

Registration Date:	11-Oct-2013	Applic. No:	P/14486/001
Officer:	Ian Hann	Ward:	Colnbrook with Poyle
		Applic type:	
		13 week	
		date:	

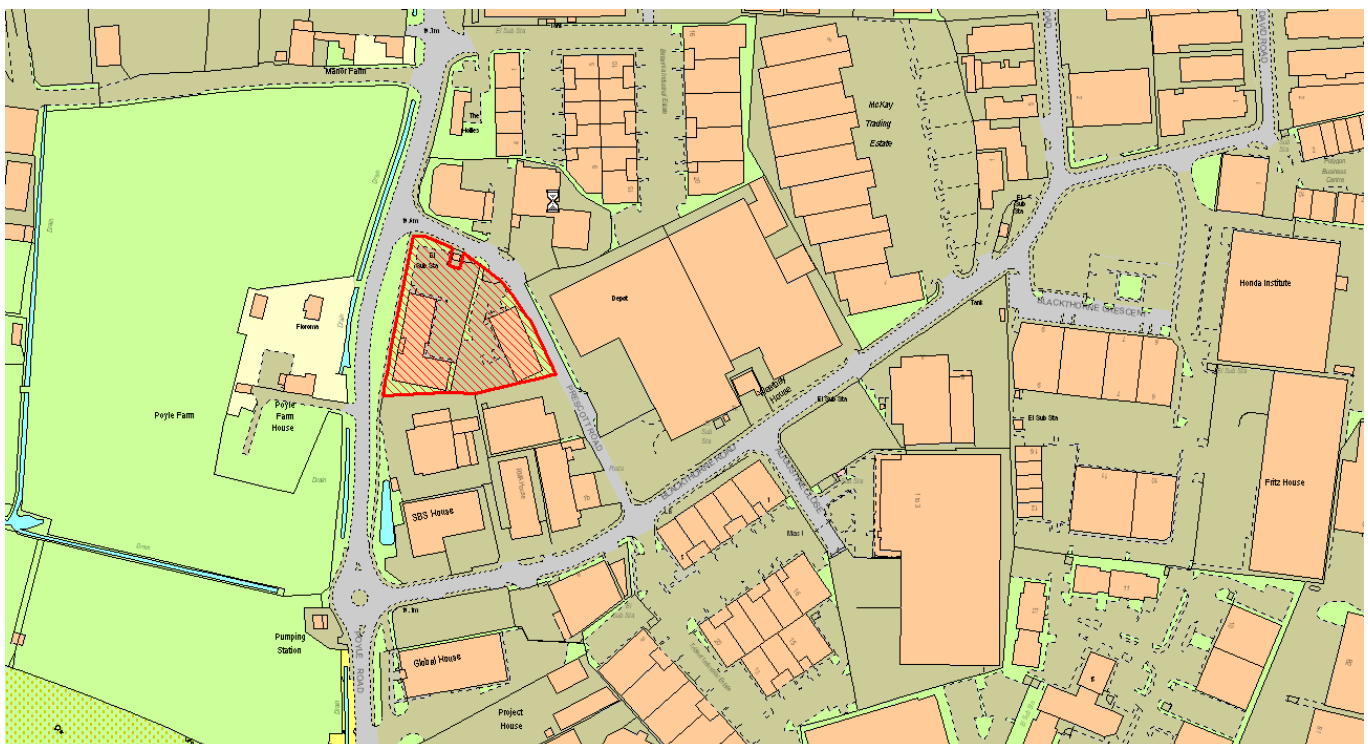
Applicant: Mr. Derek Price, DWP Associates

Agent: DWP Associates 1, Glanmorfa, Ferryside, SA17 5TF

Location: Unit 1, Prescott Road, Colnbrook, Slough, SL3 0AE

Proposal: ERECTION OF 2789 SQUARE METRE WAREHOUSE BUILDING WITH  
ANCILLARY OFFICE SPACE AND ASSOCIATED PARKING  
FOLLOWING DEMOLITION OF EXISTING BUILDINGS

