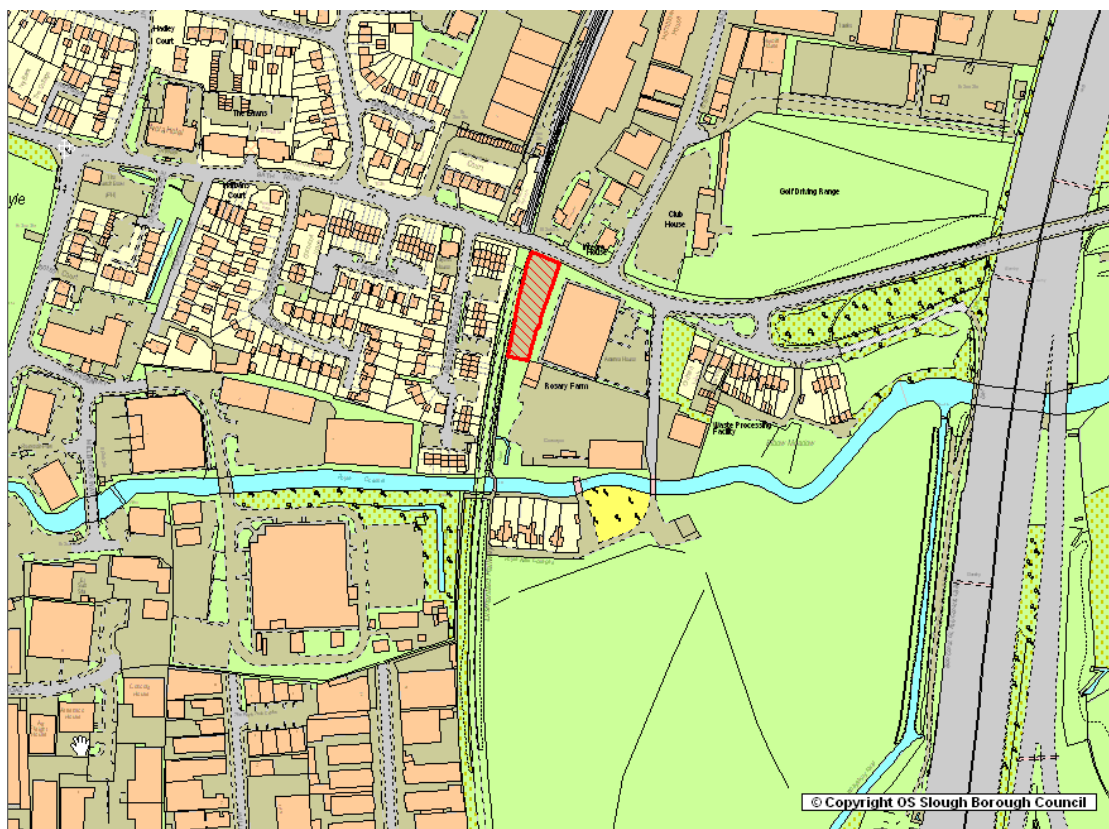


<b>Registration Date:</b>	16-Jan-2015	<b>Applic. No:</b>	P/12934/009
<b>Officer:</b>	Mr Smyth	<b>Ward:</b>	Colnbrook with Poyle
		<b>Applic type:</b>	Major
		<b>13 week date:</b>	17 <sup>th</sup> April 2015
<b>Applicant:</b>	Mr. Talwinder Hayre, Hayre Investments (Slough) Ltd		
<b>Agent:</b>	Mr. Sundeep Bhavra, GA & A Design Mountbatten House, Fairacres, Dedworth Road, Windsor, SL4 4LE		
<b>Location:</b>	Theale, Old Bath Road, Colnbrook, Slough, SL3 0NS		
<b>Proposal:</b>	REDEVELOPMENT OF SITE TO PROVIDE 22NO. FLATS CONTAINED WITHIN ONE 5 STOREY AND 4 STOREY BLOCKS TOGETHER WITH ACCESS PARKING AND LANDSCAING.		

**Recommendation: Delegate to Planning Manager**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate to the Planning Manager for resolution of outstanding transport/highway and drainage issues, completion of a S106 Agreement, making minor changes if required, finalising conditions and final determination

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 The proposal is for the erection of a four storey frontage block, containing 8 x 1B2P flats and 1 x 2B4P flat, and a five storey rear block comprising 6 x 1B2P flats, 6 x 2B3P flats and 1 x 2B4B flat, together with parking for 32 cars and 25 bicycles.

### 2.2 **Frontage Block**

At ground and first floor levels the building measures between 8.75m and 11m in depth X 13.75m wide and provides 2 no. X 1 bedroom flats. At second floor level the building extends south projecting over an undercroft parking area and turning head for a service vehicle. The depth of the building extends to 22.25m in depth and between 10.75m and 13.75m in width and provides 4 no. X 1 bed flats. The third floor comprises a 2 bedroom penthouse apartment which measures 7.25m wide X 10.25m deep and is substantially set back from all sides (3m from the front of the building, 8 metres from the rear of the building and between 1.5m and 4.5m from the sides) with a large surrounding roof terrace. The overall height of the building scales 10.75m. The frontage block is sited between 7 and 8m from the highway.

