

PLANNING COMMITTEE

17TH February 2015

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

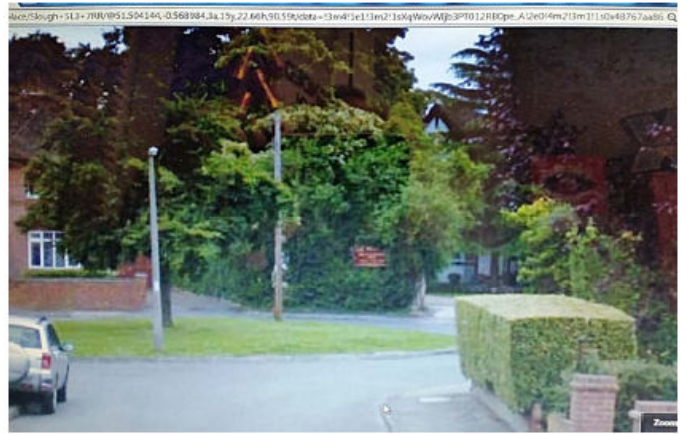
P/06674/010 – 30 Rambler Lane

Members are advised that the description of the proposal is incorrect and should read:
CONSTRUCTION OF TWO STOREY FRONT AND SINGLE STOREY SIDE AND REAR EXTENSIONS.

With reference to the Proposal as set out in paragraphs 2.1 – 2.3 on page 10 of the Officers report, just so there is no ambiguity regarding the proposal, it includes a single storey rear extension, single storey side extension on the north western side, single storey extension on the south eastern side to provide an enlarged day room and two storey front extension. For reasons of clarity, the two storey front extension would comprise the infilling of the volume already created at ground floor to a depth of 4 metres plus a further 1 metre extension. At first floor level the extension would have a similar depth of 5 metres and would be created by a forward projection of the existing front gable.

The neighbouring occupier at number 28 Rambler Lane has submitted the attached photographs in support of their presentation to Members at Committee and requested their circulation prior to that presentation.



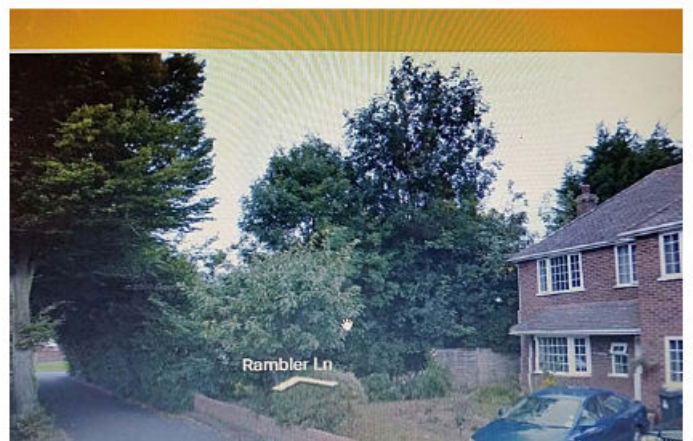


Proposal is to convert use existing attic/loft for storage purposes for residents purposes. This involves the installation of:

- 4 inerted dormers, 3 velux windows + external staircases
- Staircase + 2 of ground inerted dormers would be installed to north-west elevation. No direct overlooking of adjoining residential houses + gardens would result because of distance from boundary and existence of trees + hedges on boundary at least 4.0m to the top.
- 2 dormers within north-east elevation. No loss of privacy or direct overlooking would result, again because of distance to boundary + other houses.

Proposed use of loft/attic for storage purposes also means that unlikely people could be looking out through windows.

The proposal would not increase the number of bedrooms available to possible residents or staff accommodation. See suggested condition 3.



In response to concerns from the neighbouring occupier at 28 Ramblers Lane regarding the proposals to extend the existing communal day room closer to the boundary with that property, it is proposed to include a number of conditions designed to protect the existing residential amenities of the neighbouring occupiers at 28 Rambler Lane.

- (1) The windows within the north east and south east elevations of the proposed extension to the communal day room shall be high level only (1.8m above the finished internal floor level) and fixed shut and shall be so maintained at all times.

REASON: To protect the residential amenities of the neighbouring occupiers at 28 Rambler Lane in accordance with the national Planning Policy Framework and Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

- (2) No external terrace shall be formed at any point adjacent to the proposed extension to the communal day room

REASON: To protect the residential amenities of the neighbouring occupiers at 28 Rambler Lane in accordance with the national Planning Policy Framework and Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

- (3) The boundary hedges that exist along the east and west boundaries of the site shall be retained both during and after the period of construction unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the residential amenities of the neighbouring occupiers at 28 and 21 Rambler Lane in accordance with the national Planning Policy Framework and Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

- (4) There shall be no access permitted onto the roof of the proposed rear extension except for means of escape in the case of fire or for essential maintenance works.

