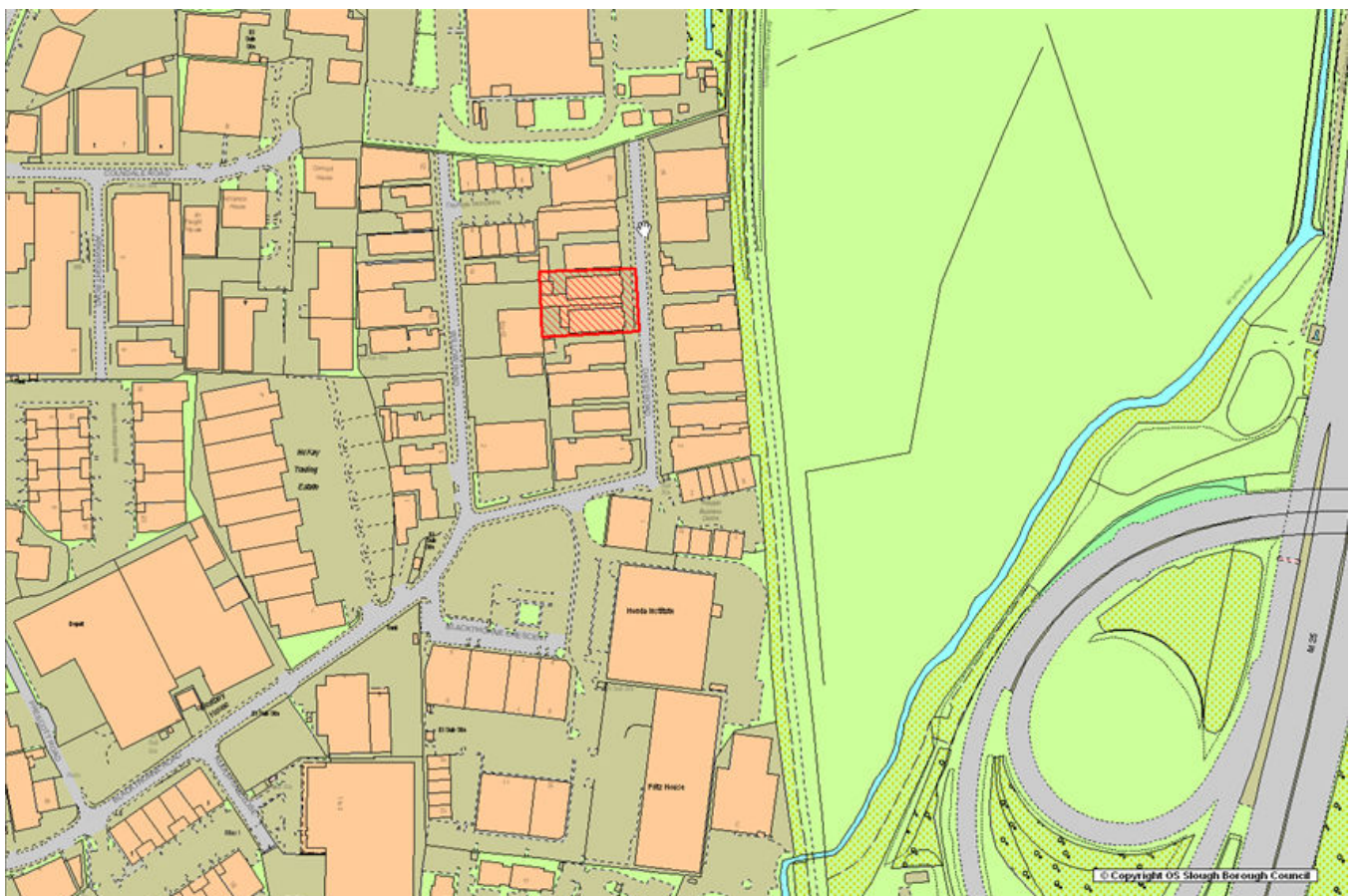


Registration Date:	02-Apr-2015	Applic. No:	P/16138/000
Officer:	Mr Smyth	Ward:	Colnbrook with Poyle
		Applic type:	Major
		13 week	2nd
		date:	
Applicant:	Miwa Ltd		
Agent:	Mr. L Huntley, Woods Hardwick Ltd 15-17, Goldington Road, Bedford, MK40 3NH		
Location:	9-11, DAVID ROAD, POYLE TRADING ESTATE, COLNBROOK, SLOUGH, BERKSHIRE, SL3 0DB		
Proposal:	Demolition of existing buildings and construction of a new two storey building for use as a store and preparation centre in connection with the neighbouring bakery.		

