:	17-Dec-2014	Applic. No:	P/11490/003
Officer:	Neetal Rajput	Ward:	Colnbrook with Poyle
Applicant:	Airport Property GP		
Agent:	Mrs. Renu Prashar Prinjha, Barton Willmore Regent House, Prince's Gate, 4, Homer Road, Solihull, West Midlands, B91 3QQ		
Location:	Poyle 14, Newlands Drive, Poyle, Slough, SL3 0DX		
Proposal:	DEMOLITION OF EXISTING BUILDINGS ON SITE AND REDEVELOPMENT OF A 8,758SQM CLASS B8 DISTRIBUTION WAREHOUSE TOGETHER WITH 6,059SQM OF B1(a) ANCILLARY OFFICE SPACE (INCLUDING MEZZANINE), HGV PARKING, EMPLOYEE AND CUSTOMER CAR PARKING AND ANCILLARY WORKS.		

Recommendation: Delegated to the Acting Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following resolving highway and transport matters, to agree revised drawings requested and consider any further observations from neighbours / consultees, finalising conditions and completion of a Section 106 Agreement.
- 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 8,758 sqm of distribution warehouse (B8 use) and 6,059 sqm of ancillary office space (B1(a) use), including a mezzanine together with associated landscaping, HGV parking, employee and customer car parking following the demolition of the existing buildings.
- 2.2 The application site will be pre-let to DHL International (UK) Limited for a period of 25 years, an international company which specialises in logistics to house their Headquarters.
- 2.3 The plans that have been submitted show a proposed building that will have a footprint of approximately 65m by 202m and with a height of approximately 24.5m fronting Horton Road and set down to 15m at the rear.
- 2.4 The plans show that the building will be designed to house five storey of ancillary offices fronting Horton Road which will screen the warehouse and distribution facility located behind this façade. There will be an area within the roof for screened plant equipment, which will be set back by 7.6m from the front of the building.
- 2.5 There will be a Click and Collect facility available to the public and commercial customers locally. The hours of operation will be 24 hours, 365 day.
- 2.6 All vehicles accessing the site will enter via Horton Road. Customers, visitors and employees will egress via this junction. Operational vehicles will exit the site via the existing access point at Calder Way. The existing Horton Road priority T-junctions with Newland Drive and Calder Way will be improved to incorporate a ghost island right turn facility.
- 2.7 A multi-storey car park is also proposed as part of the application, pedestrian access from the car park will be provided by a high level bridge into the main building. The provision of parking is as follows:
- 76 no. HGV loading bays;
 - 60 no. van parking bays;
 - 554 no. staff car parking spaces (including 8 disabled spaces);
 - 20 no. visitors parking spaces;
 - 11 no. car parking spaces for customer collection; and
 - 28 secured cycle spaces.

The existing provision on site is for 470 car parking spaces and 37 HGV parking spaces.

2.8 Following discussions with the Highways and Transport Department, amended plans have been requested. An updated on these plans will be provided on the Amendment Sheet.

2.9 Prior to the submission of this and the previous planning applications and on the basis of the pre-application submission, the Applicant's sought a screening opinion as to whether or not an Environmental Impact Assessment was required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. An Assessment was carried out with the conclusion reached that an EIA was not required.

The potential impacts were identified as:

- Traffic Impact;
- Impact on sewers;
- Wraysbury Reservoir Site of Special Scientific Interest (SSSI); and
- South West London Water Bodies Special Protection Area (SPA) and Ramsar Site

It was concluded that conditions could be used to tackle the main issues identified including a landscaping strategy; conditions/legal agreements for any off site highway works identified and conditions relating to flood protection if required.

Additional information on potential contamination, noise and air quality was identified as a requirement.

3.0 **Application Site**

3.1 The site is located within the Poyle Trading Estate and is bounded by Horton Road to the south, with the rest of the estate to the north, west and east. Poyle industrial estate contains a mix of light industrial, general industrial and warehousing uses.

3.2 The site has an area of approximately 4.65 hectares and falls within an Existing Business Area as identified in the adopted Local Plan, March 2004. The site is elongated and irregular in shape and slopes from the north to the south with an approximate level difference of 2m.

3.3 In total there are 17 units which will demolished, 4 of which are currently vacant. The units are of varying size and design. There is a manned security gatehouse and CCTV in operation.

3.4 To the south is Green Belt land in the neighbouring authority of Spelthorne. The site is also within close proximity to Poyle Park which operates as a travellers site. The site is also in close proximity to Wraysbury Reservoir Site of Special Scientific Interest (SSSI), South West London Water Bodies Special Protection Area (SPA), and Ramsar Site.