**Recommendation: Delegate to Planning Manager**



## 1.0 **SUPPLEMENTARY REPORT**

1.1 This application was previously before committee on 9<sup>th</sup> January 2014 when the application was delegated to the then Strategic Lead Planning Policy for the completion of a S106 Agreement, consideration of a tree report, finalising conditions and final determination. A copy of the previous report is attached at appendix "A" and the amendment sheet at appendix "B". Since then there has been a delay in signing the Section 106 Agreement as a section of land within the application boundary is unregistered, and as a result of this part of the visibility splay can not be transferred to the Highways Authority as requested under the Section 106 Agreement. This matter is currently being discussed between the Council's legal officers and the applicant's Solicitors and the matter should be able to be resolved.

1.2 This is a full planning application for the redevelopment of the application site to provide 2,500 sq. metres of storage and distribution (B8) use including ancillary office space (306.5 sq. metres) together with associated car parking, servicing and landscaping following the demolition of the existing building.

1.3 The applicant's have now submitted amended plans seeking the following changes from the plans that were previously before committee:

- moving the loading doors closer together
- removing the previously proposed parapet roof and replacing it with a pitched roof increasing the height from 10m to 11.6m.
- amendments to the elevation cladding material with grey and silver cladding being used
- alterations to the office elevations with an increase in the number of windows and type of windows including the relocation of the main building entrance.
- A change in car parking spaces from 14 to 13.

## 2.0 **Recommendation**

Committee is asked to endorse the changes to the original scheme and reconfirm that the application be delegated the planning application to Planning Manager for consideration of tree report, finalising conditions, completion of Section 106 Agreement and final determination.

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Delegate the planning application to Strategic Lead Planning Policy for the consideration of any transport and highways issues, finalising conditions and final determination.

1.2 This application is to be decided at Planning Committee as it is a major development.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for the redevelopment of the application site to provide 2,500 sq. metres of storage and distribution (B8) use including ancillary office space on a mezzanine floor (306.5 sq. metres) together with associated car parking, servicing and landscaping following the demolition of the existing building.

The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:

- Planning, Design and Access Statement
- Transport Statement
- Flood Risk Assessment

2.2 The plans that has been submitted shows a proposed building that will have a footprint of approximately 39m by 58m and with a height of approximately 9.6m.

2.3 The plans show that the building would comprise a ground floor warehouse and ancillary offices on a mezzanine floor. The building would be finished in metal cladding and windows in the northern elevation facing onto Prescott Road that will serve the offices. Two lorry loading bays with roller shutter doors will be provided on the side elevation facing on to Prescott Road.

2.4 The development would be accessed by the existing access from Prescott Road. 14 car parking spaces would be provided with spaces for lorries that are not being unloaded.

2.5 The whole site will be surrounded by security fencing with a sliding gate onto Blackthorne Road and additional planting onto Blackthorne Road also.

3.0 **Application Site**

3.1 The application site is situated on the south east of the junction of Poyle Road and Prescott Road and is an Existing Business Area as identified in the adopted Local Plan.

3.2 The site has an area of approximately 0.49 hectares and is roughly triangular, measuring approximately 87m wide and 80m deep.

The site is currently occupied by two vacant light industrial buildings.

The site is bound by Poyle Road to the west with farm land beyond, Prescott Road to the east with industrial buildings with further industrial buildings to the north and south.

The surrounding buildings are mostly warehouses and industrial buildings.

#### 4.0 **Relevant Site History**

- 4.1 Planning permission was granted for the conversion of the existing two storey unit into 5no. Two storey units incorporating change of use to B1/B8 units with the addition of external balcony as a means of escape and roller shutter doors with other external alterations in January 2009 (P/14486/000).