REASON: To protect the residential amenities of the neighbouring occupiers at 28 and 21 Rambler Lane in accordance with the national Planning Policy Framework and Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

NO CHANGE TO RECOMMENDATION

P/11490/003 – Poyle 14, Newlands Drive, Poyle

Employment and Training Programme

An Employment and Training Programme has been submitted, the programme will utilise the expertise and resources available through the Slough Aspire partnership, including Slough Borough Council and East Berkshire College, to enhance the training and recruitment provision for the proposed development. The programme includes a £6,000 employment contribution, this will be secured within the Section 106 Agreement.

Slough Aspire

Letter received by Slough Aspire on 17 February 2015, states the following:

Slough Aspire is an innovative new private-public sector led social enterprise designed to help the local community develop the right employability skills to meet the needs of Slough companies now and in the future and to work with employers to develop the skills of their existing workforce.

As part of the S106 contribution, we very much welcome the opportunity to work with SEGRO and DHL to deliver a dedicated training and recruitment programme that will help local residents access the jobs that will be created. By adopting a flexible approach we will be able to target residents in Colnbrook and Poyle seeking employment opportunities, as well as wards in Slough that have high levels of unemployment such as Chalvey, Central and Farnham.

We are aware the DHL is making a long term commitment to Slough. If the programme is a success, we hope that we can create a long term partnership with them to support their recruitment needs in the future.

Thames Valley Chambers Commerce

Letter received by Slough Aspire on 17 February 2015, summary of the letter is below:

The Thames Valley Chamber of Commerce welcomes the proposed regeneration of Poyle 14 by SEGRO to build a new headquarter and logistics hub for DHL International (UK).

In an ever increasing global market competition to attract and retain inward investment is increasingly tough. We have already seen major international employers, such as Honda, Citroen and Unilever, announce recent plans to close their presence in the town. There was little that could be done to stop these businesses disinvesting especially as the ultimate decisions were probably made in Tokyo, Paris and Rotterdam. But the outcome of these decisions are felt locally. Job losses and the impact on the vitality of the town are all tangible consequences of these companies closing their offices. But, it also creates uncertainty for potential new investors considering Slough as a business location.

Thames Valley Chamber of Commerce very much hopes that Slough Borough Council recognises the tremendous economic impact this multi-million pound headquarter and logistics hub will have on the town.

DHL is a world class company. The very kind of international business we should be seeking to attract and retain in Slough. In times of economic uncertainty the fact that DHL is making such a long term commitment to the town should be welcomed. Many local residents stand to benefit from the hundreds of jobs that will be generated by DHL in the future through the dedicated training and recruitment partnership with SEGRO and Slough Aspire.

The Chamber supports the application and hopes the planning committee supports the officer's recommendation.

Colnbrook with Poyle Parish Council

Letter received by Colnbrook with Poyle Parish Council on 17 February 2015 which states the following:

The Parish Council has met with SEGRO to understand their regeneration plans for the Poyle 14. This letter is to acknowledge the proposed S106 contributions that SEGRO is making to mitigate traffic congestion, enhance road safety and encourage the use of public transport in the local area.

We also welcome the proposed training and recruitment programme that will help local residents seeking employment opportunities to access the jobs that will be created on site.

The Parish Council also looks forward to working with SEGRO to establish the new Poyle Business Community Forum.

We would welcome the opportunity to work with SBC and SEGRO in order to influence The Highways Agency to improve the operation of junction 14 of the M25 to give better traffic flow through the Horton Road entry/exit.

Natural England

Natural England comments were received on 16 February 2015 and they object to the proposed development on the grounds that the application, as submitted, is likely to damage or destroy the interest features for Staines Moor SSSI.

1) Air quality

This proposal will result in a change in vehicular usage with 200 metres of Staines Moor SSSI (approx. 60 metres away from Horton Road). This is associated with increased emissions to air which can damage nearby vegetation, either directly or indirectly by causing an increase in levels of pollutants such as nitrogen oxides and particulates.

To address this concern, and to assess whether the proposal is likely to cause harm to Staines Moor SSSI, the Applicant should provide the following further information within an air quality assessment for both the construction and operational phases of the proposal.

2) Construction phase impacts

The proposal should demonstrate how potential construction impacts upon Staines Moor SSSI will be prevented, including how dust will be controlled and potential how oil spillages (e.g. along Horton Road), or pollution from road washing etc., will be prevented or controlled to exclude any likelihood of harm to the nearby designated site. We note that a Construction Environmental Management Plan (CEMP) will be proposed and agreed with your authority, and we advise that the CEMP includes details of this information in addition to the details currently proposed.

Highways Agency

The Highways Agency comments were received on 6 February 2015 and they have submitted a TR110 Holding Directive, this notice will remain valid until 03 April, 2015. The comments are below.

This proposed site is located on the west side of the M25 Junction 14, so in the case of this development we are interested in the effects of the proposed development on operation of the junction including the merges and diverges with the main M25 carriageway, plus the safety implications of queues particularly on the slip roads. Given that this section of the M25 is the most heavily trafficked section of motorway in the country, we need to properly consider the impacts of further traffic in this location.

1. Trip Generation – concern is that the consent is for the land use rather than the occupant and their specific trip patterns so we are concerned that the trip generation will not be robust enough. Any future

occupant would be able to change arrival and departure times and this may have impacts for the surrounding transport network. Therefore, we cannot simply accept that they have been calculated by DHL without sufficient assurances that the trip generation times will be sufficiently fixed and how this will be achieved.

