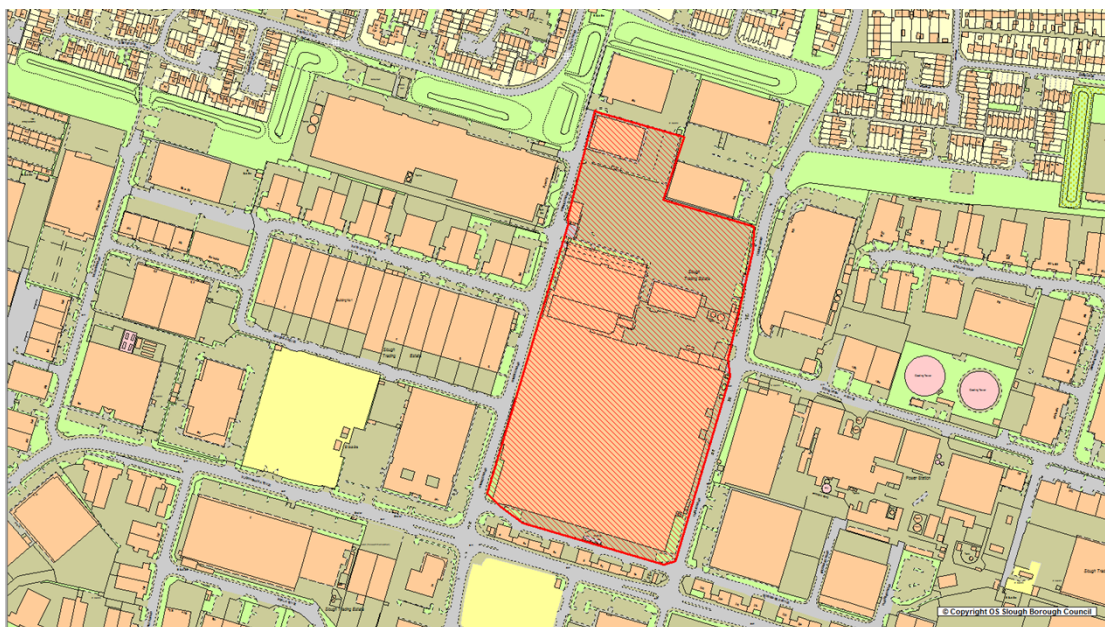


Registration Date:	20-Jan-2017	Application No:	P/02931/018
Officer:	Neetal Rajput	Ward:	Farnham
Applicant:	Mr. Chris Jordan, Mars Chocolate UK	Application Type:	Major
		13 Week Date:	21 April 2017
Agent:	N/A		
Location:	Mars UK Ltd, Dundee Road, Slough, SL1 4LG		
Proposal:	Demolition of part existing building and construction of a two storey building including internal and external works. New access proposed on Fairlie Road and associated works.		

**Recommendation:** Delegate to Planning Manager for Approval



## **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions and final determination.
- 1.3 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 is a full planning application for demolition of part existing building and construction of a two storey building including internal and external works. New access proposed on Fairlie Road and associated works.
- 2.2 The proposed footprint of the building will be 5,500sqm and this will be a direct replacement for the current building.

### **3.0 Application Site**

- 3.1 The application site is 5,389 square metres in area and is situated within Slough Trading Estate. The site is the Mars factory that fronts both Fairlie Road and Dundee Road. The site has large frontages to both roads including vehicular access from both roads.
- 3.2 The application site is located with Slough Trading Estate Existing Business Area and within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme. The development however falls outside the scope of this Scheme and requires planning permission. The site is bound by industrial and commercial buildings.
- 3.3 There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.
- 3.4 It is understood that in 1932, Forrest Mars, Sr. started Mars Limited in Slough, the birthplace of the MARS® bar. The factory is still located on the original site and has been in operation since 1932. It is second largest confectionery factory in Europe, making over 2.5 million MARS® bars everyday, whereby 60% of UK sales are produced in Slough and employs over 1000 staff. It is understood that as a result of this proposal, there will be no net reduction in staff numbers.

## **4.0 Site History**

- 4.1 It should be noted that below is not a comprehensive list of the planning history available at this site, applications are also registered with the following reference P/00128/000.