3.5 The site is predominantly in flood risk zone 1, with a small section in flood zone 2 and 3 along Horton Road and Newlands Drive and situated within 250m of a landfill site.

3.6 The site is 0.25 miles from the M25, junction 14 which is designated as an Air Quality Management Area. In addition, the site is proximity 0.5 miles from Heathrow Airport Terminal 5 and M4 junction 5.

3.7 It should also be noted that the site does fall within the catchment of the Heathrow Hub proposal, which has been submitted to Airports Commission for consideration.

4.0 **Relevant Site History**

- 4.1
- P/11490/002 - Application for prior notification of demolition of existing building No's. 1-17.
Prior Approval: Permission Granted/Inf: 8 December 2014
 - W/83/657: Phase 1, Units 1-6 - Erection of industrial units totalling 10,429 sq.m. (comprising 8,045.3 sq.m. industry and 2,383.6 sq.m. of ancillary offices) together with 238 parking spaces.
Approved, subject to conditions: 14 December 1983
 - W/86/376: Phase II, Units 7 – 17 - Construction of estate roads and erection of 8 class III and IV industrial units totalling 7,782 sq.m. with car parking for 189 vehicles and 14 lorry spaces.
Approved, subject to conditions: 30 July 1986

There have been various applications submitted with regard to variation of conditions and change of use from use from B1(c) and B2 with ancillary offices to B1(a), B1(b), B1(c) and B2 to many of the units within the boundary of the application site.

5.0 **Neighbour Notification**

5.1 All the industrial estates surrounding the red line have been consulted in addition to Poyle Park. For a full list, please refer to the application file.

5.2 One objection has been received on 14/01/2015, stating the following:

“We operate a business in David Road on the Poyle Trading Estate and we are experiencing severe traffic issues on a daily basis on Horton Road leading to the roundabout over the M25 at junction 14 and this problem needs to be addressed before any further development is allowed on Horton Road.

Traffic that is using the M25 northbound during the evening rush hour is using the off ramp at J14, coming up to the roundabout and then taking the ramp back onto the motorway. This is to save time due to the congestion on the M25.

This in itself would not cause a problem except that because there is no yellow box on the traffic light controlled junction between Horton Road and the roundabout the northbound traffic blocks all the traffic emerging onto the roundabout from Horton Road.

This can be seen every evening between 4.30pm and 6.30pm, and at it's worst around 5.00pm – 5.30pm.

Yellow box grid with enforcement camera (as seen on many London traffic junctions) would alleviate the problem.

As it stands when we leave our premises in David Road and head to the motorway we often find it takes 40 – 60 minutes and sometimes longer to get to the roundabout due to the above problem.”

This objection has been taken into consideration as part of the planning process, the Council's Highways and Transport Department have requested a number of improvements to alleviate traffic problems during peak hours, details of which will be provided on the Amendment Sheet.

5.3 **Publicity:** In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site. The application was advertised in the 9th January 2015 edition of the Slough Express.

5.4 **Internal Consultation**

5.5 Traffic and Road Safety/Highways Development

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

5.6 Environmental Quality Manager

No objection raised, conditions have been recommended.

5.7 Land Contamination

The Council's Land Contamination Officer has assessed the Geo-Environmental Investigation and Assessment, Revision A, 10 September 2014, Ref. CS-073681-GEA-14-127-R, prepared by Capita.

Conditions have been recommended.

5.8 Tree Management Officer

The site is a small industrial area comprising of access roads, car parking and several medium size industrial units. The area was sympathetically landscaped with shrubs and trees probably planted at the time of the development of the industrial area as a whole or as individual units were introduced.

At the time of my visit nearly all the trees had been felled and only a few young mature trees had been left adjacent to the Horton Road boundary. Demolition of the buildings was also in progress. Now there is no on site screening of the site from adjacent properties other than that afforded by the trees on the Horton Road. To mitigate this tree loss I would recommend that any future development of the site includes a substantial amount of tree planting.

The proposed development leaves little space available to introduce soft landscaping. However the applicant has proposed landscaping for the available areas which will give an element of green to these areas. The proposal uses larger trees and utilises the car park wall to introduce climbing plants, but the overall effect will not replace the amenity of the original landscaping design. The proposed landscaping adjacent to the Horton road will require the removal of the remaining trees in this area. I would agree that none of these trees is of sufficient individual merit to warrant designing the new scheme around.