### 2.3 **Rearward Block**

At ground floor level there is undercroft car parking. At first second and third floors the building measures between 14.5m and 15.5m in width and between 14.5m and 23.5m in depth providing 2 no. X 1 bed and 2 no. X 2 bed flats on each floor. The first floor apartments have access to roof terraces. At fourth floor level there is a 2 bed penthouse apartment which is between 4.5m and 12m in width and between 9m and 12m in depth. As with the frontage block the penthouse apartment is set back on all sides with a large surrounding rooftop terrace. The overall height of the building scales 13.5 and 15m to the top of the lift tower. The rearward block is sited between 4.5m and 9m from the rear boundary with Rosary Farm. There is a minimum separation distance of 33m between the two blocks.

- 2.4 An external bin store and cycle store are proposed, the latter to accommodate 22 no. bicycles.

- 2.5 The planning application is accompanied by full plans showing the site layout, floor plans, elevations, sections and perspectives. In addition the following supporting statements have been submitted:

- Planning Statement
- Design and Access Statement
- Flood Risk Assessment
- Transport Statement
- Noise Impact Assessment Report

### 3.0 **Application Site**

3.1 The site comprises "Theale", formerly occupied by a vacant bungalow, now demolished. The existing building was set some 13 metres back from the back edge of footpath. The neighbouring land, which is also included within the red line application site, was also formerly a bungalow at one time and although the building is also now demolished, It has been in a variety of unauthorised commercial uses over a number of years, including a car wash facility and an unauthorised burger van, both of which operated from the site; airport parking and car sales, car wash and valeting. The site has been the subject of planning enforcement action.

3.2 The site is located within a predominantly industrial part of Colnbrook. Immediately to the east of the site is a large imposing industrial building occupied by a B8 warehousing and distribution user. The access and parking to this building is provided to the east side of the building and away from the application site. To the north of the site on the opposite side of the Old Bath Road there is the small industrial estate in Galleymead Road. To the west of the site is a private footpath which links through to Poyle New Cottages, which are sited on the south side of the Poyle Channel. On the opposite side of the footpath is the disused West Drayton to Staines railway line. On the west side of the disused railway line are the two storey flats in Meadowbrook Close. To the north west of the disused railway line are a mix three storey and two storey residential units. The nearest three storey block has retail units on the ground floor. Immediately to the south of the site is Rosemary Farm, which is located within the Green Belt. Workshops are positioned close to the application site boundary.

3.3 The site formerly contained two principle trees, one of which was a hawthorn. There was also a smaller elder tree, all of which were located within what would have been the former rear gardens of both properties. The grounds to the rear were heavily overgrown and included a number of shrubs and bushes. The site is now cleared hard surfaced land enclosed by palisade security fencing.

3.4 Immediately adjoining and overhanging the western boundary of the site are a large Willow tree and less substantial Elder tree. Access to both sites is currently from the Old Bath Road. Along this section of the Old Bath Road there is an obvious curvature. The priority road is heavily trafficked by heavy goods vehicles.

3.5 There is some evidence of tipping towards the southern end of the site which comprises mainly builders rubble. The situation is being kept under review and at the time of writing the report was also under investigation by the Council's Neighbourhood Protection Team.

### 4.0 **Site History**

4.1	P/12934/000	11-Aug-2004	21-Sep-2004	Withdrawn (Treated As)
	Proposal:	PROPOSED DEMOLITION OF EXISTING DWELLING AND ERECTION OF 8 NO. ONE-BEDROOM FLATS IN 1 NO. TWO-STOREY BLOCK AND 1 NO. THREE STOREY BLOCKS, WITH ASSOCIATED PARKING FOR 9 CARS.		

P/12934/001	14-Jun-2005	17-Mar-2006	Withdrawn (Treated As)
Proposal:	DEMOLITION OF EXISTING BUNGALOW AND OTHER BUILDINGS AND REDEVELOPMENT TO PROVIDE 24 NO. FLATS IN TWO BLOCKS 3.5 STOREYS AND 4.5 STOREYS HIGH TO ACCOMMODATE 17 X ONE BEDROOM FLATS AND 7 X TWO BEDROOM FLATS TOGETHER WITH ACCESS AND BASEMENT PARKING FOR 33 CARS.		
P/12934/002	11-Apr-2006	07-Jun-2006	Approved with Conditions; Informatives
Proposal:	DEMOLITION OF EXISTING BUNGALOW AND OTHER BUILDINGS AND REDEVELOPMENT TO PROVIDE 22NO. FLATS IN TWO BLOCKS THREE AND FOUR STOREYS HIGH TO ACCOMMODATE 17NO. X ONE BEDROOM FLATS AND 5NO. X TWO BEDROOM FLATS TOGETHER WITH ACCESS AND PARKING FOR 33 CARS		
P/12934/003	21-Nov-2007		
Proposal:	DEMOLITION OF EXISTING BUNGALOW AND OTHER BUILDINGS AND REDEVELOPMENT TO PROVIDE 24 NO. FLATS IN TWO BLOCKS THREE AND FOUR STOREYS HIGH TO ACCOMMODATE 8 NO. X ONE BEDROOM FLATS AND 16 NO. X TWO BEDROOM FLATS TOGETHER WITH ACCESS AND PARKING FOR 36 CARS.		
P/12934/004	21-May-2008	31-Jul-2008	Approved with Conditions; Informatives
Proposal:	ERECTION OF A THREE STOREY FRONTAGE BLOCK CONTAINING 6NO. X ONE BEDROOM FLATS AND 2NO.X FOUR STOREY REAR TERRACED BLOCKS EACH CONTAINING 3NO. X THREE BEDROOM HOUSES;TOGETHER WITH ACCESS AND PARKING FOR 18NO. CARS.		
P/12934/005	27-Sep-2010	14-Dec-2010	Refused
Proposal:	USE OF LAND FOR COMMERCIAL CAR PARKING (RETROSPECTIVE)		
P/12934/006	01-Oct-2010	28-Jul-2011	Refused; Informatives
Proposal:	USE OF LAND FOR THE DISPLAY, SALE AND VALETING OF MOTOR VEHICLES		
P/12934/007	15-Jul-2011	15-Sep-2011	Approved with Conditions; Informatives