2. Junction Assessment - once the trip generation has been agreed we will require assessment of the impacts upon M25 Junction 14. This should also include merge and diverge assessments for the slip roads in accordance with DMRB TO 22/06. This should cover peak hours of operation. Given our concerns about the operation of this particular part of the strategic network, should insufficient information be provided by the applicant to justify the rigidity of the trip generation times for the proposed use (i.e more on the shoulders of the peak hour than actually in the peak hour) we will need an assessment of the peak trip generation within the peak hour to provide a robust assessment of the potential traffic impacts.

3. Assessment Year - in line with above, we require an assessment for the first year of full occupation for the proposed use. We would assume this to be 2016 or 2017 should consent be granted in the coming months.

4. Travel Plan - we have not reviewed the travel plan at this stage. For information we would be willing to consider the impacts of "smarter choices" measures upon trip generation and distribution if they are sensibly applied in line with current WebTAG guidance. Justification for any adjustments to trip rates in terms of measures to be used to guarantee reductions would need to be supplied.

Response

The applicant is currently in discussion with the Highways Agency as to appropriate mitigation and until that is agreed the Highways Agency has issued a Holding Direction.

Slough Borough Council, Highways & Transport Department

This is an application to redevelop Poyle 14 business estate into a distribution centre for DHL. Detailed pre-application scoping comments were provided to the applicant's consultants in September 2014, in which the applicant was advised to consult with the Highways Agency at the pre-application stage.

There are 17 existing units including B1c Industrial (2 units), B8 Storage and Distribution (7 units) and B1a Offices (8 units); of the 17 units 13 were occupied at the time of the May 2014 surveys.

Committed Developments

The Transport Assessment (TA) has taken account of two units that have planned consent, but are not currently occupied at 1 Prescott Road and Brook House / Future House.

Development Proposal

The development proposal is for 8,758sqm of B8 distribution warehouse and 6,059 sqm of ancillary office space.

Shift Patterns

The site will be operating 24 hours a day 7 days a week and the TA advises that there will be 7 shift patterns operating.

Car Parking

The existing site has 470 spaces. The proposed site has 585 parking spaces of which 554 are within the multi-storey car park, 11 customer collection bays and 20 visitor spaces. Under the Slough Local Development Framework Core Policy 7 states that 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". In regard to this site it is accepted that because the site will be operating various shift patterns at shift changeover times there will be a lot of pressure on the car

parking and therefore more spaces would be required to cope with shift changeover times than would normally be acceptable.

The applicant was encouraged to apply the Safer Parking Scheme: Park Mark award principles to the car park design and the applicant agreed to undertake this in the design process.

Access

There is an existing access to the site via Newlands Drive, but the development proposes to stop up the public highway on Newlands Drive and provide a new dedicated access into the site in this location. The proposed site access scheme is shown in Drawing 27967/001/007 Rev. F and this shows an enlarged access junction with right turn lane and carriageway widening together with speed reduction measures.

Visibility splays of 2.4m x 90m can be achieved in both directions from the improved site access and this is the same as the existing visibility splay that can be achieved from Newlands Drive.

The scheme has made provision for a right turn lane into Calder Way, the site access and into Isis House; all of these right turn lanes are protected by refuges, which will prevent right turn lanes being used for overtaking.

Traffic surveys reported in the TA have found that the 85th percentile speed on this section of Horton Road reaches 40mph at the weekend and is circa 35mph during the weekdays. The existing speed limit on Horton Road is 30mph. Taking account of the new right turn lanes provided it has been necessary to request speed reduction measures are provided to ensure that the deceleration right turn lanes can effectively work and the main measures that have been agreed are:

- central refuge islands;
- refreshing of road markings highlighting the 30mph speed limit;
- electronic speed signs highlighting the 30mph limit.

These speed reduction measures have been agreed following discussions with the two neighbouring highway authorities the Highways Agency and Surrey County Council. All of the speed reduction measures will be provided in the Borough of Slough.

Tracking has been provided showing that the new carriageway and access layout does work.

Trip Generation

Trip generation for the existing site has been determined by undertaking traffic surveys of traffic movements in and out of the site. This has then be factored up to take account of the vacant units. Total daily trip generation equates to 1592 two way movements of which there are 1381 vehicle movements and 211 HGVs.

The proposed development will generate 1966 two way movements of which 317 will be HGVs and therefore there will be an increase of 513 passenger car units (PCUs), with 1 HGV equaling 2.3 PCUs. The trip generation has been accepted.

Following further information being provided regarding the shift pattern, it can be reported that the increase in staff on the site compared to the previous use will mean that there will be a net increase in trips during both peak periods. In this part of the network, the peak hour extends for a longer time period (0630-0930) and therefore whilst there will be a decrease in 43 vehicle trips between 0800-0900 time period, there will be an increase of 116 vehicle trips between 0700-0800. Correspondingly in the evening peak period there will be a small increase of 19 vehicle trips between 1700-1800 and a larger increase of 165 vehicle trips (in PCUs) between 1800-1900.