Summary:

This application will introduce a very large building, multi storey car park and extensive hard surfacing. With this layout on this site it will not be possible to mitigate the loss of the previous landscaping. The application does propose some intensive landscaping where space allows and this is of a good quality, this is however minimal compared with the size of the site. If there is no possibility to use other areas of the site for soft landscaping, this proposal is not as desirable in landscape terms as the previous design which afforded more green amenity; I therefore would not support the application.

5.9 Neighbourhood Protection / Environmental Health

There are no objections to the development but the scale of project would require a Construction Management Plan.

5.10 Drainage

The drainage design for the site is outlined in the Flood Risk Assessment and drainage strategy.

The strategy is for infiltration, via petrol interceptors, using cellular units under the yard, with exceedance (>30yr) stored on the surface in the loading areas.

Flood storage issues on the southern end of the site are mitigated by the proposed landscaping.

Means of escape and access issues are effectively confined to public highway and will be mitigated by proposed Section 278 junction works on Horton Road.

6.0 **External Consultation**

6.1 Berkshire Archaeology

Refer to Section 15.0 of this report.

6.2 Consultation has taken place with the following relevant external bodies, although no comments received to date. If comments are received these will be reported on the Amendment Sheet.

- Environment Agency
- Thames Water
- BAA Safeguarding
- Spelthorne Borough Council
- London Borough of Hillingdon
- Royal Borough of Windsor & Maidenhead
- Highways Agency
- Natural England
- Colnbrook with Poyle Parish Council

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National Guidance

- National Planning Policy Framework, March 2012 and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, Adopted December 2008

- 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 9 (Natural & Built Environment)
- Core Policy 10 (Infrastructure)

The Local Plan for Slough, Adopted March 2004

- 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)
- EN24 (Protection of Watercourses)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)

Other Relevant Documents/Statements

- Slough Borough Council Developer's Guide Parts 1-4

7.2 Composite Local Plan – Slough Local Development Plan and the NPPF – PAS Self Assessment Checklist

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

The main planning issues relevant to the assessment of this application are considered to be as follows:

- Principle of the redevelopment & land use;
- Design and appearance;
- Impact on adjoining sites;
- Traffic and Highways Implications;
- Flood Risk;
- Landscaping & Ecology;
- Energy & Sustainability;

- Archaeology;
- Air Quality; and
- Noise and Vibration.

8.0 **Assessment**

8.1 *Principle of the redevelopment & land use*

8.2 The National Planning Policy Framework (NPPF) states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. It further goes to state that “The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”.

8.3 The Spatial Vision of the Slough Local Development Framework, Core Strategy 2006-2026, includes the following strategic objectives:

- “Make the best use of existing buildings, previously developed land and existing and proposed infrastructure.
- To ensure that the existing business areas continue to provide sufficient employment-generating uses in order to maintain a sustainable, buoyant and diverse economy.
- To encourage investment and regeneration of employment areas.”

The proposal would be consistent with all of these objectives.

8.4 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;”

The proposal is consistent with the above policy as it provides an increase in floor space as a distribution warehouse facility with ancillary offices, this will increase the flexibility of the use of this site and therefore enhance the offer of industrial facilities within the Poyle Estate. It is considered that this proposal would contribute to the long term improvement of the Estate and act as a catalyst for investment for other sites within the Industrial Estate to come forward for redevelopment.

8.5 The proposal to redevelop from 17 small/medium sized units to 1 large multi-use industrial unit within the existing Poyle Estate Business Area is supported in principle by Policy EMP9 (Poyle Estate) of the Local Plan, which states “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”.

The principle of redeveloping the site for warehouse, distribution and ancillary offices is considered to be acceptable within an existing Business Area where the nature of use proposed is acceptable and compatible with other surrounding uses.

8.6 *Need*

8.7 The existing warehousing facility and headquarters located at Orbital Park (within London Borough of Hillingdon) is to be closed down and staff are to be re-located to the proposed development at Poyle 14. This proposed facility will be used in addition to the existing DHL facilities located at Heathrow Airport and Lakeside. There is a need to grow the business and this proposed distribution warehouse facility will incorporate the very latest technology in sorting and distribution, meeting the operational requirements for DHL.