Recommendation: Delegated to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for resolution of outstanding highway issues, consideration of outstanding consultations, any minor design changes, finalising conditions completion of a S106 Agreement and final determination.
- 1.2 Having considered the relevant Policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This application is for demolition of the two existing buildings on site and redevelopment to provide a two storey building for use as a store and preparation centre in association with the neighbouring bakery. The main part of the building measures 30.6m deep X 39.3m wide plus there is a forward projection measuring 11.5m X 27.5m. The building is 10 metres high stepping down to 8.25m in relation to the front projection. The building has a gross internal floorspace of 3000 sq m.
- 2.2 The proposal includes frontage car parking for 14 no. cars, including 2 no. disabled spaces via a new central vehicle crossover. Parking for HGV parking is provided on site which would be capable of accommodating 2 no. lorries, but with space on site to allow 4 no. 10 metre long rigid vehicles to be able to wait. The vehicles would turn using the adjacent highway.
- 2.3 The front of the building contains primary entrance, staff entrance offices and staff welfare facilities.
- 2.4 The Transport Technical Note advises that the maximum number of persons on site at any one time would be 30.
- 2.5 The application is accompanied by existing and proposed site plans, floor plans and elevations. In addition the following supporting statements are submitted:
 - Design and Access Statement
 - Planning Statement
 - Transportation Technical Note

3.0 **Application Site**

- 3.1 The site which measures approximately 0.22 hectare is situated within the existing Business Area of Lakeside Road, Galleymead Road and Poyle Industrial estate. The site is surrounded by industrial/commercial buildings, many of which are dated in appearance. The site is currently occupied by two separate flat roof buildings which in the past have been used for light engineering and are at present being used for storage and office accommodation.
- 3.2 The northern western and southern boundaries are occupied by existing commercial buildings. The applicants own both nos 9 & 11 David Road, which comprises the application site and the neighbouring building at no. 13 David Road which is being retained.

4.0 **Site History**

- 4.1 There is no relevant planning history for the site. The site is not an allocated site with the Slough Local Development Framework Site Allocations Document. Pre application planning advice has been given for this site.

5.0 **Neighbour Notification**

- 5.1 Neighbours Consulted: N F T Logistics Ltd, David House, 1, David Road, Colnbrook,
Kangaroo International Express, David House, 1, David Road, Colnbrook,
Avenue Tools Ltd, 3, David Road, Colnbrook
A G M Group, 5, David Road, Colnbrook
Wagstaff Foundries Ltd, 7, David Road, Colnbrook
Hunt Base, 15, David Road, Colnbrook
Decor 11 Ltd, 15, David Road, Colnbrook
The Occupier, 17, David Road, Colnbrook
G D S K 40635, David Road, Colnbrook
Ascot Metal Finishers Ltd, 6, David Road, Colnbrook
Hankoe Stove Enamelling Co Ltd, 6, David Road, Colnbrook
The Occupier, 8, David Road, Colnbrook
The Occupier, 10, David Road, Colnbrook
The Occupier, 10a David Road, Colnbrook
P A E DESIGN SERVICES, 12, David Road, Colnbrook
Hawk Freight Services Ltd, 1 Poyle Technical Centre, Willow Road Colnbrook
AIR COURIER INTERNATIONAL, 2 Poyle Technical Centre Willow Road, Colnbrook
Capital Incorporation Services, 3 Poyle Technical Centre Willow Road, Colnbrook
Atlas Packing Services Ltd, 4 Poyle Technical Centre, Willow Road Colnbrook
5 Poyle Technical Centre, Willow Road, Colnbrook
G N K Freight Services Ltd, 6 Poyle Technical Centre, Willow Road Colnbrook
Star Freight Ltd, 7 Poyle Technical Centre, Willow Road Colnbrook
8 Poyle Technical Centre, Willow Road, Colnbrook
The Occupier, 14, Willow Road, Colnbrook
The Occupier, Unit 8, Willow Road, Poyle Industrial Estate Colnbrook
The Occupier, 10, Willow Road, Colnbrook
The Occupier, 14-16, David Road, Colnbrook
The Occupier, 13, David Road, Colnbrook