Trip Distribution

It has been assumed that all HGVs will arrive and depart the site using M25 J14, but for the cars and LGVs it has been assumed that 80% of traffic will arrive via J14 and 20% from the west and the north.

Traffic Impact

The impact of the increase in vehicle trips to the site will predominately effect the operation of the Horton Road arm of M25 J14, which is managed and maintained by the Highways Agency. There is already extensive queuing on the Horton Road arm of this junction in the PM peak period, which is exacerbated by exit blocking of the Horton Road arm by the circulating traffic of the J14 roundabout. The development traffic will worsen the operation of this arm of the junction. The applicant is currently in discussion with the Highways Agency to agree appropriate mitigation and until that is agreed the Highways Agency has issued a Holding Direction. It is the view of the local highway authority that the implementation of a yellow box junction and potentially a minor modification to the signal timings at the signalized roundabout would help relieve some of the congestion on the Horton Road arm and bring the junction back to nil detriment.

Junction Modelling

The TA assesses the impact of the development on the site access junction with Horton Road and Calder Way / Horton Road. The modeling shows that both junctions will operate within capacity in the peak hours. The modeling has been checked and whilst some minor errors and discrepancies in the modelling of the existing and proposed junction arrangements have been identified, changes to the modelling has been undertaken and it is clear that the impact of these errors /discrepancies is minimal. Whilst it is agreed that the conclusion drawn within the TA with regards to the capacity of the junctions being sufficient to meet the demand are agreed as robust, it is understood that there is often slow moving or queuing traffic along Horton Road in the direction of the M25 J14. As such, it is suggested that 'Keep Clear' markings are placed across the mouth of both of the assessed junctions so as to protect the ability of westbound traffic to turn right into both minor roads. These recommendations have been taken on board and are shown in Drawing No. 27967/001/007 rev F.

Cycle Parking and Access

The developer has made provision for 28 cycle parking spaces and storage lockers together with shower and changing facilities. In addition the applicant has agreed to provide a widened footway across the front of the site (3m wide) to enable it to be converted to shared cycle / pedestrian use. Cycle access to the site is currently poor as the roads in this part of Poyle are very busy with HGVs.

There is an existing cycle route that allows safe passage beneath the circulating carriageway of M25 J14 and over the M25 and this route ends at the Wraysbury River bridge some 100m to the east of the site, which is on the borough boundary between Slough and Surrey. Currently there is no safe crossing point between the northern footway and the southern footway / verge along Horton Road to gain access to this route, and therefore this route is little known and cannot be actively promoted. The proposed scheme will allow safer access to this route. Furthermore the applicant has agreed to make a £50,000 contribution towards providing a safe cycle route between the site and Colnbrook High Street. Whilst this contribution will not fund the full cost of such a facility it will significantly assist in providing a route which will enable safe access to this site for cyclists and benefit other sites in the adjoining area.

Public Transport Access

The site is not well served by public transport with no bus services passing along Horton Road. The nearest bus stop is 300m from the site on the roundabout at Horton Road / Poyle Road (Golden Cross) and this is served by the 60 (Eton Wick, Slough, Datchet, Heathrow Terminal 5) and 305 (Staines, Wraysbury and Colnbrook). The frequency of the 60 service is hourly between 05.30-22.00 and the Sunday frequency is every two hours. The 305 operates Monday to Saturday less frequently between hourly and every four hours. As the stop is located on the roundabout it makes difficult to access on foot and there are no current crossing facilities. It has been agreed with the developer that the stop will be relocated to the southern end of Poyle Road as shown in Drawing No. 27967/001/011. The relocation of the stops to this location will make them more visible and attractive to use. The exact locations of the stops will be agreed in discussion with the operators and at the detailed design stage. The developer has agreed to fund the implementation of a shelter at one of the stops and real time passenger information screens at both of the stops. A contribution of £35,000 has been agreed to fund the new shelter, RTP1 screens and maintenance of these facilities for a period of 4 years. The civils works to implement the new stops will be provided by the developer and this will include the bus cage markings,

bus stop flag, raised kerbs and hardstanding / footway links and electricity connections for the RTPI screens.

DHL (operating out of Orbital Park) currently provide staff access to rail and underground stations using minibuses and these currently operate between 07.30 -09.30 and 16.05-18.05. It is intended that these services will continue once the site is relocated to Poyle 14. This is to be welcomed and will provide staff another alternative mode of travel. Longer term commitment to these services will need to be secured in the S106 agreement.

Routing

Discussions have been held with the applicant to agree vehicle routing to the site as the number of HGVs using Bath Road in Colnbrook has been steadily increasing as the former offices on the Poyle Trading Estate have been converted to Freight Forwarding businesses. This has had a detrimental impact on the residents living in this part of Colnbrook. The applicant has agreed to a S106 obligation that states that vehicles will only be able to access the site from M25 J14.