Proposal:	APPLICATION FOR THE EXTENSION OF TIME TO IMPLEMENT EXTANT PLANNING PERMISSION P/12934/004 FOR ERECTION OF A THREE STOREY FRONTAGE BLOCK CONTAINING 6 NO. X ONE BEDROOM FLATS AND 2NO X FOUR STOREY REAR TERRACED BLOCKS EACH CONTAINING 3 NO. X THREE BEDROOM HOUSES; TOGETHER WITH ACCESS AND PARKING FOR 18 NO. CARS		
P/12934/008	19-Nov-2012	16-Oct-2013	Withdrawn (Treated As)
Proposal:	USE OF LAND FOR THE DISPLAY AND SALE OF MOTOR VEHICLES CAR WASH AND VALETING		

4.2 With respect to the earlier planning applications for residential development, one of the planning permissions has expired. A further application was the subject of a deemed withdrawal by the local planning authority and the most recent planning permission was granted an extension of time, although has now subsequently expired. The two earlier applications were originally granted subject to a S106 Agreement which required a building out of the footway/narrowing of the A4 carriageway to achieve, the minimum required sight lines of 2.4m X 90m. However in respect of the later of the three applications the requirement for essential off site highway works was covered by a Grampian planning condition.

4.3 The site was until recently used for the unauthorised sale of cars car wash and valeting, but the use was ceased following the serving of a Stop Notice. Following the recent sale of the site, this planning application has been submitted for a residential flatted scheme on the site.

## 5.0 Neighbour Notification

5.1 The Occupier, Lanz Farm Ltd, Galleymead House, Galleymead Road, Colnbrook  
The Occupier, 64, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 58, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 63, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 57, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 62, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 61, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 55, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 56, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 60, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 54, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 53, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 59, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 48, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 47, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 52, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 51, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 46, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 45, Meadow Brook Close, Colnbrook, Slough, SL3 0PA

The Occupier, 50, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 49, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 44, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 40, Meadow Brook Close, Colnbrook, Slough, SL3 0PA

The Occupier, 43, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 39, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 42, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 38, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 41, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 37, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, Overseas Courier Service, Unit 1b, Galleymead Road, Colnbrook  
The Occupier, Jet Worldwide Uk Ltd, Unit 1b, Galleymead Road, Colnbrook  
The Occupier, Chronopost International, Unit 1b, Galleymead Road, Colnbrook  
Miss L.O'Connor, 5 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
Mrs. J Sanderson, 3 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, Kuehne & Nagel Ltd, Cargopoint-heathrow, Old Bath Road  
Colnbrook, Slough, SL3 0NW  
The Occupier, Integra House, Galleymead Road, Colnbrook, Slough  
The Occupier, Ramset Fasteners Ltd, Ramset House, Galleymead Road  
Colnbrook, Slough, SL3 0EN  
The Occupier, Kuehne & Nagel Ltd, Cargopoint-heathrow, Old Bath Road  
Colnbrook, Slough, SL3 0NW  
Councillor Laurie Tucker, Colnbrook with Poyle Parish Council, The Parish Clerk  
1, Swallow Gardens, Hatfield, Herts, AL10 8OR  
Mr. D. Bartlett, 4 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, 2 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, 1 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
Mrs. C.Gray, 6 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, 5 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
Mrs. J Lovelock, Station Cottage, Bath Road, Colnbrook, Slough, SL3 0NJ  
Mrs. B Evans, Station House, Bath Road, Colnbrook, Slough, SL3 0NJ

Notice published in local press and placed on site.

One letter submitted from 4 Poyle New Cottages, concerned about the footpath link along the western side of the site which has been swallowed up by the development site and over which residents of Poyle New Cottages have rights of access and under which their water supply pipes run. The writer is looking for reassurances that the footpath can be re-instated.

Response: The red line application site excludes the existing footpath which runs along the western boundary of the site.

## 6.0 **Consultation**

### 6.1 **Transport & Highways**

#### *Existing Site Conditions*

The site is located on the Old Bath Road, Theale and is currently vacant but was

used for display and sale of motor vehicles, car washing and valeting. The site is served by a single dropped crossing on the Bath Road.

#### *Application proposal*

The applicant proposes to provide 22 flats (14, 1 bedroom and 8, 2 bedroom) contained within 5 storey and 4 storey blocks together with access parking and landscaping. The 4 storey block contains x8 1 bed flats and x1 two bed flats and the 5 storey block contains x6 one bed flats and x7 two bed flats.