#### 5.0 **Neighbour Notification**

- 5.1 Warren Insulation Plc, Sbs House 1, Blackthorne Road, Colnbrook

1, 2, 3, 4, Poyle Road, Colnbrook

Unit 1, 1a Prescott Road, Colnbrook

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

#### 5.2 **Colnbrook with Poyle Parish Council**

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

#### 6.0 **Consultation**

##### 6.1 **Transport and Highways**

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

##### 6.2 **Environment Agency**

This application is deemed to either have a low environmental risk or relate to conditions that were not recommend by the Environment Agency who are unable to make an individual response at this time.

##### 6.3 **Neighbourhood Protection / Environmental Health**

There are no objections to the development but the scale of project would suggest that a Site Waste Management Plan would be appropriate together with a ban on any burning of waste on site.

##### 6.4 **BAA Safeguarding**

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

### **PART B: PLANNING APPRAISAL**

#### 7.0 **Policy Background**

- 7.1 The application is considered alongside the following policies:

##### **National guidance**

- National Planning Policy Framework and technical guidance notes.

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 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate)
- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

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

**Assessment**

8.0 **Principle of the redevelopment & land use**

8.1 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.

8.2 Policy EMP2 (Criteria for Business Developments) states:  
*"Proposals for business developments will only be permitted if they comply with all of the following criteria:*  
*a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;*  
*b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over- looking, or overbearing appearance of the new building;*  
*c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*  
*d) appropriate servicing and lorry parking is provided within the site;*  
*e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;*  
*f) the proposal incorporates an appropriate landscaping scheme;*  
*g) the proposal would not significantly reduce the variety and range of business premises;"*

8.3 Policy EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate) states that *“B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road Estate, Galleymead Road and the Poyle Estate. Additional independent B1(a) office floorspace will not be permitted in this location.”*

8.4 The principle for the type of redevelopment is considered to be acceptable within an existing Business Area where the type of use proposed is acceptable and compatible with other surrounding uses.

8.5 No objections are raised to the principle of constructing a Class B8 Storage and Distribution Warehouse on the application site in relation to the National Planning Policy Framework, Core Policy 5 or Local Plan Policies EMP5 and EMP9.

## 9.0 **Design and Appearance**

9.1 The National Planning Policy Framework states that *“great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

9.2 The footprint of the building is considered to be consistent with the size of other large industrial buildings found elsewhere within the surrounding area and estates. The height of the building would be higher than the adjacent premises. However the site would be in keeping with other industrial properties and the site is considered to be a large enough site to support a building of slightly larger bulk and mass. The development would be set back a minimum of 11 metres from the Poyle Road frontage where the existing mature tree screen will be retained to help soften and break up the scale of the development.

9.3 The plans show that the building development would comprise ground floor warehouse with ancillary offices at a mezzanine floor level which would be oriented to the northern side of the site facing Prescott Road. The layout is considered to be logical and would maximise efficiency. The offices will also be served with windows that will form the elevation of the building and therefore break up the façade of the building facing onto Prescott Road.

9.4 Full details of the elevations and appearance of the building have been provided. The architectural style proposed for the development uses clean, simple lines and is modern. This fits in with the style and appearance of many of the buildings, especially those warehouse type buildings within the local area. The building would be finished in metallic silver cladding which will be broken by roller shutter doors in the eastern elevation. Although this could be considered to be bland in appearance it is in keeping with the industrial nature of the area and other buildings within the industrial area have similar

appearances. The elevation facing onto Prescott Road will be broken up with windows that will provide a more interesting façade onto Prescott Road, in keeping with its surroundings and have no detrimental impact upon the character of the area. Overall the design and appearance of the development is considered to be in keeping with other modern industrial buildings found elsewhere within the area with the offices providing a high quality frontage to Prescott Road and that this would improve the appearance of the site.

9.5 It is proposed to fence all the boundaries of the site with a Security Fence, full details of which can be secured via condition. While a security fence could be considered to be overbearing it will allow views into the site and with substantial landscaping around the frontage facing onto Poyle Road that will be seen from the public road, it is considered that the screening will take away the harshness of the fencing and that it will not have any detrimental impact upon the character of the area.