P/02931/017 INSTALLATION OF A NEW SUGAR SILO AND ERECTION OF A SINGLE STOREY EXTENSION WITH CANOPY.

Approved with Conditions; Informatives 16-Sep-2013

P/02931/016 INSTALLATION OF ONE INTERNALLY ILLUMINATED FASCIA SIGN, ONE NON ILLUMINATED PYLON SIGN AND ONE NON-ILLUMINATED PANEL SIGN

Approved with Conditions; Informatives 26-Sep-2011

P/02931/015 ERECTION OF NEW ACCESS BARRIERS , GATES AND FENCING TO DUNDEE ROAD AND FAIRLIE ROAD FRONTAGES. INCLUDING THE ERECTION OF A TEMPORARY SINGLE STOREY POSTROOM TO THE FAIRLIE ROAD FRONTAGE

Approved with Conditions; Informatives 26-Aug-2010

P/02931/014 ERECTION OF A 999 SQUARE METRE B1(A) OFFICE EXTENSION

Approved with Conditions; Informatives 30-Mar-2007

P/02931/013 ERECTION OF 999 SQ. METRE EXTENSION TO BUILDING AND ERECTION OF A BOUNDARY FENCE

Approved with Conditions; Informatives 29-Jan-2007

P/02931/009 ERECTION OF EXTENSION TO BEAN PLANT FOR REST ROOM AND SWITCHGEAR ACCOMMODATION.

Approved with Conditions 29-May-1992

P/02931/008 RELAXATION OF CONDITION NO. 6 OF P.2931/4 AND CHANGE OF USE TO UNRESTRICTED B1 USE.

Approved with Conditions 13-May-1991

P/02931/007 SUBMISSION OF DETAILS OF LANDSCAPING IN COMPLIANCE WITH CONDITION NO.3 OF PLANNING CONSENT REF. P2931/4 DATED 21ST OCTOBER 1985.

Approved with Conditions 14-Nov-1986

P/02931/006 SUBMISSION OF DETAILS IN COMPLIANCE WITH  
CONDITION NO.2 OF PLANNING CONSENT REFERENCE  
P.2931/4 DATED 21.10.85

Approved with Conditions 25-Apr-1986

P/02931/005 ERECTION OF 2 NO INDUSTRIAL / WAREHOUSE UNITS WITH  
ANCILLARY OFFICES (AS AMENDED ON 8TH SEPTEMBER  
1986)

Approved with Conditions 06-Nov-1987

P/02931/004 ERECTION OF TWO STOREY ANCILLARY OFFICE BUILDING  
WITH CAR PARK.

Approved with Conditions 21-Oct-1985

P/02931/003 ALTERATIONS TO VEHICULAR ACCESS TO WAREHOUSE

Approved with Conditions 21-Jun-1982

## **5.0 Neighbour Notification**

- 5.1 Sheet & Roll Convertors Ltd, 551, Fairlie Road, Slough, SL1 4PY, Stop-choc Ltd, Bay 13, 1, Banbury Avenue, Slough, SL1 4LH, 19b, Buckingham Avenue, Slough, SL1 4QB, 20b, Buckingham Avenue, Slough, SL1 4QA, Artel Communications Ltd, 18a-18b, Buckingham Avenue, Slough, SL1 4QB, Duco International Ltd, 4, Eastbourne Road, Slough, SL1 4SF, 373, Buckingham Avenue, Slough, SL1 4PF, Pirtek, 19c, Buckingham Avenue, Slough, SL1 4QB, O K I Printing Solutions, 550, Dundee Road, Slough, SL1 4LE, John Crane Uk Ltd, Buckingham House 361-366, Buckingham Avenue, Slough, SL1 4LU, T L C (slough) Electrical Distributors, 20a, Buckingham Avenue, Slough, SL1 4QA, Sonoco Capseals Ltd, Greenock Road, Slough, SL1 4QQ, Fullers Logistic Group, 126, Fairlie Road, Slough, SL1 4PY, T N T Uk Ltd, 5, Buckingham Avenue, Slough, SL1 4NJ, Fibre Fuel Ltd, 6, Edinburgh Avenue, Slough, SL1 4TT, Alco Metals Ltd, 552, Fairlie Road, Slough, SL1 4PY, Rockport Software Ltd, 126, Fairlie Road, Slough, SL1 4PY, Safety International Ltd, 18c, Buckingham Avenue, Slough, SL1 4QB, Telebank Ltd, 126, Fairlie Road, Slough, SL1 4PY, Credit Suisse, 724-729, Dundee Road, Slough, SL1 4JU, Baldwin U V Ltd, 552, Fairlie Road, Slough, SL1 4PY, 708, Banbury Avenue, Slough, SL1 4LR, 18, Buckingham Avenue, Slough, Berkshire, SL1 4QB, 19, Buckingham Avenue, Slough, SL1 4QB, 19a, Buckingham Avenue, Slough, SL1 4QB