8.8 The proposed facility will provide a long term strategic UK hub for DHL. The site will operate in the following ways:

- Parcels arriving at Heathrow (imported via aviation) will be sent to the Poyle Hub site and consolidated with other parcels. These will then trunk (via HGV) to one of a number of service centres (depots) in the South of the UK. Once at that service centre, they will be sorted onto a delivery route, and then delivered by DHL locally in smaller vehicles.
- Conversely, parcels are also collected from a UK customer, and then the process works in reverse by local DHL vans taking parcels to service centres. The service centre then consolidates and trunks to Poyle hub, Poyle hub then sorts, loads in aircraft containers, which are then despatched to Heathrow for export.
- There is also a hub to hub transfer, linking the Poyle site with other hubs such as the one at East Midlands Airport.

8.9 This facility will also include a parcel drop off and collection service for members of the public. Access to this will be from the Horton Road, and customers will be directed to the appropriate car park. However it is envisaged that the facility will mostly be used by commercial customers rather than domestic.

8.10 The Applicant is aware of the proposed Heathrow Hub proposals for a new runway, which if they were to go ahead then would seek to build a runway over the site. Nevertheless, the Applicant still seeks to proceed forward with this site and DHL has taken this into account as part of their business strategy at Board Level when agreeing to use this site for the relocation. DHL are fully committed to this site as it is ideally located to the airport to feed into their Heathrow facility as well as being in very close proximity to the M25.

8.11 *Employment*

8.12 The proposal will create up to 867 new jobs, this is supported in principle by Policy CP5 (Employment) of the Core Strategy which seeks that “The location, scale and intensity of new employment development must reinforce the spatial strategy and transport strategy. Intensive employment generating uses such as B1(a) offices be located in the town centre in accordance with the spatial strategy”; and “Major warehousing and distribution developments be located in the eastern part of the borough and in Existing Business Areas that have good access to the strategic road”.

- 8.13 It is considered that the proposal would bring employment benefits through the creation of a significant number of jobs. A currently under utilised site would be brought back into employment use and the continued success of the Existing Business Area would be supported. The proposed development would be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.
- 8.14 No objections are raised to the principle of constructing a Class B8 distribution warehouse with ancillary offices (B1a) on the application site in relation to the National Planning Policy Framework, Core Policy 5 and Local Plan Policies EMP2 and EMP9.
- 8.15 In light of recent changes to permitted development rights, a condition is recommended to ensure that the building shall only be used for warehouse, distribution and ancillary offices in the interests of ensuring that there may be no loss of the defined Existing Business Area to non-employment generating uses in the future.

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.” 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.

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 considerable and it would occupy the largest floor area when compared to other neighbouring industrial buildings within the vicinity of the estate. However, when assessing the design, the operational and functional requirements, including the deliverability of the proposed development must be taken into consideration.

This proposal meets the needs and requirements for DHL, in addition given the drop in height from 24.5m at the front to 15m which will occupy the majority of the footprint, there are considered to be no adverse impacts as a result of the proposed footprint. In addition, the proposed building has been designed to provide efficiency and flexibility to accommodate the needs of DHL. The height of the building would be marginally higher than the adjacent industrial premises and it should be noted the Travelodge within close proximity to the application site measures 20m in height. As such, the proposal would be

in keeping with other industrial properties and the site is considered to be a large enough site to support a building of larger bulk and mass. The development would be set back a minimum of 35 metres from the Horton Road frontage where the proposed trees will help to soften and break up the scale of the development.

- 9.3 The plans show that the building will be designed to house five storey of ancillary offices fronting Horton Road which will screen the warehouse and distribution facility located behind this façade. There will be an area within the roof for screened plant equipment, which will be set back by 7.6m from the front of the building. 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 Horton Road.
- 9.4 The building would be finished in metal cladding and windows in the southern elevation facing onto Horton Road that will serve the offices. There will be a number of high level windows to serve the distribution warehouse facility on the northern and western elevation in ensure adequate levels of natural light for employees.
- 9.5 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. The design represents a high quality finish and bespoke to the requirements for DHL. The building would be finished in metallic silver cladding, this would be in keeping with the industrial nature of the area and other buildings within the industrial area have similar appearances. The elevation facing onto Horton Road will be broken up with windows that will provide a more interesting façade onto Horton 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 Horton Road and that this would improve the appearance of the site.
- 9.6 It is proposed to have landscaping around the frontage facing onto Horton Road that will be seen from the public road, it is considered that this greenery will take away the harshness of the proposed bulk and mass of the building and that it will not have any detrimental impact upon the character of the area.
- 9.7 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 warehouse and distribution facility would be eastern and western facing which are bound by neighbouring occupiers that are similar in nature in terms of land use activity. Therefore, it is not considered that the proposed development would have an adverse impact on the working conditions of the surrounding sites, in terms of noise or overlooking. As such, the proposal is considered to be in accordance with Policy EMP2 of the Local Plan.