Notice Placed on Site and in Local Press

NO OBJECTIONS RECEIVED

6.0 **Consultation**

6.1 Land Contamination Officer

I have reviewed the information submitted for the above property, as well as our records related to potential contaminative land uses at the property and within 100m of the property.

Historical mapping indicates the following potential contaminative historical land uses on-site and within 100m of the enquiry site:

On site:

- **Warehouse** – located at no. 9 David Road, the site has been identified as having a potential low ranking risk as part of the Council's prioritisation procedure, but it is

not currently considered for future site investigation.

- **Engineering Works** – located at no. 11 David Road, the site has been identified as having a potential medium ranking risk as part of the Council's prioritisation procedure, but it is not currently considered for future site investigation.

Off-site:

- **Engineering Works** – located approximately 17m to the east of the enquiry site, has been classified as having a potential medium ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Joinery Works** – located approximately 17m to the east of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Longford (2) Poyle Landfill**– located approximately 80m further to the east of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently under Waste Management License.
- **Engineering Works** – located approximately 25m to the north-east of the enquiry site, has been classified as having a potential medium ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Engineering Works** – located approximately 50m further to the north-east of the enquiry site, has been classified as having a potential medium ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Metal Works** – located adjacent to the north of the enquiry site, has been classified as having a potential medium ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Scaffolding Depot** – located approximately 20m further to the north of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Racing Car Manufacturers** – located 40m further to the north of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Upholstery Works** – located approximately 37m to the north-west of the enquiry site, has been classified as having a potential medium ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Engineering Works** – located adjacent to the west of the enquiry site, has been classified as having a potential medium ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Plastic Works** – located adjacent to the west of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.

- **Engineering Works** – located adjacent to the west of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Units use unmarked** – located approximately 10m to the south-west of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Laboratories** – located approximately 45m further to the south-west of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Engineering Works** – located adjacent to the south of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Electronics Works** – located approximately 20m further to the south of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Engineering Works** – located 40m further to the south of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.
- **Units use unmarked** – located approximately 50m further to the south of the enquiry site, has been classified as having a potential low ranking risk as part of the council's prioritisation procedure, but it is not currently considered for future site investigation.

Based on the above information the applicant is notified with regards to the off-site presence of a landfill and four historical tanks in the vicinity of the enquiry site, which may constitute a potential source of volatile contaminants. This may result in the migration of volatile contaminants into the proposed development and via inhalation pathways to the human health receptors (residents).

Therefore, following conditions shall be placed on the application:

1. Phase 1 Desk Study

Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

2. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1

Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

3. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

4. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

6.2 Transport and Highways

No comments received to date, but comments were provided at the pre application advice

stage. Any additional comments received will be reported on the Amendment Sheet.

6.3 Colnbrook with Poyle Parish Council

No Objections Raised

6.4 Heathrow Safeguarding

We have now assessed the 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 observation:

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.htm>)

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1

National guidance

- National Planning Policy Framework and Technical Guidance Notes.
- National Planning Practice Guidance.