Letters from the following addresses have been returned by Royal Mail:

- No;s. 18, 18c, 19 19a, 19b, 20b Buckingham Avenue, 552 Fairlie Road, 4 Eastbourne Road, 708 Banbury Avenue and O K I Printing Solutions, 550 Dundee Road.

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 7 February 2017. The application was advertised in the 3rd February 2017 edition of The Slough Express.

- 5.2 There have been no representations received. Should any representations be received, they will be included on the Amendment Sheet.

## **6.0 Consultation**

### **6.1 Environmental Protection**

No comments received at the time of writing this report, an update will be provided on the Amendment Sheet.

### **6.2 Environmental Quality**

No concerns have been raised given the proximity of the residential properties, it is considered that a Noise Impact Assessment would not be required to supplement the proposal.

“Request that a condition be imposed that construction vehicles accessing the site are EURO VI using ‘best endeavours’.”

### **6.3 Land Contamination**

“Reviewed the “Environmental Desk Study and Preliminary Risk Assessment” (Ref. CL/2111/MUK, dated November 2016), prepared by Apple Environmental.

Please see my comments below:

- Section 10 Summary and recommendations:

The assumption made, that *“it is unlikely that the undertaking of groundworks and installation of new underground services will cause any further contamination of groundwater that may already be in existence in this area”* is true to an extent. There is a possibility that already contaminated soil and groundwater could become a source of contamination once groundworks are undertaken, and this needs to be assessed further.

A copy of the asbestos RAD survey should be provided to the Local Planning Authority.

As recommended by the report, further investigation and assessment is necessary to clarify any remaining uncertainties. Thus, an Intrusive Investigation Method Statement should be prepared, outlining the sampling, monitoring and analysis due to be undertaken in order to confirm there is no significant risk to the receptors during and after the development.

Based on the above, additional site contamination investigation and assessment is necessary in order to assure that the development itself will incorporate all the

measures necessary to prevent significant risk of harm to human health, the environment or property.

Recommend the conditions are placed on the Decision Notice – refer to conditions section of this report.

#### 6.4 Tree Officer

“The application is supported by tree reports which include a Tree Survey, an Arboricultural Implications Assessment and an Arboricultural Method Statement.

The site is mainly comprised of an existing buildings and car parking with some limited landscape areas in roadside locations. This application proposes developing the south east corner of the site and mainly involves removal of existing buildings and constructing a new building on nearly the same footprint as the existing building. In addition the application relates to use of an exit form the car park into Fairlie Road.

The arboricultural method statement deals with tree protection methods for the retained trees in relation to the demolition and construction of the new building, and does give a suitable method of protection for these trees.

However it is proposed to remove the group of trees and the rock planters from the south eastern corner of the site. Though I recognise that the trees have a limited useful life as a feature, and are not suitable to grow to maturity, at this time they provide an interesting landscape feature and enhance the street scene. If these trees do indeed have to be removed in their entirety to accommodate the development and desired future use of this area of the site, I would promote that a comparable feature is required to be created in this area of the site to replace the amenity afforded by the present landscaping. This is in fact is mentioned in the design and access statement (page 9) but no details of a replacement is given in the application.

There is no work required to create the new access onto Fairlie Road which will cause a problem for the trees. I would however comment that some trees have been lost to age and disease in this area, The line of trees aside the road provide a good screen and it would be desirable to require replacements for theses if possible.

If planning permission is given for the proposal I would recommend that a landscape scheme is required which secures a replacement for landscaping lost to the development and to enhance the screening of the car park area.”