The routing agreement is often as only as good as the enforcement and this can become a very costly process to implement and manage long term, both for the developer and the local authority, and in practice would require ANPR cameras etc and a penalty system. Therefore in this instance the applicant has agreed to make a financial contribution to fund the full cost of road narrowing scheme on either Bath Road or at the northern end of Poyle Road which would (subject to consultation) prevent HGVs from accessing the Poyle Trading Estate from the north (Bath Road/Colnbrook High Street). It would still allow cars and small vans and buses to pass through, with the bus lane being enforced by CCTV cameras subject to the Council taking up the Enforcement Powers for Bus Lanes.

Travel Plan

A Travel Plan has been prepared by the applicant and at this stage it is not considered acceptable and a revised document is required to be included as part of the s106 agreement. The Travel Plan will need to undertake monitoring using the TRICS methodology and fund the Council's cost for monitoring the travel plan of £6,000.

Construction Method Statement

A provisional Construction Method Statement has been prepared and is included within the TA which sets out the method for the demolition of the existing buildings and erection of the new DHL facility.

One area that is not covered in the document is that HGV operators should be encouraged to adopt similar safety measures on their vehicles as adopted by Crossrail for their works traffic (e.g. sidebars, blind spot cameras, audible 'turning left' warnings and reversing beeps) for all HGVs accessing the site. This request was discussed with the applicant in meetings in January 2015 and we would strongly encourage the developer to ensure that the vehicles that they use are as safe as possible for vulnerable road users in the demolition, construction and in the future operation of the site. The Construction Management Plan / Method Statement will need to be agreed as a planning condition.

Stopping Up of the Public Highway

The scheme proposes to stop up the existing public highway of Newlands Drive. I understand that the applicant has already provided funding of £5,000 to the local highway authority to start progressing this stopping up and therefore this contribution does not need to be secured through the S106 agreement.

Recommendation

Subject to securing the following S106 contributions/works and the planning conditions/informatives I would not raise a highway objection to the application.

S106 Requirements

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory

implementation of the works identified in the highways schedule, the collection of the contributions schedule and the further transport measures.

The highways schedule includes

- Works set out in Drawing No. 27967/001/007 rev. F and Drawing No. 27967/001/011;
- Temporary access point;
- Installation of junction
- Reconstruct the footway fronting the application site;
- Reinstatement of redundant access points to standard to footway construction (as necessary)
- Installation of street lighting modifications;
- Drainage connections;
- High friction surfacing (not anti-skid) on resurfaced carriageway;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s) as set out in Drawing No. 27967/001/007 Rev. F;
- Bus stop works includes bus stop cage markings, raised kerbs, electrical connections, bus stop flags, hardstanding areas / footway links;
- Electronic speed signs (specification to be agreed);

The contributions schedules

- £75,000 (circa) to fund full cost of a road narrowing scheme on Poyle Road / Bath Road with CCTV enforcement (prior to commencement);
- £50,000 contribution to provide a cycle route between the M25 J14 underpass and Colbrook High Street;
- £35,000 contribution to fund 2 new bus stops with 1 shelter, 2 real time passenger information screens and associated maintenance costs (prior to occupation);
- £6,000 Travel Plan Monitoring fee (prior to occupation)

Transport Measures to be secured through S106

- Lorry Routing Agreement: HGVs to access site via M25 J14. No HGV access to the development via Colbrook High Street and/or Bath Road and Poyle Road;
- Revised Travel Plan;
- TRICS SAM monitoring in years 1, 3 and 5;
- Minibus services to nearby railway stations;
- Rapid Electric Vehicle Charging points with dedicated bays;

Amendments to conditions, which will now read:

Visibility Splays

No part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 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.

Cycle Parking

No development shall be begun until details of the cycle parking provision (including location, housing cycle stand details and unobstructed footway link) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of 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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

Informative(s):

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
3. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
6. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

Conditions

It should be noted that there have been amendments to the conditions with the addition of new conditions and informatives, further details are provided below.

Construction Management Plan

With regard to the Construction Management Plan, the assessment to submit a vibration management and monitoring plan has been omitted.

Following comments from the Highways and Transport Department, in particular the comments in relation to the Construction Method Statement, this condition has been amended to include safety measures for construction vehicles.

Heathrow Safeguarding comments received on 9th February 2015 and the condition now includes details with respect to cranes.

For clarity the condition will now read:

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. The construction vehicles shall adopt safety measures on their vehicles to minimise risk to vulnerable road users. These measures shall include sidebars, audible 'turning left' warning and reversing beeps.

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 to 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. Lighting schemes required during construction shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

(g) Noise 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: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.

(j) 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.

(k) During construction, with respect to cranes, you shall accord to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Further details can be found in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding>).

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).

External Lighting

Heathrow Safeguarding comments received on 9th February 2015 require the amendments the following condition, it will now read:

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 lighting shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal. 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 avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare and 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.

Thames Water

Thames Water comments were received on 10 February 2015, they have advised that with regard to sewerage infrastructure capacity, there is no objection.

The following conditions and informatives have been recommended:

Conditions

Piling

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. This is in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008

Petrol / oil interceptors

Prior to the first occupation of the development petrol / oil interceptors shall be fitted in all car parking/washing/repair facilities. The petrol / oil interceptors shall be maintained and shall be retained at all times in the future for this purpose.