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EMP2 (Criteria for Business Developments)
- EMP9 (Lakeside Road Estate, Gallymead Road and the Poyle Estate)
- T2 (Parking Restraint)

7.2 The development is assessed in relation to the following:

- Principle of Development
- Design and Street Scene Impact

- Impact on Neighbouring Occupiers/Uses
- Transport, Access and Parking
- Flood Risk , Drainage and Land Contamination
- S106

8.0 **Principle of Development**

- 8.1 The site is located within an established Business Area and is already in commercial use. The proposal to use the building for Class B2 General Industrial development falls within the range of uses permitted within the Business Area as set out in Policy EMP9 of the adopted Local Plan for Slough.
- 8.2 No objections are raised as to the principle of the development in relation to the NPPF, LDF Core Strategy and adopted Local Plan, subject to satisfying all of the detailed considerations as set out below.

9.0 **Design and Street Scene Impact**

- 9.1 David Road is characterised by two storey brick built industrial buildings, most with flat roofs, which for the most part are dated in appearance. The current proposal will occupy 2 no. sites introducing a building of much larger scale and proportion to others in the street. Whilst the scale and height of the building, its appearance and finishing would not reflect what already exists, there is an expectation that other sites are likely to come forward in the future for redevelopment to provide units which are more likely to meet the space requirements and general expectations of modern day companies.
- 9.2 Whilst the proposed building would not neatly tie in with existing buildings within David Road, Poyle industrial estate has been undergoing change during recent years, particularly in the growth of wholesale warehousing and distribution, reflecting its location close to Heathrow Airport. Gradual renewal is a trend which is likely to continue here, unless the wider industrial estate is adversely affected by a future decision in relation to the siting of a third runway at Heathrow airport. It is also noted that David Road does not have a strong public realm, being located within the heart of an existing industrial estate and being a cul de sac without any obvious pedestrian permeability. As such no objections are being raised on grounds of design or street scene appearance in relation to the NPPF, Core Policy 8 of the LDF Core Strategy nor Policy EN1 of the adopted Local Plan.

10.0 **Impact on neighbouring occupiers/Uses**

- 10.1 Given the site is located within an existing business area with existing industrial buildings adjoining the site on three of its four sides and given that there are no significant windows within the flank walls and notwithstanding that the proposed building would be higher than neighbouring properties, there would no significant impact on neighbouring properties/uses.
- 10.2 No objections are raised on grounds of impact in relation to the NPPF, Core Policy 8 of the LDF Core Strategy nor Policy EN1 of the adopted Local Plan.

11.0 **Transport, Access Parking and Servicing.**

- 11.1 With respect to travel patterns and car parking the applicants were advised at the pre application stage that:

"It is unclear as to how much car parking there is on the existing site and this should be made clear in the future planning application."

Under the Slough Local Plan Parking Standards a B2 industrial use in an existing business

area has a parking standard of 1 space per 50sqm. Therefore for site of this size a provision of 58 spaces would be appropriate under the standard. However the proposed site has only 14 spaces (2 of which are for disabled use) and therefore there is a significant shortfall of car parking provision.

I understand that the site operators own at least one other building in this road and which has further parking which could be used by staff from this site. If off site parking is to be used then this needs to be made clear in any future application as well as how many staff are employed in the other building(s).

There is a shortfall of parking spaces on the wider Poyle Trading Estate which leads to a lot of footway parking which causes a hazard and an obstruction to pedestrians and can cause manoeuvring difficulties for goods vehicles seeking to access sites”.

- 11.2 The applicants have submitted a Transportation Technical Note, which provides some but not all of the additional information which was being sought. The report does not provide details as to existing parking levels on site, but confirms the existing floor area of the combined buildings to be 1,228 sq m. The report confirms that 40 existing employees and a two shift pattern 06.00 -14.00 and 14.00 – 22.00.
- 11.3 The transport statement advises that approximately 33% of the current workforce use the car share scheme and a significant proportion arrive using alternative modes such as walking cycling or public transport. It is further estimated that 50% of the existing workforce arrive by car equating to 20 employees split between two shifts.
- 11.4 The proposed building will have a floor area of 3000 sq m requiring 60 no. on site car parking spaces. The actual provision is for only 14 no. spaces. The applicants advise that total number of employees will rise to between 60 and 65, although a three shift system will operate and that the maximum number of employees working at the site at any given time will be between 25 and 30 and that assuming a similar pattern of travel to that which currently exists a total of 15 no. staff would require parking on site at any one time. The applicant advises that 20 no. parking spaces would be a robust figure during the busiest times of operation.
- 11.5 The applicant further advises that the operator also owns two other industrial buildings within Blackthorne Road located approximately 350 metres from the application site. To accommodate the shortfall in on site car parking, the applicant/operator advises that 8 no. car parking spaces will be provided at either or both of these sites. At the time of writing this report, the applicant has not provided information on the current usage of these alternative sites in terms of on site car parking. This information has been requested and the results of which will be reported on the Amendment Sheet.
- 11.6 With respect to alternative modes of travel the following comments were provided at the pre application stage:

In the planning application it would be helpful to understand how many staff work are on-site and by what mode of travel staff usually use to reach the site. A Travel Plan would normally be required for a B2 industrial site of 4000sqm or greater through the planning process, but in some cases for example where there are significant shortfalls of parking then travel plans are requested on smaller sites in order to better manage travel. Therefore there may be a case to request a travel plan for this site. Therefore it would be helpful prior to the submission of the application to further understand some of the issues that are raised in this comment. Taking account of the adjoining building which also forms part of the bakery, although not part of this application per se, if this floor area is added then the size of the overall development may be close to or exceed 4000sqm.

The local highway authority is keen to encourage a greater use of non-car modes of travel

to the Poyle Trading Estate.

- 11.7 An obligation to submit a travel plan will be required under the terms of a S106 Agreement. With respect to parking, this will require more assessment and will be further reported on the Amendment Sheet.

- 11.8 With respect to lorry parking and servicing the following comments were provided at the pre application stage:

Under the Slough Local Plan parking standards, HGV spaces should be provided at 1 space per 500sqm and therefore for this site, 6 HGV bays should be provided. There is space for 4 HGVs to park clear of the carriageway and footway in relation to this site, so again a small shortfall of HGV parking compared to the standard.

The wider Poyle Trading Estate is affected by inconsiderate lorry parking which has been causing anti-social behaviour issues to which the Council has sought to address by implementing three schemes to deter overnight lorry parking and lorry parking on the public highway. Whilst the schemes have been successful in their immediate areas at deterring the problem it has in part pushed the problem to another area in the estate.

The submitted site plan demonstrates using autotracking that 10m long rigid HGVs can reverse into the site and leave in a forward gear, whilst it would be preferred if vehicles were enter and leave in a forward gear this is not possible taking into account the constraints of the site. The proposed servicing arrangement is considered acceptable.

- 11.9 The Transport Statement advises that the proposal is for all deliveries to be received by the company's sister premises on Blackthorne Road, where the loads will be broken down and then decanted to the application site using smaller delivery vehicles. The deliveries to the David Road site will be one delivery per day and would be scheduled outside of peak hours to further minimise disruption within the industrial estate.

- 11.10 Subject to the acceptance of these proposals by the Council's transport and highway engineers, a S106 Agreement will be required such that there are adequate links and safeguards in place to ensure that any provision for off site parking and servicing remains in place, whilst the proposed operator continues to operate from the proposal property. Given the shortfall in car and HGV parking, it will also be necessary to ensure that the planning permission be made personal to the occupier.

- 11.11 At the pre application stage advice was provided on HGV lorry movements:

The local highway authority has been made aware by local residents and councilors of concerns about the increase in HGV traffic accessing the Poyle Trading Estate by using the A4 Old Bath Road rather than accessing via M25 junction 14. The reason for this concern is the increase in noise, disturbance and other environmental impacts of HGV traffic on the residential area. The local highway authority is considering introducing a scheme to deter HGV access from Old Bath Road in the future and therefore it is appropriate to encourage existing users of the Estate to route HGV traffic from junction 14 or from the west via Stanwell Road.

- 11.12 Subject to further confirmation from the Council transport and highway engineers, a lorry routing plan will be required as part of a S106 Agreement.