#### 6.5 Transport and Highways

Summary of comments - development proposal:

- The proposal is to regenerate the south east corner of the Mars Chocolate UK site based on Dundee Road to include construction of a two-storey building including internal and external works.
- The applicant is also submitting a temporary road closure request covering the length of Cambridge Avenue between Dundee Road and Fairlie Road,

for the maximum time length allowed (18 months). This will allow temporary accommodation to be erected across the roadway for inbound materials, and also allow the construction site to be fully segregated from the operational space. In addition, closure of the Fairlie Road footway (adjacent to the site for 100m north from Cambridge Avenue).

- It is proposed that the temporary accommodations will be removed at the end of the period and road and hardstand returned to its original use.
- It is also understood the applicant is likely to apply for permanent closure of Cambridge Avenue following this first phase.

#### 6.6 Thames Water

No comments received at the time of writing this report, an update will be provided on the Amendment Sheet if comments are provided.

#### 6.7 Environment Agency South East

No comments received at the time of writing this report, an update will be provided on the Amendment Sheet if comments are provided.

#### 6.8 Britwell Parish Council

No comments received at the time of writing this report, an update will be provided on the Amendment Sheet if comments are provided.

#### 6.9 Drainage Officer

The developer has indicated that the drainage strategy is an improvement to the existing surface water discharge rate, although the developer mentions the use of storage tanks within the site for attenuation and using the rainwater for cooling systems within the factory, Thames Water will still need to be consulted on the proposals.

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

#### **7.0 Policy Background**

##### 7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework (2012) and the Planning Practice Guidance

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

Core Policy 1 – Spatial Strategy  
Core Policy 5 – Employment

Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 10 – Infrastructure  
Core Policy 12 – Community Safety

#### The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design  
Policy EN3 – Landscaping Requirements  
Policy EN5 – Design and Crime Prevention  
Policy T2 – Parking Restraint  
Policy T8 – Cycling Network and Facilities  
Policy T9 – Bus Network and Facilities  
Policy EMP2 – Criteria for Business Developments  
Policy EMP7 – Slough Trading Estate  
Policy EM12 – Remaining Business Area

#### Other Relevant Documents/Statements

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

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

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

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

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

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



The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation runs until 27th February 2017.

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on amenity;
- 4) Parking and highway safety; and
- 5) Planning obligations.

## **8.0 Principle of Development**

8.1 The site is located within the Slough Trading Estate Existing Business Area. There are other similar industrial/warehouse uses in the vicinity of the site.

8.2 The proposal is considered to be acceptable in principle, no objection is raised to the proposal in terms of modernising the site through a phased approach to ensure that the site operates efficiently and meets the needs of its current occupier. It should be noted that this application presents phase 1 of a more comprehensive plan to redevelop the site to ensure the site meets its long term objectives to deliver growth required by the changes in market conditions.

The later phases of development are yet to be finalised in detail by the applicant, an outline of the phases are noted below but these may change overtime:

- Phase 2 - the ownership of Cambridge Avenue from SEGRO and modification of this area into an HGV yard.
- Phase 3 - relocate the production lines and enhance the internal processing space.
- Phase 4 - proposes an extension for the current site towards Buckingham Avenue into the expanded new site boundary.
- Phase 5 - provide a connect corridor extension to the new dispatch building as proposed in phase 4.

It should be noted that separate planning applications will be required for the above phases and these will be determined in accordance with national/local planning policies and on their own merits as and when they are formally submitted for consideration.

8.3 Core Policy 5 of the Core Strategy relates to employment. There is a general presumption against the loss of employment generating uses within the Existing Business Areas. This policy sets out that the continued success of the Trading Estate as an employment centre is of great importance to the local economy and the prosperity of the town as a whole.

8.4 It has been noted that as a result of this proposal there will be no loss of employment floor space, as such no objection is raised in principle. In addition, there will be no reduction in staff numbers.

8.5 The proposed use is considered to be acceptable and it is noted that the site as existing brings employment benefits through the retention of a significant number of jobs. It is not considered relevant to condition the use and impose restrictions on the layout or hours of operation as this is an existing use within the Trading Estate.

8.6 A full detailed drainage design is not required for this proposal as the proposed extension will replace an existing demolished building.

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

9.1 The proposed extension will be sited in an existing area of floor space which will be demolished, the mezzanine area will be located above the footprint of this extension. The proposed extensions will not exceed the highest part of the existing building.