#### *Traffic Generation*

Having reviewed the application I note that a trip rate assessment has been undertaken, but the TRICS outputs have not been provided so in order to check the trip rates I have undertaken a new assessment and derived trip rates from the TRICS database. If permitted estimate the development has the potential to generate in the region of 84 daily vehicle trips on the network, which was similar to the rates provided in the Transport Statement.

#### *Car Parking*

32 car parking spaces have been proposed and I confirm this complies with Local Plan car parking standards, however the bays at the southern end of the undercroft parking area do not have enough space for a vehicle to manoeuvre in and out of the bay. The aisle width must be extended to 6m.

The undercroft car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays. In order to demonstrate this it is necessary to submit a dimensioned car park layout for approval. This requirement should not be made as a planning condition for approval, if the parking provision is a critical factor for the approval of this scheme. Of particular importance should be given to the location of columns within the interbin support zone:

- The distance from end of parking space to edge of column should be a minimum of 3.3m and a desirable 3.6m;
- The distance from end of parking space (aisle) to edge of column should be a minimum of 0.46m and a desirable 0.8-1.0m (see fig 4.2 of the document);
- No fewer than 3 bays per between interbin columns; and
- Column projection into parking space of up to 200mm permitted.

The undercroft car park at the rear of the site will create a risk of anti-social behavior particularly as it is unclear whether it will be gated and because occupiers of both blocks will need to have access to it. It is recommended that the design of the scheme could be amended to remove part of the undercroft car park (i.e. that section that a first floor area provides a terrace). This would mean that a greater number of spaces could be provided outside of the undercroft area and all of these spaces could be allocated to Block A residents. This together with relocating the bin and bike stores would allow this to be achieved.

It is recommended that the remaining undercroft area is gated to prevent anti-social behavior in this space.

### *Cycle Parking*

A cycle store has been provided, which it is said can accommodate 22 cycles, but I am of the view that the cycle store is too small to accommodate this number of bikes in an appropriate and usable fashion. For security reasons it would be better to provide two separate stores one for block A and one block B. This can be relatively easily achieved by siting a cycle store within the undercroft parking area at the southern end where aisle width is substandard. The cycle store for block A should be sited in the vicinity of the main entrance to the block. Access to the cycle store should be from a fully secured area.

### *Refuse and recycling*

The headroom clearance under the southern wing of Block A should be 4.5metres (4.1 absolute minimum for standard 11m refuse vehicle) and the access road/parking area must be designed to take the load of service vehicles including a refuse collection vehicle which weights. Can the applicant please confirm that the headroom clearance is suitable for a refuse vehicle? Developer should ensure that the refuse store is within 10m of where the refuse lorry will reverse to.

The path between the bin and storage area and the collection vehicle should be a smooth continuous surface free of steps and kerb. 4 to 5 Euro bins are required for 22 flats.

### *Access*

The site is accessed from Bath Road and currently access arrangements are unacceptable from a traffic and road safety perspective. Visibility from the existing access to this site is limited due to a combination of the alignment of Old Bath Road and the proximity of neighbouring property boundaries to the edge of the road. In particular visibility to the left, the West) as you exit is particularly substandard.

Previous planning approvals for developments on this site have required the developer to build out the kerbline at the site access to provide a visibility splay of 2.4m x 90m. In this application, the developer accepts that works are required to build out the kerbline, but this proposed only to extend to a distance of 70m. This is on the basis that speed surveys have been conducted in accordance with the Highways Agency DMRB standards TA 22/81. From what has been submitted there is some doubt that the counts have been conducted in accordance with this standard and therefore could be considered a representative sample of traffic speed on that road. For example it is unclear:

- where precisely the counts were undertaken;
- how many people were on-site when the counts were undertaken (a minimum of 2 are required);
- the guidance recommends that the preferred times for taking readings is between 10.00-12.00 and 14.00-16.00. This was not followed as surveys were conducted during the period 15.30 to 17.00;
- The guidance recommends that readings are taken at different times of the day and on different days of the week. This was not followed as both surveys were undertaken between 15.30 and 17.00;
- It is unclear what proportion of light vehicles and heavy goods vehicles formed part of the sample; and



- Only the minimum number of 100 readings were taken.

The developer's consultant has assumed the design speed of the road is 50kph and therefore determined that the y distance should be 70m. However the local highway authority has previously considered this road to have a design speed of 60kph and therefore it would require a y distance of 90m. As the speed survey has not been undertaken in accordance with the TA 22/81, it cannot be considered as representative of the speed on Old Bath Road and therefore I would be unwilling to reduce the length of the y distance to less than 90m. Therefore the kerbline build-out must ensure that a visibility splay of 2.4m x 90m can be achieved at the access to the site. No obstructions over 600mm in height will be permitted in the sight line areas and the sight lines must fall on land in control of the applicant.

The road width of the development can be reduced to 4.8m thereby allowing enough space to increase the pedestrian access to at least 2m in order to enable safer passage for pedestrian accessing the development.

Measures should also be implemented to prevent vehicle parking between block A and the footway. This is recommended in the form of a low wall.

#### *Highway works and contributions summary*

Prior to commencing works, 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 and secure the contributions schedule.