9.6 The design and appearance of the development is considered to be consistent with the relevant policies and government guidance.

#### 10.0 **Impact on adjoining sites**

10.1 Policy EMP2 of the Local Plan requires that: *“there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”*.

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

10.2 The proposed layout of the site would bring the development closer to the northern and southern boundaries than the previous building which is to be demolished. The nearest building to the site would be 10m away and there would be no impact up on the working conditions of that building or any other surrounding building. There are no nearby residential properties that will be effected by the proposals.

10.3 In terms of environmental effects, no air conditioning or plant, have been indicated on the submitted plans. A condition can be attached to any permission to require that no machinery, plant, ducts or other openings be allowed without the prior written approval of the Local Planning Authority. In terms of lighting, the Design and Access Statement indicates that the external lighting shall be designed to comply with legislation on light pollution and Heathrow approach restrictions. Again a standard lighting condition can be attached to any permission to secure adequate lighting around the site.

10.4 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

#### 11.0 **Traffic and Highways Implications**

11.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), requires that: *“All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

*Development proposals will, either individually or collectively, have to make appropriate provisions for:*

- *Reducing the need to travel;*
- *Widening travel choices and making travel by sustainable means of transport more attractive than the private car;*
- *Improving road safety; and*

- *Improving air quality and reducing the impact of travel upon the environment, in particular climate change.*

*There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”*

The supporting text to Policy EMP9 (Poyle Estate) notes that *“on the Poyle Estate, provision for parking and servicing arrangements is limited, and in many cases does not meet current standards, resulting in congestion on the estate. Redevelopments will be expected to improve vehicular access and overcome road safety problems.”* It acknowledges that there is very limited public transport provision, and therefore access to this area is mainly by car for the workforce and visitors, and goes on to say *“The Borough Council will continue to encourage the location of B8 distribution/storage and freight activity within these three areas, and B1(b) research and development, B1(c) light industrial activity, and B2 general industrial would also be acceptable. As parking provision will be in accordance with Appendix 2, an increase in current parking provision may be required to overcome localised operational or road safety problems.”*

Policy EMP2 (Criteria for Business Developments) of the Local Plan states that: *“Proposals for business developments will only be permitted if they comply with all of the following criteria:*

- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
- d) appropriate servicing and lorry parking is provided within the site;*
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”.*

11.2 It is proposed that the development would provide 14 car parking spaces. To this end, the proposal is consistent with Council's policy of *no overall increase in the number of parking spaces permitted within commercial redevelopment schemes* (Core Policy 7) while still complying with the Council's adopted parking standards.

11.3 With the existing access being used and with the footprint of the building being smaller than the existing building it is considered that the proposals will have no adverse impact upon highway safety and will not result in a unacceptable increase in the number of trips although the Council's Transport and Highways Engineers are still to confirm that it meets their requirements. A condition will need to be added to any permission to ensure that the gates are open when the building is in use so as to avoid vehicles waiting on the highway.

## 12.0 **Summary**

12.1 On the basis of the information provided it is considered that the proposals would not have a detrimental impact upon the character of the area or neighbouring amenity and the application should be approved subject to conditions.

## **PART C: RECOMMENDATION**

### 13.0 **Recommendation**

Delegate the planning application to Strategic Lead Planning Policy for the consideration of any transport and highways issues, finalising conditions and final determination.



## 14.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

### 14.1 **CONDITIONS**

#### **1 Time limit**

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

#### **2 Approved Plan**

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing No PA/02 Dated Undated Recd On 10/10/2013
- (b) Drawing No PA/07 Dated Undated Recd On 10/10/2013
- (c) Drawing No PA/03 Dated Undated Recd On 10/10/2013
- (d) Drawing No PA/04 (elevations) Dated Undated Recd On 10/10/2013
- (e) Drawing No PL-012 Dated Undated Recd On 25/10/2013
- (f) Drawing No PL-013 Dated Undated Recd On 25/10/2013
- (g) Drawing No PL-014 Dated Undated Recd On 25/10/2013

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough 2004.