Furthermore, the proposed layout of the site would bring the development more centrally

within the site boundary than the existing buildings which are to be demolished, as such this will seek to ensure that there is limited impact that will be effected by the proposals.

The nearest residential occupiers are located within Poyle Park, situated at a distance of 100m from the application site. This is considered to be sufficient distance to alleviate issues in regard to intensification use of the application site.

10.3 In terms of lighting, the External Lighting Assessment indicates that the external lighting shall be designed to comply with legislation on light pollution and Heathrow approach restrictions. A condition with regard to the location of lighting has been attached 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 Core Policy 7 of the Core Strategy states that there should be no increase in car parking numbers permitted within commercial redevelopment schemes. It has been acknowledged that the proposed level of parking exceeds the existing provision, however it has been demonstrated that in order to accommodate shift change over periods for employees, a small increase in parking is required. As such, this will ensure that Horton Road, the main access route to Poyle Trading Estate is not obstructed by vehicles entering and leaving the site.

The Council's Transport and Highways Team are to provide their comments on the Amendment Sheet.

12.0 **Flood Risk**

- 12.1 The NPPF outlines that Local Planning Authorities should support the transition to a low carbon future in a changing climate whilst taking full account of (inter alia) flood risk and coastal change. Development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

Core Policy 8 of the Core Strategy states that development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property, and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain. It also states that development must manage surface water arising from a site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Sustainable drainage systems should be used to attenuate surface water runoff and to minimise the risk of future sewer flooding where this is practical in terms of ground water levels, geology and land quality.

- 12.2 The majority of the site is located within Flood Zone 1 according to the existing Environment Agency Flood Zones Map. A small region in the south of the site is within Flood Zone 2 and Flood Zone 3. The Flood Risk Assessment demonstrates that model outputs show that the majority of the site is at low actual risk from fluvial flooding, with the exception of the region in the south of the site which is at medium and high actual risk from fluvial flooding. The site is also at low actual risk from tidal flooding. There is a medium risk from surface water flooding and a high risk from groundwater flooding and residual risk from reservoir flooding.
- 12.3 The proposals have considered flood risk at all stages throughout the development of the final layout and reflects the flood risk constraints and the need to manage, and where possible reduce, flood risk in compliance with the guidance in NPPF. The supporting Flood Risk Assessment demonstrates how the flood risk to the site can be managed. The proposal will not increase the risk of flooding to others and as a result is considered to be acceptable.

13.0 **Landscaping & Ecology**

- 13.1 There are a number of existing trees of low to moderate quality spread across the site which will be removed as part of the development. Replacement planting is proposed along the western boundary abutting the proposed car park and to the entrance of the site. The landscaping at the front of the site will soften the proposed building and limit the impact to the Green Belt, south to the site.

The landscaping has been designed to provide an entrance which improves the environment along Horton Road and also discourages the possible nesting of birds as required by BAA. The proposed landscaping scheme has been conditioned.

Given the limited opportunity to provide landscaping within the grounds of the site due to operational requirements, the car park does include green walls. This will ensure to add an element of greenery to the site and the principle of the car park planter irrigation system is as follows:

1. A dedicated water supply will be provided. This will be served by harvested rainwater or in times of low rainfall mains water.
2. The water supply will serve an irrigation pump and filter unit.
3. An irrigation pipework distribution system will be installed to serve each planter.
4. Each planter / container will be provided with drip units.
5. The irrigation pump will maintain pressure in the pipework system to allow the timed / automatic drip units to supply water to the planter / container.
6. The quantity of water provided will be determined by the needs of the specific plant species.

The Council's Tree Management comments have been taken into consideration, it has been noted that none of the existing trees on site are of sufficient individual merit to warrant designing a scheme around. The Applicant has proposed landscaping for the available areas, using larger trees and utilises the car park wall to introduce climbing plants along with landscaping at the front of the site. This is considered to be in accordance with EN3 of the Local Plan.

- 13.2 An Ecological Assessment of the site has also been undertaken and submitted in support of the application which sets out that the site has limited ecological value, is isolated from surrounding environmental designations therefore not attractive to species and not supporting the environment for them. The site contains no water bodies, natural habitats or significant opportunities for protected species.

No response has been received from Natural England to date, should this be received, it will be included on the Amendment Sheet.