9.2 It is considered that the proposed extension will not have a detrimental impact to the street scene along Farlie and Cambridge Avenue. The proposed side elevation will be treated to include windows fronting Fairlie Road to break up the façade and an opportunity to add interest when viewed from the street scene.

9.3 It is considered that the proposed extension would be in keeping with surrounding development in terms of the materials to be used and the appearance of the proposed building. There is a condition requiring the materials to match the existing buildings on site. Furthermore, the form, scale and massing of the proposal is considered to be acceptable.

9.4 The proposal will create a new manufacturing area to replace the aging buildings facing Cambridge Avenue and a temporary facility will be required for 18 months, to allow the site to carry on business as usual. The removal of the temporary buildings has been conditioned. The temporary buildings will be sited towards the east end of Cambridge Avenue. It should be noted that unit's 18 and 19 Cambridge Avenue are already leased to Mars from SERGO.

9.5 There will also be the replacement of the existing roofs from 1920's, it was evident from the site visit that this work would be required in the short term to prevent rainwater leaks and ensure the factory is able to operate adequately.

### **9.6 *Landscaping***

It is proposed to remove the group of trees and the rock planters from the south eastern corner of the site. It is recognised that the trees have a limited useful life as a feature, and are not suitable to grow to maturity. The Tree Officer has assessed the application and has recommended a landscaping condition to mitigate the loss of the existing trees.

### **9.7 *Sustainability***

It is understood that the proposed building is designed to better protect the

environment, meeting Leadership in Energy and Environmental Design (LEED) (Silver) compliance which is one of the most popular green building certification programs used. Furthermore, roof rainwater will be attenuated and accumulated in an external tank for re-use in the site cooling towers. A construction management plan has been issued with this application, this states that where possible, existing materials will be re-used, the document has been conditioned.

- 9.8 It is considered that the proposed development would comply with Core Policy 8 of the Core Strategy and Policies EN1 and EN3 of The Adopted Local Plan for Slough.

## **10.0 Potential Impact on Amenity**

- 10.1 The proposal is considered to have no significant adverse impact on the amenity of nearby residential occupiers, the nearest residential properties are located approximately 220m.
- 10.2 The surrounding properties are all industrial warehouse style units which are located adjacent to the application site. In light of the nature of these neighbouring units no detrimental impact on amenity is identified.
- 10.3 It is considered that matters relating to plant noise and transmission can be controlled by condition in the interests of limiting the potential noise and adverse amenity impacts. The plant equipment should be installed and maintained to ensure that there is no noise pollution to neighbouring occupiers but also in the interest to protect staff present at the site, relevant conditions have been recommended.

## **11.0 Parking and Highway Safety**

- 11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 11.2 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 11.3 Policy T8 of The Adopted Local Plan for Slough relates to Cycling Network and Facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development. The Council's Highways & Transport Department have assessed this application and no objection is raised, relevant comments from the highways response have been extracted below, please note that detailed comments are available to view in the file.

#### 11.4 Vehicle Access

##### *Fairlie Road car park access*

A new vehicle exit from the main car park access is proposed by opening up the existing emergency vehicle access on Fairlie Road, to all private vehicles;

- The access would comprise of an outer security gate that can be closed during inactive periods, and a rotating arm barrier that is activated from the car park side. This ensures exit only operation and the open-close mechanism can meter the outflow of vehicles on Fairlie Road;
- As the access is already in place, no additional dropped kerbs or ramps would be required. The design will retain the ingress of emergency vehicles to site from Fairlie Road, so the emergency and fire strategy remains as existing;
- This would allow vehicles to leave the site in a northbound direction only (i.e. left turn only). This is supported by the local highway authority as it will reduce the traffic at the Buckingham Avenue junctions. It is anticipated by the applicant that this would affect approximately 150 cars between 16:30 and 18:00 hours Monday to Friday.

#### 11.5 *Cambridge Road East and West Accesses*

The applicant needs to provide a detailed drawing showing how the eastern and western accesses will be changed during the temporary closures – there needs to be a clear and safe pedestrian route across each junction. This was mentioned to the applicant in the pre-application discussions and therefore this will need to be covered by a planning condition.