#### **3 Details of external materials**

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005), Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EN1 of the Adopted Local Plan for Slough, 2004.

#### **4 Details of surfaces**

Samples of external materials to be used in the construction of the access, parking, circulation, pathways and communal areas of each phase within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before that phase of the development is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005), Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EN1 of the Adopted Local Plan for Slough, 2004.

## **5 Maximum floor space and removal of PD rights**

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking and re-enacting that Order) the total gross floor space of the building hereby permitted shall not exceed 2,500 sq. metres and no extension or alteration either external or internal, involving an increase in floor space above the approved 2,500 sqm including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of onsite parking.

## **6 Limit on ancillary office space**

Ancillary office space (excluding service cores) shall not cover more than 307 sq metres without the prior consent of the Local Planning Authority.

REASON To control the amount of office development on the site in the interests of sustainability and to accord with Core Policy 5 of the Local Development Framework, Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy EMP9 of the Adopted Local Plan for Slough, 2004.

## **7 Car parking**

The parking spaces and turning area shown on the approved plan shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T3 of The Local Plan for Slough 2004.

## **8 Details of gates**

No development shall be occupied until details of the vehicle access gates have been agreed in writing with the Local Planning Authority and shall remain open during the operational hours of the building.

REASON To enable service vehicles to draw off the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Planning Policy Guidance 13: Transport (2001), Core Policy 7 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

## **9 Cycle parking**

No development shall be begun until details of the cycle parking provision of that phase (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of that phase of the development and shall be retained for so long as the development continues to be used for the purposes authorised by this permission.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Planning Policy Guidance 13: Transport (2001), Core Policy 7 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy T8 of the Adopted Local Plan for Slough, 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

## **10 Flood risk**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment LS1366/FRA001 by BSCP dated 27<sup>th</sup> September 2013.

### **Reason**

To reduce the risk of flooding to the proposed development and future occupants.

## **11 Boundary treatment**

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The boundary treatment shall be implemented in accordance with the details approved prior to the first occupation of the development and retained thereafter.

REASON In the interests of the visual amenity of the area and accordance with Policies EN1 and EN3 of the Adopted Local Plan for Slough, 2004.

## **12 Details of plant and machinery**

The use of each phase of development hereby permitted shall not commence until details of the external plant (including siting) to be installed at the site for that phase have been submitted to and approved in writing by The Local Planning Authority. The plant shall be installed in accordance with the approved details prior to first occupation of that phase of the development.

REASON To protect the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

## **13 Plant and machinery acoustic treatment**

All air conditioning, ventilation or other plant and machinery shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Core Policy 8 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

## **14 Construction management**

Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction management plan and programme shall include details of the following:

- Details of contractor parking available
- A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

### **15 Control of environmental effects**

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction phase when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

### **16 Hours of demolition and construction**

No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays or as otherwise may be agreed in writing by the Local Planning Authority

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

### **17 Control of waste during construction phase**

No development of each phase shall take place until details in respect of measures to control the disposal of waste generated during the construction and the use of the development of that phase have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the building:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from construction;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner – there shall be no bonfires on site.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

### **18 On-site refuse storage**

No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of that phase of the development and thereafter retained for so long as the development continues to be used for the purposes authorised by this permission.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

## **INFORMATIVES**

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

### Amendment sheet

Comments have been received from British Airports Authority Environment Agency who raise no objections to the planning application and have recommended the following conditions and informatives which will be incorporated into the list of final conditions:

#### CONDITION

1. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
  - *Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached*

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

**Reason:** It is necessary to manage the flat/green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

#### INFORMATIVES

1. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.
2. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.
3. 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.
4. 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

The following comments have been received from the Council's Transport Engineer:

### **Trip Generation**

The consultant has derived trip generation information from the TRICS database to inform the assessment and the number of sites used is considered to be rather low. The TS reports that the development will generate 186 vehicle movements per day compared to its existing use as an office generating 118 vehicle movements. Therefore there will be an increase of 68 movements per day. The sites in TRICS used by the applicant do not include 24 hour operation which. It is unclear from the information submitted how many of the vehicle movements will be HGVs, but clearly there will be a greater proportion of HGVs than the current site if it was in operation.