The Highway schedule includes:

- Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;
- Relocation of traffic islands on Old Bath Road;
- Revised road markings on Old Bath Road and the new access/junction;
- Installation of street lights ( where applicable);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

Transport Schedule:

- £3,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road.

#### *Recommendation*

It is recommended that changes are made to the access road, car park, refuse store, cycle parking Subject to the applicant providing the requested information to allay my concerns and the application being revised in accordance with my comments I confirm that I have no objection to this application from a highway

perspective.

## 6.2 Environment Agency

*We have **no objection** to the proposed development.*

*Advice to Local Planning Authority – Flood Risk*

*The site is located in Flood Zone 1 (low probability), according to our Flood Map.*

*This Flood Zone is defined in Table 1, Paragraph 65 of the national Planning Practice Guidance (PPG) as having a less than 0.1% chance of flooding in any given year.*

*We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals where flood risk is an issue to replace direct case by case consultation with us. This planning application sits within this category as it is a development under 1ha in an area located within Flood Zone 1.*

*These standard comments are known as Flood Risk Standing Advice (FRSA). FRSA can be viewed on our web site at <https://www.gov.uk/flood-risk-standing-advice-frsa-for-local-planning-authorities>.*

*We recommend that you view our standing advice in full on our web site before making a decision on this application.*

*Flood Warning Service End 2*

*The site is surrounded by areas in Flood Zone 3, according to our Flood Map.*

*Although these areas benefit from flood defences, the residual risk to safe access and egress from the site should these defences fail should be considered.*

*It is recommended that occupants of the development sign up to our flood warning service. Details on how to do so are accessible here: <https://www.gov.uk/sign-up-for-flood-warnings>*

## 6.3 Heathrow Safeguarding

*We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.*

*However, we would like to make the following observations:*

### *Lighting*

*The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.*

### *Cranes*

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

**Thames Water***Waste Comments*

*With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.*

*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.*

*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 sewerage 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 sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.*

*Water Comments*

*On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.*

*Thames Water recommend the following informative be attached to this planning permission. 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.*

Response: The scheme is being revised having regards to the comments made. The revised scheme will be reported on the Amendment Sheet.

## 6.5 **Environmental Quality**

*Yes this report is fine. The author checked is a Member of the Institute of Acoustics. The environmental noise environmental in very loud so residents will experience severe annoyance within outdoor amenities.*

*It would have been useful if the consultant included the acoustic calculations for achieving good standard in accordance with BS8233.*

## 6.6 **Housing Development**

The following information has been provided:

<b>Unit Type</b>	<b>Number (at 30%)</b>	<b>Funding Shortfall</b>	<b>Total Funding Shortfall</b>
1BF	4	£39,600	£158,400
2BF	2	£46,200	£92,400

Total commuted sum payable

**£250,800**

## 6.7 **Berkshire Archaeology**

Berkshire Archaeology has previously commented on a similar application for this site and our previous comments, although made in 2006, remain largely valid.

There have been few opportunities for archaeological investigation and observation close to this site but the wider area, around Colnbrook, Poyle and Horton on the floodplain and gravel terraces of the River Colne and Colne Brook, has been subject to a number of major archaeological investigations that have highlighted the density, significance and longevity of prehistoric, Roman and post-Roman settlement and land use in this area west of London. These excavations include large scale investigations at Kingsmead Quarry Horton, Terminal 5 Heathrow, and Berkyn Manor Farm. They have demonstrated collectively that this was one of the most intensively settled and farmed prehistoric landscapes in the region, although water reservoirs, gravel extraction, infrastructure and urban development has significantly reduced the extent of areas where undisturbed buried remains may survive.

On this basis there is a potential for buried archaeological remains to survive within this site. It is noted that the development proposals include basement car parking, the construction of which would involve the near complete loss of any buried archaeological remains within the site. However the site is of modest size and it has previously been subject to development in some areas that will have impacted to some degree on buried remains. For this reason, it is unlikely that the site contains deposits of such importance that they might merit preservation *in situ*. Mitigation of the impacts of proposed development could therefore be secured through an appropriately worded condition, should permission be granted, unless the applicant holds information that demonstrates that all of the site has been subject to significant and deep past disturbance.

As previously recommended, a number of exploratory trial trenches would be an appropriate initial stage of mitigation, the results of which would inform the need and scope of any further mitigation if this is justified.

The following condition is proposed:

No development may take place until the applicant has secured and implemented an archaeological evaluation as part of phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

*Reason:*

The site is within an area of archaeological potential, specifically relating to prehistoric, Roman and Medieval remains. An archaeological evaluation (trial trenching) is required to mitigate the impact of development and ensure preservation "by record" of any surviving remains. This is to be undertaken as the provisional stage of a phased programme of works should initial investigations warrant further mitigation.