##### *Cambridge Road East Access*

- Construction traffic will access via the eastern access. The Eastern access will be closed during the duration of the works.
- If this is essential then the applicant will need to upgrade the junction of Fairlie Road/Buckingham Avenue to incorporate a signal controlled pedestrian crossing as part of the works to the junction, so that pedestrians can safely walk up the east side of Fairlie Road. There is a pedestrian refuge circa 120m to the north of the Cambridge Road junction, which would allow pedestrians to cross back onto the west side of the road.

##### *Cambridge Road West Access*

- All vehicle movements to the new service area during the temporary road closure period are proposed via the west access into Cambridge Avenue via Dundee Road. The applicant states that there will be sufficient turning area for all vehicles, but this has not been demonstrated in any of the drawings and this is required, and covered by a planning condition, as it would not be acceptable for vehicles to reverse out of the western access at any time.
- There is an existing hedge on the south-side of the Cambridge Road access between Cambridge Avenue and Buckingham Avenue – it is recommended that this hedge is removed to improve footway space on the corner of the junction. The existence of the hedge may impact on forward sightlines of pedestrians.

#### 11.6 *Construction Access*

- The access for demolition and construction traffic will be from the east end of

Cambridge Avenue. Once the site is operational then this access will be closed off.

- The entrance will be gated and set back from Fairlie Road to allow delivery vehicles to stop without obstructing the highway.
- It is stated that contractors will be asked to arrange deliveries outside of busy times so as to minimise disruption, and this is welcomed.

#### 11.7 *Weighbridge*

There is an existing weighbridge accessed from Cambridge Avenue and it is proposed that this will be re-sited as part of the works, but it is not stated where this will be sited and this information is required.

#### 11.8 *Temporary Road Closure*

- The closure of Cambridge Avenue will be from Dundee Road to Fairlie Road. Traffic will be diverted via Buckingham Avenue.
- A traffic management scheme will be implemented;
- The applicant will need to fund all of the Council's costs in implementing the temporary the temporary road closure;
- A proposed traffic management signing scheme has been submitted and this will be reviewed separately to this application.

#### 11.9 *Traffic Impacts*

These traffic types are summarised in volume in the table below, and verified from the traffic data by the Local Highway Authority.

Type	Description	Eastbound		Westbound		Two-way	
		AM	PM	AM	PM	AM	PM
1	Rat-running	8	17	7	4	15	21
2	Direct route	282	351	217	93	499	444
3	Obligatory route	1	33	87	4	88	37
4	Destination route	-	-	-	-	4	6

It is clear from the above that the traffic directed to the weighbridge (destination route) is very low volumes. The vast majority is therefore using Cambridge Avenue either as a rat-running route, or as route to their most direct destination. Either way these would require re-routing with the proposed closure of Cambridge Avenue.

#### *Cycle use of Cambridge Avenue*

The cycle use on Cambridge Avenue has been extracted from the survey data, to determine how much cyclists would be impacted by the closure. The following table summarises the volumes.

	AM Peak (07:45-08:45)	PM Peak (16:00-17:00)	Daily (14 hrs)
Westbound	5	1	35
Eastbound	2	6	53
Total	7	7	88

The peak hour volumes of cyclists are relatively low, although across the day, the volume of cyclists affected by the proposed closure is more significant. When the road is closed permanently then the applicant is likely to be requested to improve existing cycle facilities on Buckingham Avenue to mitigate the loss of this permanent route.

11.10 *Refuse and recycling*

No changes to refuse and recycling arrangements are proposed.

11.11 *Monitoring of Temporary Road Closure Impact*

It is recommended that the applicant undertakes further follow-up monitoring of the local network affected by the closure of Cambridge Avenue following the implementation of MOVA and the temporary road closure so as to further understand its impact as it considers further stages of this Masterplan project.