14.0 **Energy and Sustainability**

- 14.1 Core Policy 8 requires that developments must be designed and constructed in a sustainable manner to help reduce carbon emissions, pollution, flooding and limit depletion of natural resources, etc.
- 14.2 The proposed development will provide a more energy efficient building and be more sustainable than the existing units on site. The building will achieve a BREEAM 'Excellent' rating which has been conditioned, this is in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, December 2008.
- 14.3 It has also been stated that there will be considerable building efficiency. The Energy Strategy submitted confirms the use renewable and low carbon technology – photovoltaics, solar thermal water heating and air source heat pumps are to be considered. The plans show the indicative location of photovoltaics at roof level. The Developer's Guide states that major developments must include renewable or low carbon energy equivalent to 10% of the developments carbon emissions, this has been conditioned accordingly.

15.0 **Archaeology**

- 15.1 It is considered that there are potential archaeological implications with the proposed development. This is a site of reasonable scale (4.65 ha) and is located on the floodplain and gravel terraces between the River Colne and Colne Brook, which are tributaries of the River Thames. The richness and significance of the buried archaeological heritage of this landscape has been demonstrated by large scale excavations in the vicinity of Poyle. Excavations in the early 2000s in advance of the construction of Terminal 5, Heathrow, revealed an extraordinary palimpsest of archaeological remains over an area in excess of 70 hectares.

It is clear that the application site has undergone successive redevelopment, which may have caused widespread impacts on any buried archaeological remains. However a review of the Geo-environmental Investigation and Assessment Report (Capita, September 2014) indicates that there are areas within the site with apparently shallow deposits of 'made ground' above alluvium, suggesting that some areas of the site are less disturbed than others.

On this basis, it is recommended that, should this proposal be permitted, it is subject to a condition requiring a programme of archaeological work. This is in accordance with national and local plan policy.

The following condition is proposed:

No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority.

Berkshire Archaeology recommends that in the first instance a rapid impact assessment is undertaken that draws together cartographic evidence, geotechnical data and the results of archaeological investigations nearby in order to establish the extent of past impacts and if any areas survive where buried remains may survive. The results of the assessment can be used to determine if any archaeological fieldwork is merited and, if so, what the scope of that work might be.

The Agent has confirmed to undertaken a desk top study as recommended.

16.0 **Air Quality**

- 16.1 Paragraph 109 of the NPPF states "The planning system should contribute to, and enhance, the natural and local environment by.... preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability". Planning policies should "sustain compliance with and contribute towards EU limit values or national objectives for pollutants", taking into account Air Quality Management Areas (AQMA's).

Slough's Core Strategy recognises that Slough suffers from problems of congestion, noise and poor air quality, which are all made worse by external factors such as the proximity of Heathrow airport and the motorways. Core Policy 7 (Transport) emphasises that new development should be sustainable and situated in the most accessible locations; it sets a target for the annual mean NO₂ air quality levels to be 35µg/m³ by 2021.

- 16.2 The site sits outside the Air Quality Management Area but very close to it and traffic to and from the development will travel through the AQMA (located within LB of Hillingdon),

as such an Air Quality Assessment has been submitted. The assessment assesses the air quality impact on sensitive receptors, including Poyle Park.

16.3 A Lorry Routing Agreement will be included within the Section 106 which will ensure that all HGVs entering and exiting the site are from Junction 14 of the M25. In addition, the Air Quality Assessment states that the proposed development will use newer vehicles than the general vehicle fleet, with all vehicles being Euro 5 or 6 compliant. The Air Quality Assessment has concluded that the development will have an insignificant effect on air quality. No objections have been raised by the Council's Environmental Quality Manager but conditions have been recommended.

16.4 The Travel Plan is to include Electrical Vehicle charging point infrastructure for staff to use, at least 10 Electrical Vehicle points to be installed within the development car park with dedicated parking bays, in accordance with Core Policy 8 of the Core Strategy.

17.0 **Noise and Vibration**

17.1 The NPPF states that planning policies and decisions should avoid noise from giving rise to significant adverse effects on health and quality of life, including through the use of conditions. It should be recognised that development will often create some noise.

Slough's Core Strategy, Policy 8 (Sustainability and the Environment) states that development should not give rise to unacceptable levels of pollution, including noise and that where appropriate applications should be accompanied by a noise study.

17.2 The demolition and construction emissions from plant and dust can be dealt with adequately within the Construction Management Plan via a condition, which will include mitigation measures to control emissions.