### **Access**

It is proposed to stop up one of the existing accesses to the site, but significantly enlarge the second access. A detailed drawing will need to be supplied of the amendments to the access.

No visibility splays have been shown for the revised access. As the junction is off a "lightly trafficked road" sight lines of 2.4m x 25m must be provided from the priority road onto the site. These should be shown on the drawing and take into account the curvature on the priority road. No obstructions over 600mm in height will be permitted in the sight line areas. The sight lines must fall on land in control of the applicant.

### **Parking**

14 car parking spaces are proposed which is in accordance with the standards in the Slough Local Plan. 5 HGV parking spaces are required under the standards and the plans would appear to indicate that this is achievable, although the location of the roller shutter doors need to be shown on the site plan as it would appear that one of the HGVs is shown parked across it rather than in front of it. The plans should be revised and re-submitted. In the vicinity of the site there are problems with inconsiderate lorry parking on the highway causing highway safety and public amenity issues and therefore ensuring that there is adequate parking and limiting the opportunities for overspill parking or vehicle waiting on the highway for space to become available in delivery yards is an issue that the Council is committed to addressing.

A cycle store is proposed, but it does not appear to be possible to access from within the site. Therefore changes are required to the site plan prior to determination. In terms of security of the cycle store, it should only be accessible from the site and not directly from Prescott Road.

### **Layout**

HGV tracking was requested in the pre-application scope comments, but no tracking has been provided - this needs to be submitted to show that HGVs can adequately access the site and turn within the site.

There would appear to be no direct footway access into the site as the footway on Prescott Road would appear to terminate prior to the pedestrian link into the site. Further plans are required to show that a continuous pedestrian link can be provided into the site. When the site was operating and potentially with the operation of adjoining sites there has been a habit of footway parking along the Prescott Road frontage of the development and therefore I think it is appropriate that the developer funds the £3k cost of a Traffic Regulation Order to implement double yellow lines on the section of Prescott Road between the site access and Poyle Road - this would be beneficial to the operation of the site to assist HGV access to and from Poyle Road.

## **Accessibility**

The TS states that the site benefits from very good accessibility for pedestrians, cyclists and public transport users. I would disagree with this finding. Public transport services along Poyle Road are 1 service an hour in each direction between Slough town centre and Heathrow Terminal 5 via Poyle Road - this does not constitute good accessibility.

Whilst the site is located within cycling distance of Slough and other local settlements, the routes to these settlements have high traffic volumes and high numbers of HGVs and therefore only very few people are willing to make these journeys by cycle.

In terms of pedestrian movement the immediate vicinity of the site is very unattractive for pedestrian movement as there is a very overgrown vegetation strip between the site, the footway and Poyle Road which is a real disincentive for pedestrians to use given its current condition. On my site visit I witnessed female pedestrians in the early evening walking along Poyle Road and its verge to avoid walking along this section of footway. Prompted by the pre-application inquiry in 2012 in relation to this site I sought a price from the Council's grounds maintenance contractor to cut back the vegetation from the road side edge of the path removing stumps, trees, shrubs and ivy and level the area in order to reseed and be able to mow it. To lift all the trees to a height of 4m over the area so that the path has a less enclosed feel. The cost of this works was estimated to be £2,500. I would recommend that this is secured as part of the S106 agreement in order to encourage pedestrian movement to the site.

## **Gates**

Gates will not be permitted on the highway boundary. Gates if required must be set back a minimum distance of 18 metres (articulated vehicles) from the highway boundary and either slide or open inwards. This will allow vehicles including a service vehicle to wait clear of the highway, prior to the gates opening. The current location of the gates has been designed for private car traffic and is not appropriate for the change of use of the site. If the applicant is unwilling to set the gates back then they will need to agree to a condition that the gates shall be secured in an open position during any hours in which the development is in operation.