11.12 *Mitigation*

The proposed temporary closure of Cambridge Avenue will have a significant impact on the operation of the local highway network in the vicinity of the closure. It is unclear why the applicant did not follow the agreed scope of the modelling i.e. to test the impact of the development, however the local highway authority has undertaken these tests using the modelling supplied by the applicant's consultants and found that there is an impact on the Buckingham Avenue / Fairlie Road / Falmouth Road signalised junction;

- As a result the applicant will need to enter into a S278 agreement to implement MOVA at this junction to help mitigate the additional queue lengths that will form on Buckingham Avenue west and Fairlie Road arms of the junction;
- As the footway is proposed to be closed along Fairlie Road for the 18 month period the applicant will need to implement controlled crossings on the Fairlie Road/Buckingham Avenue junction to provide a safe crossing facility for pedestrians for the duration of the works;
- Should the applicant wish to implement "In" as well as "Left Out" Movements from the Fairlie Road junction then these works would also need to be agreed as part of a S106/S278 agreement;

11.13 *Required Changes / Further Information*

- Prior to the determination of the application the applicant must demonstrate that a 17.5m long HGV can enter, turn and leave in a forward gear arriving at Cambridge Road from the west;
- Further details on the location of the weighbridge and how it will be accessed;
- A response on whether the fire doors on west side of the Tracker area opening onto Dundee Road can be relocated;

11.14 The full costs of the closure will need to be funded by the developer and secured through S106/S278.

11.15 *Recommendation*

No objection from a highways and transport perspective subject to the applicant agreeing the following S106 agreement and conditions.

## **12.0 Planning obligations**

- 12.1 Given the nature of the proposal and in light of the comments received from consultees, there are no planning obligations required for this application. The mitigation required for the highway works can be secured via a Section 278 agreement and these works will be conditioned.

## **13.0 Process**

- 13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

## **14.0 Summary**

- 14.1 The proposal has been considered against relevant development plan policies, and all other relevant material considerations.
- 14.2 It is recommended to delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions and final determination.

## **15.0 PART C: RECOMMENDATION**

- 15.1 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway matters, finalising of conditions and final determination.

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

### **CONDITIONS / REASONS**

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

TBC

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 Development Plan.

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. No development shall commence on site until a detailed landscaping and tree planting scheme, has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

5. Prior to first occupation/use of the proposed development, the temporary buildings required as shown on Drawing No. 00261813, Rec'd 13/01/2017 shall be fully removed and this area shall be reinstated back to its original condition.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

6. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the machinery, plant or equipment is in use at any adjoining or nearby properties in separate occupation.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2012.



7. All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used in conjunction with the development hereby approved shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring properties.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2012.

8. Phase 2 Intrusive Investigation Method Statement (LPA)

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.

9. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy (LPA)

Development works shall not commence until a Quantitative Risk Assessment (QRA) 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.

#### 10. 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.

11. The development shall be constructed in accordance with the submitted Construction Management Plan, Issue No. 001, dated 14/12/2016 and shall be retained at all times during the construction phase.

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

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

12. No doors or gates to open over the highway.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

13. Vehicle access gates or other vehicle barriers for entry into the site shall be set back a minimum of 17.5m from the back edge of the footway so that

pedestrians crossing the site accesses are not impeded by articulated heavy goods vehicles as they wait to enter the development.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

14. Prior to commencement of the development a road condition survey of Cambridge Avenue shall be carried out and the results submitted to the Highway Authority. Within 1 month of the temporary road closure period ceasing a second road condition survey shall be carried out and the results submitted to the Highway Authority. Thereafter, any damage to the local highway highlighted by the results of the two surveys shall be rectified by the applicant in agreement with the Highway Authority within one year of the development being constructed.

REASON To minimise danger and inconvenience to highway users, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. No part of the development shall be occupied until the existing means of access on Fairlie Road has been altered in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. Prior to the closing of Cambridge Road, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- Implementation of MOVA at Fairlie Road/Buckingham Avenue/Falmouth road junction and including MOVA validation, ELV signal controller, ELV signal heads, puffin crossings on all arms of junction; all necessary civil works, ducting works, lining and signing;
- Tactile paving incorporated on both accesses of Cambridge Road;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Gully cleaning following the re-opening of Cambridge Avenue;
- Temporary access point (as necessary);
- All necessary signing for the road closure;
- All costs of advertising and making the temporary traffic regulation order;
- Alterations to the Fairlie Road vehicle access as set out in Drawing No

No part of the proposed development shall be occupied/in use until the works above have been fully implemented and the works shall be retained in

perpetuity.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

#### INFORMATIVES:

##### 1. Highways:

- The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
- 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.
- 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.
- It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
- No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such willful obstruction is an offence under S137 of the Highways Act 1980.

##### 2. 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.