18.0 **Heads of Terms**

18.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

18.2 The following measures are proposed:

- Fund the full cost of a road narrowing scheme on Poyle Road / Bath Road (circa £75,000);
- Contribution of £50,000 to provide a cycle route between the M25 J14 underpass and Colnbrook High Street;
- Contribution of £25,000 to fund 2 new bus stops with shelter, real time passenger information screens and associated maintenance costs;
- Training and Employment programme, including monitoring;
- Lorry Routing Agreement;
- Enter into Section 278 Agreement for modifications to the accesses and implementation of the highway works;
- Travel Plan which includes the operation of minibus services to nearby railway stations and securing the electrical charging points with dedicated bays, Travel Plan Monitoring fee of £6,000.

18.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The need for relevant obligations will be reviewed in light of any further comments received and any updates will be provided on the Committee Amendments Sheet.

19.0 **Summary**

19.1 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.

20.0 **PART C: RECOMMENDATION**

20.1 **Recommendation**

Having considered the relevant policies and all other relevant material considerations, it is recommended that the application be delegated to the Acting Planning Manager for formal determination following resolving highway and transport matters, to agree revised drawings requested and consider any further observations from neighbours / consultees, finalising conditions and completion of a Section 106 Agreement.

21.0 **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.

22.1 **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:

(Awaiting amended plans)

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 Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 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 within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before 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 Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

5. Maximum floor space

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 internal floor space of the building hereby permitted shall not exceed 14,817sqm (comprising warehouse, offices ground to fourth floor, mezzanines south, north and control room) (excluding the walkways over and plant area shown on drawing PL-102 A, the multi storey car park shown on drawing PL-110 and the bridge shown on drawing PL-103 A) and no extension or alteration either external or internal, including the provision of an increase in floor space of the 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 shall not cover more than 6,059sqm total gross internal floor space and only used in-conjunction with the B8 warehouse and distribution facility hereby approved 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, December 2008 and Policy EMP9 of the Adopted Local Plan for Slough, 2004.

7. Removal of Permitted Development

Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the building shall only be

used for purposes falling within Classes B8 and B1(a) of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In the interests of ensuring that there is no loss of the defined Existing Business Areas to non-employment generating uses in accordance with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. Renewable and low carbon energy

At least a 10% reduction in regulated energy carbon emissions from the new build area of the development shall be secured from renewable and low carbon technologies, in accordance with submitted Energy Strategy, prepared by Watkins Payne, dated September 2014. The approved details shall be implemented in accordance with the Energy Strategy and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

9. BREEAM 'Excellent' Rating

Evidence confirming that the development achieves a BREEAM New Construction rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the form of a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months following the first occupation of the development.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

10. No sub-division or change in layout

The proposed layout hereby approved shall not be altered or sub-divided without the prior approval of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site and to accord with Core Policy 5 of the Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

11. Refuse

Prior to the first occupation of the development hereby approved, details of refuse storage, refuse collection and recycling facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and made available for use prior to the development hereby approved first being brought into use.

REASON To ensure that adequate onsite servicing can take place and in accordance with

Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

12. Means of access

Prior to first occupation of the development hereby approved, the new means of access shown on Drawing No. (TBC) shall be sited and laid out in accordance with the approval plans 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.

13. Cycle parking

Prior to first occupation of the development hereby approved, details of the cycle parking provision (including location, housing and cycle stand details) shall be 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 first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

14. Entry barrier

Prior to installation, details of access gates, roller shutters doors or other vehicle entry barriers or control systems shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be retained at all times in the future for this purpose.

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

15. Pedestrian Visibility Splays

Prior to first occupation of the development hereby approved, the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) shall be provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm 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.

16. Loading and unloading

Prior to first occupation of the development hereby approved, the scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

17. Visibility Splays

Prior to first occupation of the development hereby approved, visibility splays shall be provided on both sides of the access between a point 4.5 metres along the centre line of the access measured from the edge of the carriageway and a point 90 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.

18. Flood risk

The development permitted shall only be carried out in accordance with the approved Flood Risk Assessment by Capita, dated September 2014.

REASON To reduce the risk of flooding to the proposed development and future occupants in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. Drainage

The development permitted shall only be carried out in accordance with the approved Drawings No's. 001 – P01, Dated Aug 2014, Recd 27/01/2015 and 002 – P00, Dated Aug 2014, Recd 04/12/2014.

REASON To ensure adequate drainage of the proposed development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

20. Boundary treatment

Prior to first occupation of the development hereby approved, details of the proposed boundary treatment including position, external appearance, height and materials shall be submitted to and approved by the Local Planning Authority and 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.