REASON Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses, in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008.

Informative:

Main Crossing:

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the

aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Water Mains:

There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Minimum Pressure:

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Surface Water Drainage:

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Piling:

The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Response:

The Agent has provided a response to the conditions/informatives requested by Thames Water, these are currently under review by Thames Water and further amendments may be required.

Following comments from the Highways Agency and Natural England, there is a change to the recommendation:

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 withdrawal of the Highway Agency and Natural England's objections, resolving highway and transport matters, to agree revised drawings requested and consider any further observations from statutory consultees, finalising conditions and completion of a Section 106 Agreement.

P/03896/003 - Arbour Vale Academy, Stoke Road

Additional information received from one of the objector the covering note is below. It is questionnaire completed by 29 local residents indicating their view on the school and stadium proposals in particular the impact of the schemes, traffic, environment and other matters. In brief 10 answered yes to the school and 16 no; all scored traffic impact as extreme. The 'score' results refer to number of residents scoring against the 3 stated items with 5 being extreme and 1 low. Covering note from objector :

A simple questionnaire of the residents on Stoke Road North & Stokesay. Re. Proposed development of a School and Stadium, East of Stoke Road.

The questionnaire was devised and administered by Barbara Cotterell on the afternoons of 12th and 13th February 2015. Introducing myself as a local resident (196 Stoke Road) I gave a brief outline of the proposals to residents as I called at their homes. I did not offer an opinion unless asked to do so.

I asked residents if they were happy to add their names and signatures to authenticate this questionnaire, but assured them these would only be used for the purpose of my submission to the planning committee and for no other reason.

Explanatory notes;

1. **Impact** of the both proposals upon the community. *In Practise this was a question which would have been best separated in to the two different proposals.*
2. **Traffic**, denotes overall concern about the increase in traffic on Stoke Road from both or either proposal.
3. **Environment**, pollution effect of lights, noise and traffic in the immediate area.
4. **Other**, any further remark which the resident felt was very important to them.

Findings

1. A total of 58 homes took part of this questionnaire. 29 homes responded.
2. School yes..... 10
3. School no..... 16
4. School don't know... 2
5. Stadium yes..... 4
6. Stadium no..... 22
7. Impact; score 5-12, score 4-9, score 3-2, score 2-1, score 1-1
8. Traffic; score 5-26, score 4-2,
9. Environment; score 5-19, score 4-5, score 3-3, score 2-2
10. Other; Building on green belt, Ambulance access, Parking, Filter feed, Impact of change, Disruption during building works, Residents safety, Proximity to cemetery, Weekend stadium disruption, Litter, Construction, Traffic impact on the Crematorium, Parking overflow.

Traffic and Highway comments

The summary at paras. 9.1 to 9.6 covers transport and highway key comments. Additional points are - further clarity is needed regarding what is being funding by Section 106 contributions and which party will pay the necessary works and measures overlapping with the adjacent stadium development. The location of the pedestrian crossing will need to be adjusted slightly to be outside 229 Stoke Road; zig-zag parking restrictions will be placed either side. The existing south bound bus stop will move to be

south of the main site access. The Sec 106 will require a commitment for provision of the school bus service. The Stoke Rd/Elliman Ave junction signal changes will include pedestrian crossings.

Conditions

Drawing numbers to be approved subject to minor amendments

P01451-02-P650	Location Plan
P01451-02-P651	Existing Site Plan
P01451-02-P652	Proposed Site Plan
P01451-02-P653	Proposed Master Plan
P01451-02-P660	Proposed Landscape Plan
P01451-02-P001	Proposed Ground Floor Plan
P01451-02-P101	Proposed First Floor Plan
P01451-02-P201	Proposed Second Floor Plan
P01451-02-P570	Proposed Roof Plan
P01451-02-P700	Proposed Elevations
P01451-02-P710	Building Sections
P01451-02-P711	Existing Building Elevations
P01451-02-P760	Interior Design Concepts
P01451-02-P800	Proposed 3D Perspectives

NO CHANGE TO RECOMMENDATION

S/00587/005 Arbour Vale; Stadium, Stoke Road, Slough

Additional information received from one of the objector attached. It is questionnaire completed by 29 local residents indicating their view on the school and stadium proposals in particular the impact of the schemes, traffic, environment and other matters. In brief 4 answered yes to the stadium and 22 no; all scored traffic impact as extreme.

Sport England – have made a holding objection pending further information/discussion. That information has been supplied and a response is expected soon. In particular it has been made clear that St. Joseph’s school will have access to the community sports centre stadium 10 hours a week during term time. Sport England have also asked for the sports hall to be larger to tie in with their recommended standards.

Traffic and Highway comments

The summary at paras. 9.1 to 9.8 covers transport and highway key comments. Additional points are - further clarity is needed regarding what is being funding by Section 106 contributions and which party will pay the necessary works and measures overlapping with the adjacent stadium development. The location of the pedestrian crossing will need to be adjusted slightly to be outside 229 Stoke Road; zig-zag parking restrictions will be placed either side. The existing south bound bus stop will move to be south of the main site access. The Sec 106 will require a commitment for provision of the school bus service. The Stoke Rd/Elliman Ave junction signal changes will include pedestrian crossings.