- 11.13 With respect to access at the pre application stage the following advice was given:

The application seeks to provide three accesses to the development, two of which are proposed for HGV use and one for staff vehicles. The two accesses proposed for the HGVs should be provided as bell mouths and the access for cars should be provided in the

form of a vehicle crossover. As a result of these changes there will need to be changes to the existing access points and where appropriate new access points created and redundant access points removed and the footway reinstated. Taking account of the proposed changes this is likely to require the footway to be reconstructed along the frontage of the site, with relocated gullies and lamp columns where appropriate. The applicant would need to enter into a Minor Highways Works agreement to undertake the works or alternatively use the Council's term contractor.

11.14 These matters would be covered by appropriate planning conditions.

12.0 **Flood Risk Drainage and Land Contamination**

12.1 The site is not located within either flood zones 2 or 3, nor is it located within an identified critical flood risk area within flood zone 1. In terms of managing surface water disposal, this will necessitate on site mitigation/storage to achieve an acceptable run off rate. Planning conditions will be imposed requiring details of drainage to be submitted for approval.

12.2 The Land Contamination Officer advises a precautionary condition will be required in terms of a Desk Top Land Contamination Study with mitigation and validation if contamination is identified and this will be covered by planning condition.

13.0 **Section 106**

13.1 At the pre application stage the transport and highway engineers recommended a number of potential mitigation measures:

Taking account that there will be an increase in floor area and therefore most likely an increase in vehicle trips to the site. There is the potential for requesting mitigation measures, which may include but would not be limited to implementing a Travel Plan. The mitigation measures would be secured through a S106 agreement and it is most likely that they would be in the form of a financial contribution towards some of the following measures:

- To improve facilities for pedestrian, cycle and public transport trips to and from the Poyle Trading Estate;
- To discourage HGV parking on the public highway on the Poyle Trading Estate; and
- To discourage hazardous car parking on the public highway on the Poyle Trading Estate.

However, these mitigation measures will need to be firmed up to be more site specific in light of restrictions to the pooling of S106 financial contributions. Further discussions with the transport and highway engineers will be undertaken and any further recommendations will be reported on the Amendment Sheet.

13.2 In addition to the above the following draft Heads of Terms for a S106 Agreement are proposed:

- Submission of a travel plan
- Payment of a travel plan monitoring fee
- HGV routing agreement
- The submission of a servicing and deliveries plan. As part of that plan, all HGV deliveries shall be made at one or both of its sister companies in Blackthorne Road, where the loads shall be broken down and decanted to the application site using smaller vehicles. Such deliveries to take place outside of the peak hours.
- The submission of a car parking management plan, which shall include a requirement on the owner/developer to make available on one or both of its sister companies in Blackthorne Road a minimum of 8 no. car parking spaces for use by staff working at the application site. In the event that either or both of the sister companies are sold and the additional car parking spaces can no longer be

provided, that alternative car parking provision be provided off site, within a time frame to be agreed. If this is not achieved within the timescales agreed that the use of the proposal property is to cease until the issue has been satisfactorily resolved.

- Notify the Council if either or both of the sister company sites in Blackthorne Road are to be sold

PART C: RECOMMENDATION

14.0 Recommendation

- 14.1 Delegate the planning application to the Planning Manager for resolution of outstanding highway issues, consideration of outstanding consultations, any minor design changes, finalising conditions completion of a S106 Agreement and final determination.

PART D: LIST OF CONDITIONS AND INFORMATIVES

15.0 Conditions

- 15.1 The following summary of conditions is proposed:

- Time
- Personal Planning Permission
- Approved Drawings
- Samples of Materials
- Surface Materials
- Landscape & Boundary Treatment
- Minimum Car Parking
- Details of Bin Store & Secure Cycle Parking
- Pedestrian Visibility
- Waste Minimisation Plan
- Construction Management Plan Drainage Strategy Car Parking Management Plan (unless covered in S106 Agreement)
- Servicing and Deliveries Plan (unless covered in S106 Agreement)
- Land Contamination Study
- Hours of Construction
- Hours of Deliveries
- Vehicle Access Gates
- Reinstate Redundant Crossovers.
- Details of Access
- Maximum number of employees