## 6.8 **Land Contamination Officer**

Any late comments received will be reported on the Amendment Sheet. Previously, the Council's Land Contamination Officer commented:

*The concern for the site arises from three different issues:*

- 1) Although the site is not listed in any of the trade directories, there is some uncertainty on the former use of the site. Several outbuildings are marked on the 1972 Ordnance Survey map the use of which is unknown.*
- 2) The site immediately to the east had a site investigation and subsequent remediation undertaken on it in the early 2000's. The former use of the site including a waste transfer station resulted in land and groundwater contamination particularly hydrocarbons. Due to the mobile nature of these contaminants it is possible that they may have migrated to the site concerned.*
- 3) The site is located 20m to the north west of Rosary farm Landfill, the licence was granted in 1989 for backfillings of workings. Also 1500m to the south east of the site lies Horton Road Landfill and Longford Road Landfill. Therefore there is the possibility of landfill gas migration.*

*Given the above factors and the proposed sensitive end use of the site, I would recommend that a standard planning condition be placed on any granted planning application*

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 The application is considered alongside the following Planning Guidance and local Planning Policies:

#### **National Planning Policy Guidance**

7.2 In its overarching Core Principles the National Planning Policy Framework states that planning should *proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers*. The NPPF further states that: *good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people*

*Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities*

The National Planning Practice Guidance provides guidance on development viability and states: *Decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. Assessing the viability of a particular site requires more detailed analysis than at plan level. A site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken*

### **7.3 Local Planning Policy**

Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document December 20087, Core Policies 4 (Type of Housing), 7 (Transport), 8 (Sustainability & the Environment)

Adopted Local Plan for Slough 2004  
H13 (Backland/Infill Development)  
H14 (Amenity Space)  
EN1 (Standard of Design)  
T2 (Parking Restraint)

## T11 (Protection of the West Drayton to Staines Line)

7.4 The development is assessed in relation to:

- The Principle of Development
- Design and Street Scene Impact
- Impact on Neighbouring Occupiers/Uses
- Impact on Green Belt
- Flood Risk
- Transport & Highways
- Affordable Housing
- Archaeology
- Noise
- Land Contamination
- S106 Agreement

### 8.0 **The Principle of Development**

8.1 The proposal property is situated in the urban/suburban area of Colnbrook for which Core Policy 4 of the LDF Core Strategy Development Plan Document states that, *new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure.....*

The scale of the proposals is above the threshold of 15 no. whereby the Council's requirements for the provision of affordable housing would apply.

Whilst located outside of the town centre area and notwithstanding adopting local planning policy, given the site's location and site specifics within a mixed residential/industrial area, aircraft and general background traffic noise and the generally poor quality of the local environment, it is considered that a scheme based upon flats rather than family houses would be acceptable in this instance.

### 9.0 **Design and Street Scene Impact**

9.1 The scheme retains the general siting and configuration of the blocks which have been previously approved on the site, but changes have been made to the design in terms of providing more usable balconies and simplifying the design. Basement car parking has been replaced by surface/undercroft/covered parking, to overcome previous surface water drainage issues and to make the scheme more viable in development terms. The overall heights have been raised to include a single penthouse suite on each block, although both units are set back to occupy a subordinate position. The proposals to design such units as "glass boxes" will further reduce the additional impact. Further, given the site's context in terms of the large and imposing neighbouring industrial unit at express cargo ltd, Aramex house, old bath road, Colnbrook, Slough, SL3 0NS, the Lanz waste transfer station to the rear at Rosary Farm, the busy A4 London Road fronting the site to the north and the screen provided by the existing landscape on the neighbouring disused railway line to the west, it is considered that the site is capable of taking this additional height.

Changes to the design and layout of the development are proposed following comments made by the highways and transport engineers

10.0 **Impact on Neighbouring Occupiers/Uses**

10.1 The main impact relates to the potential for overlooking of the site at Rosary farm to the south. It is advised that an application has been submitted for a major sorting hall on that site (ref: P/10697/009) was approved in principle by this Committee at its Meeting on 27th November 2015, has not been called in by the Government Office and can be approved once a S106 Agreement has been completed. The applicant was advised that given the proximity of the waste transfer site, the scheme design should have regard to its siting and it was suggested that Block 2 could be moved northwards and further into the site, to achieve a better separation distance from the common boundary. It is also suggested that an effective evergreen vegetation screen be provided along the southern boundary, albeit it may need to be contained within the proposed green roof. Amendments to the scheme are being carried out to further address this point and any changes will be reported on the Amendment Sheet.

11.0 **Impact on Green Belt**

11.1 The development is assessed in terms of its visual impact on the Green Belt land to the south. This part of the Green Belt is not considered to be sensitive in planning terms. There is an extant permission for a materials recycling plant. There is already an element of built form/workshops within this part of the Green Belt and an associated high level of general activity. It is concluded therefore that the general openness of the Green Belt in this location has already been compromised.

12.0 **Flood Risk**

12.1 A flood Risk assessment has been prepared for the site and which has been considered by the Environment Agency and which concludes:

*The site is located in Flood Zone 1 outside of the 1000 year flood limit. The requirement for and the content of a FRA is dictated by the National Planning Policy Framework (NPPF), the March 2014 Planning Practice Guidance, the Environment Agency's Guidelines and the local Strategic Flood Risk Assessment (SFRA). The requirements of these documents are considered in this FRA.*

*There are no records of the site having flooded. The EAs hydraulic model of the Poyle Channel provides the most relevant flood levels and shows that most of the site lies above the 100yr and 100yr +CC flood level. The 1000 year flood level is not provided. Old Bath Road is higher than these flood levels and will remain dry during an extreme flood event.*