21. Details of plant and machinery

During operation, the cumulative plant noise emission rating level shall not exceed 45Db during the daytime (7:00-23:00) and shall not exceed 40dBA during the nighttime (23:00-7:00), calculated 1m from the nearest residential façade at Poyle Park. The plant and machinery equipment shall be installed in accordance with the approved details prior to first occupation 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.

22. Landscaping

The landscaping shall be carried out in accordance with Drawing No. (TBC)

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as shown on the approved landscaping drawings.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

23. External Lighting

Prior to the first occupation of the development details of the type and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

24. Updated Risk Assessment

Development works shall not commence until an updated risk assessment has been submitted to and approved in writing by the Local Planning Authority, following the completion of the proposed remediation as per the Provectus Remediation Method Statement for Poyle 14 Industrial Estate, Jupiter House, 6 Horton Road (Report Number 100913/RMS/001, Issue 1, January 2015). The updated assessment shall, as a minimum, review the Conceptual Site Model and assessment submitted as part of the planning application (Capita, Poyle 14, Jupiter House and 6 Horton Road, geo-environmental Investigation and Assessment, Revision A, 10 September 2014) and response to planning comments (Capita, Letter Ref. CS073681-PE-15-012-L, 26 January 2015). The updated risk assessment shall, as a minimum, include verification and monitoring data obtained upon completion of remediation.

REASON To ensure that the type, nature and extent of residual contamination, and the risks to receptors are adequately characterised and assessed, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008.

25. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the assessment (Capita, Poyle 14, Jupiter House and 6 Horton Road, geo-environmental Investigation and Assessment, Revision A, 10 September 2014) and

Remediation Method Statement (Provectus Remedial Method Statement for Poyle 14 Industrial Estate, Jupiter House, 6 Horton Road (Report Number 100913/RMS/001, Issue 1, January 2015), as well as pursuant to the Updated Risk Assessment condition shall be occupied until a full validation report for the purposes of receptors protection from risks associated with land contamination has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Updated Risk Assessment condition. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and the environment, and in accordance with Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008.

26. Updated Drainage Strategy

Before any surface or foul water drainage infrastructure is installed as part of the proposed development, details of all on and off-site works to be constructed shall be submitted to and approved by the Local Planning Authority. These shall, as a minimum, include proposals and measures to mitigate unacceptable effects on the water environment taking into account the site conditions and any residual contamination upon completion of the remediation works, and ensure that any storm water flows are properly attenuated before discharge to any public sewer or controlled waters receptor.

REASON To ensure that environmental standards, including mitigation of pollution risks to controlled waters, are met.

27. Construction Management Plan

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:

- (a) the parking of site operatives' and visitors' vehicles;
- (b) loading and unloading of plant and materials;
- (c) management of construction traffic and access/haul routes and controlled hours of delivery including:
 - 1) any alterations to existing points of access between the application site and the highway shall be formed, laid out and constructed in accordance with specifications and with sightlines be submitted in further detail to be approved by the Local Planning Authority before the scheme commenced on site
 - 2) specification of haul route(s) and of any temporary signage to be provided to identify the route and promote its safe use
 - 3) identification of the times when major items of plant and equipment are to be transported to and from the site
 - 4) identification of the routing strategy and procedures for the notification and conveyance of an abnormal or indivisible load authorised by the Highways Agency pursuant to the Road Vehicles (Authorisation of Special Types)(General) Order 2003

- 5) wheel washing facilities and arrangements for removal of mud from public highway;
- 6) proposals for communicating information with its terms, subject to any variation which has prior written approval of the Local Planning Authority in conjunction with the Highways Agency.
- (d) storage of plant and materials to be used;
- (e) a scheme for recycling /disposal of waste from demolition and construction works;
- (f) Before the site works and construction of the development commences, details of all temporary external lighting shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out in accordance with the approved details.
- (g) Noise and Vibration Management and Monitoring Plan that covers all demolition and construction activity during construction phase. Noise monitoring locations and noise limits are required to be agreed with the Local Planning Authority prior to the construction phase to safeguard adjacent neighbouring properties from significance annoyances in accordance with British Standard: 6472-1 and 5228.
- (h) Dust Management and Monitoring Plan that covers all demolition and construction activity during construction phase. Dust monitoring locations and dust limits are required to be agreed with the Local Planning Authority prior to the construction phase.
- (i) Spillage Plan to be submitted to the Local Planning Authority that will cover all construction and demolition activities to protect the environment from pollution. The commencement of site construction works shall not take place until a scheme detailing the method to be used for pile driving has been submitted to and approved by the Local Planning Authority.

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).

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.