Conditions

Drawing numbers to be approved subject to minor amendments

P01448-02-P650	Location Plan
P01448-02-P651	Existing Site Plan
P01448-02-P652A	Proposed Site Plan
P01448-02-P653A	Proposed Master Plan
P01448-02-P660A	Proposed Landscape Plan
P01448-02-P001A	Proposed Ground Floor Plan
P01448-02-P101	Proposed First Floor Plan
P01448-02-P400A	Four Court Sports Hall
P01448-02-P570	Proposed Roof Plan
P01448-02-P700	Proposed Elevations
P01448-02-P710	Building Sections
P01448-02-P711	Existing and Proposed Sections
P01448-02-P800	Perspectives
P01448-02-P801A	3D Master Plan

NO CHANGE TO RECOMMENDATION

Wexham Nursery & Land off Forest Close, Wexham Road, Slough

South Bucks District Council wishes to highlight the sensitivity of the site and its juxtaposition with adjacent Conservation Area and Green Belt. Ask that Bucks County Council be consulted re traffic generation. Concerned that proposal will exacerbate traffic and considers that high standard of off-street parking provision essential given current uncontrolled overspill surrounding the Hospital.

One additional objection from a resident raising concerns of traffic congestion, noise and disturbance, overlooking. Also reservation about being adjacent to housing association/rental property.

The applicants response to some of the queries raised has been received and is being considered in particular the extend of highway adoption in the development.

Conditions

Drawing numbers to be approved subject to minor amendments

- Location Plan 1:1250 (02)001 _
- Proposed site layout 1:500 (02)002 _
- Proposed site layout - coloured 1:500 (02)003 _
- Site Layout - Property Mix NTS A3 (02)010 _
- Site Layout - Storey Heights NTS A3 (02)011 _
- Site Layout - Refuse Strategy NTS A3 (02)012 _
- Site Layout - Roof Finishes NTS A3 (02)013 _
- Site Layout - Wall Finishes NTS A3 (02)014 _
- Site Layout - Tenure NTS A3 (02)015

NO CHANGE TO RECOMMENDATION

P/06622/075 – Wexham Park Hospital, Wexham Street, Slough

Since the preparation of the committee report several meetings have been held with the applicant's and their agents. As a result of these meetings some changes have been made to the submitted layout, proposals for the management of the car park together with some but not all Heads of terms for a S106 Agreement.

With regards to the layout of the car park visitor and staff parking have been laid out so that they are more grouped around the site. This has led to a change in the ratio of visitors car parking to staff car parking, in favour of visitors.

STAFF: 1,129 spaces
 ADDITIONAL: **+259** spaces
 VISITOR: 679 spaces
 ADDITIONAL: **+310** spaces
 OTHER: 272 spaces
 TOTAL ADDITIONAL: **+569** spaces

The new parking layout has also been accompanied with confirmation that a barrier method will be used to control all visitor parking with a pay on foot scheme and visitor Variable Message Signage that will tell visitors is spaces are available within section of the car park they are looking to enter. A Car Parking Management Plan has been produced along with a Wayfinding Strategy and will be subject to a Section 106 Agreement or conditions once an approved version has been agreed upon.

The internal footway has been updated to improve the desire lines and to provide a footway along the minor surgery unit and Gate 3 will remain as an access for pedestrian and cyclists.

The bus route will not circulate the site as had previously been envisioned but instead focus on the main terminal location at the main Hospital entrance as per the current situation.

The issues surrounding the Travel Plan are still being discussed and will form part of the Section 106 Agreement

Improvements to the Church Lane Roundabout are currently being discussed with ongoing discussions with regards to the type of improvements that are required and whether the works should be done by the Hospital under this application or if a contribution would be sufficient and at what level. Such issues would need to be resolved prior to the determination of the application.

Discussions have also been ongoing with regards to the Section 106 Agreement and the following heads of terms have been agreed to date:

- a - Travel Plan
- b - Contribution to on-street Traffic Regulation Orders for Wexham Street
- c - Commitment to Modal target shift (part of the travel plan)
- d - Commitment to fund the bus service to the site (WP1) for a period of time (length to be agreed)
- e - Commitment to fund a travel plan office post to complete the Travel Plan obligations for a period of time (length to be agreed)
- f - Agreement to monitoring the travel plan at year 0, year 2, year 5, year 10
- g - Agreement to VMS to guide visitors

Two issues are ongoing with regards to the Section 106 Agreement and includes the continuing use of parking at "Football Club" for staff and whether or not a commitment should be given under the Section

106 to cease this use and if the changes to the round about will be secured via a commitment to do the works or via a financial contribution towards the works. Discussions are continuing on these points.

Furthermore there may be the need for a further contribution to consult and implement a Resident Parking Scheme along Norway Drive and further consideration is being given to this by Council Officers.

Paragraph 8.4 of the officers report should read:

Therefore the need for the rearranged and extended parking area is met and would not impact upon the Green Belt site is considered suitable. The number of spaces and the rearranged parking layout is dictated by the design and constraints that arise from the site.