*· NPPF emphasise the need to consider other potential sources of flooding when planning a development. As the ground floor of the properties will be raised above the local ground levels this risk from storm water, highways, sewers, tidal and groundwater flooding is considered to be low. There are two reservoirs in the area whose failure would have a drastic impact but the risk of flooding is considered to be low and the SFRA indicates that development should not necessarily be prevented.*

*· A raised ground floor slab will ensure that the risk to life and damage to property in the event of a flood is minimised. The EA recommend a finished floor level of 300mm above the 100 year +CC flood level of 21.608m OD and the floor level will be raised to this level.*



- There will be a safe dry escape route from the site to the north onto Old Bath Road and over the M25 to the A3044. From here a dry route exists in all directions to areas outside of the flood plain where services and facilities exist. The site drainage scheme will be designed to ensure that excess surface water will not restrict access or escape.
- There will therefore be no loss of flood plain storage, no additional displaced water and no change in the flooding potential for adjacent sites. There is no requirement to consider flood resistance or resilience measures.
- NPPF and the Environment Agency require that the rate of surface water runoff from a developed site does not exceed the existing rate. The 100 year 30 minute storm on the existing site will provide a peak flow of 34.3 l/s and storm volume of 62m<sup>3</sup> which compares to the developed site without SUDS peak flow of 35.9 l/s and a volume of 65m<sup>3</sup>. This 5% increase in peak flows and volumes above the existing rate is due to the 30% increase in rainfall from climate change which is offset by the creation of permeable garden and landscaped areas on the existing impermeable site.
- A review of SUDS options suggests that infiltration methods will not offer a practical solution due to the high groundwater table and impermeable strata or made ground in the 2m below the site. A green roof will reduce runoff to below the existing rate but rainwater harvesting is not considered practical for runoff control. The alternative would be to provide storage and attenuation facilities based on either one storm cell or a permeable sub base to the car parking areas. Either system would include a connection and overflow to the local drainage network and to Poyle Channel with a flow control to restrict off site flows to the existing rate.
- The existing site does not have a formal drainage system and it is assumed that rainfall currently runs off the impermeable site to adjacent land, eventually draining to the Poyle channel. As part of the development proposals a formal drainage system will be installed and this will lead to better runoff control. The outline drainage strategy considers that one method for the buildings and a separate drainage strategy for ground level impermeable surfaces such as roads and pavements. This will involve a 300m<sup>2</sup> green roof on the buildings, and the car parking areas and access roads will drain to a permeable sub base or storm cells prior to off site disposal at no more than the existing rate. Garden and landscaped areas will drain naturally.
- The flow routes under normal conditions and in the event of a system failure or the storage facility being full, would be considered as part of these detailed designs. However as the ground floor slab, and all access and services entrances will be raised above the local ground level then flooding of the properties will not occur in the event of local drainage system failure, whether by extreme rainfall or a lack of maintenance.
- Under NPPF the proposed residential accommodation is classed as a “more vulnerable” use which is appropriate in Zone 1 and the Exception Test is not required. As this site is in Flood Zone 1 there will be no reasonably available alternative site in the LPA area at a lesser flood risk and hence compliance with the Sequential Test can be demonstrated.

The Environment Agency raises no objection to the development. The site is located in Flood Zone 1 (low probability), according to the EA's Flood Map. This Flood Zone is defined in Table 1, Paragraph 65 of the National Planning Practice Guidance (PPG) as having a less than 0.1% chance of flooding in any given year.

By reference to the Environment Agency's Standing Advice for operational development of less than 1 hectare within Flood Zone 1, it is stated that:

For developments (other than changes of use) less than 1 hectare in Flood Zone 1, the main flood risk issue to consider is usually the management of surface water run-off. Drainage from new development must not increase flood risk either on-site or elsewhere. Government policy strongly encourages a sustainable drainage system (SuDS) approach to achieve these objectives. Guidance on how to address specific local surface water flood risk issues may also be available through the SFRA or SWMP produced by the LPA. SWMP produced by the LPA.

The Council's drainage engineer advises that: *With respect to surface water flooding there is no existing surface water sewer within the vicinity of the site and therefore surface water has to be disposed of on site. It is acknowledged that green roofs are proposed which may help in controlling the rate of surface water run off and that use of permeable block paving will also aid natural filtration. However, given the difficulties around this site a surface water drainage strategy (including discharge rates/calculations) has been requested for consideration of part of this planning application*

13.0

### **Transport & Highways**

13.1

The transport and highways engineers have recommended a number of changes internally to the scheme, including a reduction in the width of the access road to 4.8m to allow enhanced safer pedestrian through the site. It is further advised that the undercroft car parking be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays.

Having regards to previous planning approvals for developments on this site that the developer be required to build out the kerbline at the site access to provide a visibility splay of 2.4m x 90m.

The cycle store is too small to provide secure parking for 22 bicycles and would be better split into two stores, one for each block provided undercroft.

Prior to commencing works, 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 and secure the contributions schedule.

The Highway schedule includes:

- Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;

- 
- Relocation of traffic islands on Old Bath Road;
- Revised road markings on Old Bath Road and the new access/junction;
- Installation of street lights ( where applicable);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

Transport Schedule:

- £3,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road.

13.2 The applicant is revising the scheme to meet the concerns of the highways and transport engineers. The amendments will be reported on the Amendment Sheet.