## **Mitigation**

Whilst the Transport Statement demonstrated that the traffic generated by this proposal can be accommodated at the site access, the development will nevertheless generate additional traffic movements onto the already heavily congested network within the Borough. There is also the potential for inconsiderate lorry parking in the Poyle area, which is an existing and increasing problem in the vicinity of this site.

In recognising that the highway network within the Borough experiences extensive problems with capacity and delay, the Borough Council has developed a Transport Strategy which is supported by central government policy to encourage modal shift to other forms of transport and manage congestion to enable targets within the Transport Act to be met. This development would place additional demands on the transport network on a daily basis and the associated traffic movements would exacerbate existing problems.

On this basis a contribution towards the Slough Transport Strategy is required so that the implementation of schemes within the Strategy to better promote access into, and management of parking and congestion in the Poyle area of the Borough can be brought forward. A contribution of £20,500 is considered commensurate with the additional traffic likely to be generated by this development and is consistent with the approach taken on other developments within the Borough.

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 S278 Agreement



or Minor Works Agreement depending on scale of access improvements for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule. It is not clear whether the developer seeks to stop up any sections of the public highway to implement this development.

The contributions schedule includes:

- £3,000 Implementation of Traffic Regulation Orders (prior to commencement)
- £2,500 Landscaping Improvement (prior to occupation)
- £15,000 Transport contribution (prior to occupation)

The highways schedule includes:

- Installation of crossover / junction
- Reconstruct the footway fronting the application site
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications (as necessary)
- Drainage connections
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas.

### **Recommendation**

Subject to the securing of the S106 contribution for £20,500 together with the alterations to the drawings requested and the submission of tracking I would not raise a highway objection.

### **Conditions**

1. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the details to be subsequently submitted and approved in writing by the Local Planning Authority and constructed in accordance with Slough Borough Council's Design Guide.

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

2. No part of the development shall be occupied until the redundant means of access has been removed and the footway reinstated in accordance with the approved drawings and constructed in accordance with Slough Borough Council's Design Guide.

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

3. No part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 25 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

4. No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

Reason: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

5. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

6. The gates shall be secured in an open position during any hours in which the development is in operation.

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

### **Informative(s) required**

**Should the application be revised in accordance with my comments the following informative(s) will apply.**

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

The above conditions will be attached to any final permission. Negotiations have commenced with the owners of the site with regards to the Section 106 payments and

The following comments have been received from the Council's Drainage Engineer:

The FRA it's well written but unfortunately some of the information they have received from other authorities is not correct however this does not change the assessment. The proposed surface water disposal is by infiltration using a crated system it has been designed on assumed ground conditions (I would suggest slightly optimistic) so needs to be confirmed by condition, following a ground investigation, in any consent. The site is not land locked so if the design proves inadequate for the site there is potential for exceedance flow to be accommodated.

The following condition would therefore be attached to any final permission:

The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until

the off-site drainage works detailed in the approved scheme have been completed

REASON to ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

As set out in paragraph 9.2 of the officers report there is a mature tree screen on the boundary of the site with Poyle Road. It is noted that some trees in the site will be felled as a result of this proposal and it is therefore considered appropriate to request an arboricultural report therefore be prepared and a condition be added to any permission to ensure that works are undertaken in accordance with the report.

The applicants have been requested to show a drivers welfare area within the building and this will also be secured via condition should approval be granted.

Paragraph 2.1 of the officers report mention inclusion of a mezzanine floor but this is incorrect and should be deleted.

Paragraph 11.3 of the officers report stated that the proposed building will be smaller than the existing buildings which is incorrect and the highway and transport comments above should be noted with regards to this element of the report.

**CHANGE OF RECOMMENDATION TO:**

**Delegate the planning application to Strategic Lead Planning Policy for the completion of a Section 106 Agreement consideration of a tree report, finalising conditions and final determination.**