NO CHANGE TO RECOMMENDATION

P/00906/030 – 43-61 Windsor Road, Slough

Drainage

The drainage engineer has requested that if possible the surface water discharge should be reduced to 20l/sec/ha in line with other town centre developments and a condition can be added to any permission to secure this.

Existing Building Heights

Confirmation is given the existing office buildings had heights of six and nine stories.

Hotel Car Park

Parking services have confirmed that appropriate parking capacity is available in Herschel and Buckingham have capacity for hotel parking.

Neighbourhood Services

Suggested various conditions with regards to:

- Control of environmental effects during demolition and construction
- Hours of demolition and construction works
- Site lighting
- Control of waste during demolition and construction
- On site refuse storage
- Details of plant and machinery to be provided

These conditions would be included in any final decision.

Travel Plan

The travel plan that has been submitted has been assessed and some issues have been raised with regards to targets and measures and are not acceptable at this stage but travel plans will be covered by a Section 106 Agreement ensuring appropriate travel plans can be agreed.

Viability and Affordable Housing

Negotiations are ongoing with regards to the viability of the scheme and affordable housing.

Conditions

The applicant has asked that the pre commencement conditions be separated between the hotel and residential site to give the option of one site coming forward before the other and the conditions can be reworded to allow for this.

NO CHANGE TO RECOMMENDATION

P/ 05343/001 - 7 Quaves Road, Slough

There is a change to the description of the proposal to more accurately reflect the development:

Construction of a Single Storey Side to Rear Extension and Conversion of Existing Garage to Utility Room

The following further objections have been received from the neighbouring residential occupiers following re –consultation on the basis of amended plans:

Objection from No. 5 Quaves Road:

a) Failure to show compulsory overhang of 5 Quaves Road as stated in the deeds of 5 Quaves Road, in addition I disagree with the 200mm proposed gap.

1. The proposed plan fails to take into consideration how I would could adequately be able to service my drainage and for no. 7 to service their own.
2. The proposed gutter would touch my wall and will cause dampness and damage to my property as rain water would be in constant direct contact to my outside wall.
3. The proposed plan does not take into consideration a 33cms gap for overhang of my property. I suggest that a 300mm gap is implemented.
4. Terracing effect - under the current proposed plan the street appearance would significantly change so that two properties would appear as “Semi detached”

b) Conversion of Existing Garage to Utility Room.

1. In the proposed plans the existing garage is shown as a new development.
2. If the existing building is demolished and rebuilt then this would constitute as part of the proposed new extension rather than a garage.
3. The plan shows that the garage has moved position and moved nearer to the boundary of my property if that is the case this is not a conversion but therefore a demolishing of the existing building and the creation of a new structure.
4. In addition to demonstrate the original gap between Nos. 5 and 7 Quaves Road the plans fails to take into account the 33cm wall that stands as a marker from when the properties were originally built in the 1920s.

Response

A 200mm set off from the boundary is proposed as part of this application which would be adequate to accommodate a gutter. A minimum gap of 150mm is adequate to accommodate a narrow gutter detail

Maintenance arguments would not override a house owner’s right to be able to build up to their boundary subject to meeting the Council’s Planning Guidelines, which is the case here. Issues relating to boundaries are best addressed through the Party Wall Act

When considering issues of visual terracing this is considered in the context of the first floor airspace only. It is not agreed that construction of an extension up to the boundary at ground floor level would result in issues of visual terracing.

The description of the proposal has been changed as set out above, to reflect that the application as submitted and now includes “**conversion of the existing garage to utility room**” as shown on the submitted plans and as detailed on the application form.

Objection from No. 9 Quaves Road:

As an immediate neighbour we are of the view that the proposed development will have a serious impact on our standard of living.

1. Detrimental impact upon residential amenities:

The proposal does not respect local context and street pattern or, in particular the scale and proportions of the surrounding buildings, and would be entirely out of the character of the area, to the detriment of the local environment. The properties along Quaves Road are typically characterised by large plots with large spacing between them.

The proposal would demonstrably harm the amenities enjoyed by local residents, in particular safe and available on road parking, valuable green space privacy and the right to enjoy a quiet and safe residential environment.

2. Need to avoid town cramming and terracing.

The applicant has referred to Guideline 5.0 Two storey/First Floor Side Extensions. The proposal is for single storey side extension. Therefore; this part of the objection is not relevant to the proposal and will not be discussed in the report.

3. Inadequate parking.

We believe that the proposed development *does not provide sufficient parking space to meet the requirement of the parking guidelines.*

Response:

The single storey side extension by itself could be constructed as permitted development and for which there is no requirement for such extensions to be set back from the boundary. It also complies with the Council's adopted Residential Extension Guidelines. It is not agreed that it would result in town cramming or that it would result in visual terracing for the reasons set out above.

Loss of rear garage would be offset by creation of an integral garage. The front garden of the site has the potential to accommodate two onsite parking spaces. Therefore there are no objections on grounds of parking.

NO CHANGE TO RECOMMENDATION