#### 14.0 **Affordable Housing**

The Council' s Housing Development section has advised that if the provision was to be provided on site, the requirements would be for 4 no. X 1 bed and 2 no. X 2 bed flats. Given that the development falls below the threshold whereby provision is normally sought on site, a financial contribution is required for provision off site which equates to £250,800.

#### 15.0 **Archaeology**

15.1 Berkshire Archaeology has previously commented on a similar application for this site and our previous comments, although made in 2006, remain largely valid.

There have been few opportunities for archaeological investigation and observation close to this site but the wider area, around Colnbrook, Poyle and Horton on the floodplain and gravel terraces of the River Colne and Colne Brook, has been subject to a number of major archaeological investigations that have highlighted the density, significance and longevity of prehistoric, Roman and post-Roman settlement and land use in this area west of London. These excavations include large scale investigations at Kingsmead Quarry Horton, Terminal 5 Heathrow, and Berkyn Manor Farm. They have demonstrated collectively that this was one of the most intensively settled and farmed prehistoric landscapes in the region, although water reservoirs, gravel extraction, infrastructure and urban development has significantly reduced the extent of areas where undisturbed buried remains may survive.

On this basis there is a potential for buried archaeological remains to survive within this site. It is noted that the development proposals include basement car parking, the construction of which would involve the near complete loss of any buried archaeological remains within the site. However the site is of modest size and it has previously been subject to development in some areas that will have impacted to some degree on buried remains. For this reason, it is unlikely that the site contains deposits of such importance that they might merit preservation *in situ*. Mitigation of the impacts of proposed development could therefore be secured through an appropriately worded condition, should permission be granted, unless the applicant holds information that demonstrates that all of the site has been subject to significant

and deep past disturbance.

As previously recommended, a number of exploratory trial trenches would be an appropriate initial stage of mitigation, the results of which would inform the need and scope of any further mitigation if this is justified.

16.0 **Noise**

16.1 The Noise assessment report proposes the following mitigation measures:

*A window system incorporating double glazing configuration of 9mm glass, 20mm air gap, 11mm glass would provide the sound reduction.*

*With regards to the introduction of acoustic trickle vents, we would recommend any system with a minimum rated acoustic performance of 43dB, Dn,e,w, should natural ventilation be required.*

*All major building elements should be tested in accordance with BS EN ISO 140-3:1995.*

*Independent testing at a UKAS accredited laboratory will be required in order to confirm the performance of the chosen system for an “actual” configuration.*

17.0 **Land Contamination**

17.1 Previously the Council's Land Contamination officer raised the following concerns:

*1) Although the site is not listed in any of the trade directories, there is some uncertainty on the former use of the site. Several outbuildings are marked on the 1972 Ordnance Survey map the use of which is unknown.*

*2) The site immediately to the east had a site investigation and subsequent remediation undertaken on it in the early 2000's. The former use of the site including a waste transfer station resulted in land and groundwater contamination particularly hydrocarbons. Due to the mobile nature of these contaminants it is possible that they may have migrated to the site concerned.*

*3) The site is located 20m to the north west of Rosary farm Landfill, the licence was granted in 1989 for backfillings of workings. Also 1500m to the south east of the site lies Horton Road Landfill and Longford Road Landfill. Therefore there is the possibility of landfill gas migration.*

*Given the above factors and the proposed sensitive end use of the site, I would recommend that a standard planning condition be placed on any granted planning application*

*Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:*

*i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.*

*ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.*  
*iii) The remediation scheme shall be implemented before the development is first occupied.*

*On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.*

18.0

### **Section 106**

18.1

The applicant is required to enter into a Section 106 Agreement, the Heads of Terms for which are as follows:

- a. Payment a financial contribution to fund off site affordable housing provision in lieu of provision on site Timing of payments to be agreed.
- b. £3,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road
- c. Prior to commencing works, 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 and secure the contributions schedule.

The Highway schedule includes:

- a. Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- b. 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- c. Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;
- d. Relocation of traffic islands on Old Bath Road;
- e. Revised road markings on Old Bath Road and the new access/junction;
- f. Installation of street lights ( where applicable);
- g. Drainage connections;
- h. Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

19.0

### **PART C: RECOMMENDATION**

19.1

Delegate to the Planning Manager for resolution of outstanding transport/highway and drainage issues, completion of a S106 Agreement, making minor changes if required, finalising conditions and final determination

20.0

### **PART D: LIST OF CONDITIONS**

The main headings are as follows:

1. Time, 3 years
2. Approved drawings

3. Samples of external materials
4. Surface materials
5. Boundary treatment
6. Landscaping
7. Minimum parking
8. Land contamination
9. Archaeology
10. Flank wall – no additional windows
11. Flank wall windows – obscurely glazed & high level opening
12. Closure of redundant access
13. Construction Management Plan
14. Waste Minimisation Plan
15. Working Hours
16. Restriction on Delivery Times
17. Wheel cleaning
18. Dust suppression measures
19. Development to be implemented having regard to findings and recommendations contained in the Noise assessment report
20. Surface water drainage and foul drainage strategy
21. External lighting
22. Bird management plan
23. Tree works
24. Sight lines
25. Finished floor levels
26. Provision of Secure Cycle Parking & Refuse Stores
27. Pedestrian Visibility Splays