

PLANNING COMMITTEE
6th September 2017

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

1.0 Further Information

Noise Report:

The applicant has since rejected the Officer’s recommendation to create a new access through Willow Road to be would be used for night time access. This is due to the submission of a noise report which asserts the noise from lorry movements on the occupiers of the houses in Poplar Close would not be noticeable. This report also assesses noise generation from the likely operations from within the building, which are concluded to have a satisfactory impact on neighbouring amenity. Notwithstanding this, the following noise management procedures are proposed:

- Instruction to all site personnel of the requirement, wherever practicable, to minimise noise emissions
- Placement of prominent signs at key locations instructing visiting personnel of the need to minimise noise emissions
- Instruction to all drivers to turn off the engines of stationary vehicles
- Instruction to drivers to use vehicle horns only in cases of emergency
- Organise site operations to minimise the use of fork lift trucks outside of workshops during night time
- Utilise electric or gas powered fork lift trucks in place of diesel

The Council’s Neighbour Protection and Environmental Quality teams have been re-consulted to review the noise assessment.

2.0 Further Consultation Responses

The following consultation responses have been received since publication of the committee report:

Neighbours:	<p>Neighbour notifications have been sent out to the following neighbours on 11/08/2018. The neighbour consultation period finished on 01/09/2017.</p> <p>25, MEADOWBROOK CLOSE, COLNBROOK, UNIT 1, RIVERSIDE CARGO CENTRE, MATHISEN WAY, COLNBROOK, BERKSHIRE, SL3 OHFF, Kidde Graviner Ltd, Windsor House, Mathisen Way, Colnbrook, Slough, SL3 0HB, 21, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 26, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Airport Services Ltd, Airport House, 21, Willow Road, Colnbrook, Slough, SL3 0BS, AIR COURIER INTERNATIONAL, 2 Poyle Technical Centre, Willow Road, Colnbrook, Slough, SL3 0DP, Hawk Freight Services Ltd, 1 Poyle Technical Centre, Willow Road, Colnbrook, Slough, SL3 0DP, Capital Incorporation Services, 3 Poyle Technical Centre, Willow Road, Colnbrook, Slough, SL3 0DP, 6 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 22, Meadowbrook Close, Colnbrook, Slough,</p>
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SL3 0PA, 27, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Wilson & Scott (highways) Ltd, Colndale Road, Colnbrook, Slough, SL3 0HQ, Fernley Airport Services, Concorde House, Colndale Road, Colnbrook, Slough, SL3 0HQ, Mill House, Mathisen Way, Colnbrook, Slough, SL3 0HE, 25, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 30, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 10, Poplar Close, Colnbrook, Slough, SL3 0PQ, 1 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 9, Poplar Close, Colnbrook, Slough, SL3 0PQ, C D S CONSTRUCTION, 9a, Poplar Close, Colnbrook, Slough, SL3 0PQ, 2 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 3 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, Atlas Packing Services Ltd, 4 Poyle Technical Centre, Willow Road, Colnbrook, Slough, SL3 0DP, Village Car Care, 21a, Willow Road, Colnbrook, Slough, SL3 0BS, Colourtec, 23a, Willow Road, Colnbrook, Slough, SL3 0BS, Time Express, 23, Willow Road, Colnbrook, Slough, SL3 0BS, R A C Motor Sports Association, Motor Sports House, Poyle Road, Colnbrook, Slough, SL3 0HG, 23, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 28, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Banctec Ltd, Mathisen Way, Colnbrook, Slough, SL3 0HF, 5 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 4 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, Unit 2, Riverside Cargo Centre, Mathisen Way, Colnbrook, Slough, SL3 0HF, World Courier (uk) Ltd, Unit 3, Riverside Cargo Centre, Mathisen Way, Colnbrook, Slough, SL3 0HF, 24, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 29, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Concrete Cutters Ltd, 18, David Road, Colnbrook, Slough, SL3 0DG, 17, David Road, Colnbrook, Slough, SL3 0DB, Unit 2, Riverside Cargo Centre, Mathisen Way, Colnbrook, Slough, SL3 0HF, Gats Uk Ltd, Unit 1, Riverside Cargo Centre, Mathisen Way, Colnbrook, Slough, SL3 0HF, Amworld Uk Ltd, Unit 1, Riverside Cargo Centre, Mathisen Way, Colnbrook, Slough, SL3 0HF, Goldstar Heathrow Ltd, Colndale Road, Colnbrook, Slough, SL3 0HQ, 23, Willow Road, Colnbrook, Slough, SL3 0BS, Initial, Bridge House, Millbrook Way, Poyle, Slough, SL3 0FH, Bridge House, Flat 1, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 3, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Unit 3, The Willows Industrial Centre, Willow Road, Piogle, Slough, Berkshire, SL3 0BS, 26, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, One Stop Couriers Limited, Unit 2, Poyle Technical Centre, Willow Road, Poyle, Slough, Berkshire, SL3 0DP, Bridge House, Flat 16, Millbrook WEay, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 17, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 5, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, 28, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, 30, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, Bridge House, Flat 4, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Unit 0514, Colndale Rod, Poyle, Slough, Berkshire, SL3 0HQ, Bridge House, Flat 14, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 12a, Millbrook Way, Poyle, Slough, Berkshire, SL3 4FH, Bridge House, Flat 15, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Capital Inspectin Services Limited, Unit 3, Poyle Technical Centre, Willow Road, Poyle, Slough, Berkshire, SL3 0DP, 23, Willow Road, Poyle, Slough, Berkshire, SL3 0BS, Bridge House, Flat 7, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 8, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH,

Bridge House, Flat 9, Millowbrook Way, Poyle, Slough, Berkshire, SL3 0FH, The Willows Industrial Centre, Willow Road, Poyle, Slough, Berkshire, SL3 0BS, Bridge House, Flat 2, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 12, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, 27, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, Bridge House, Flat 10, Millbrook Way, Poyle, Slough, Berkshire, SL3 0FH, Bridge House, Flat 11, Millbrook Way, Poyle, Slough, Berkshire, SL3 0PH, Unit 1, Poyle Technical Centre, Willow Road, Poyle, Slough, Berkshire, SL3 0DPP, Unit 6, The Willows Industrial Centre, Willow Road, Poyle, Slough, Berkshire, SL3 0BS, Bridge House, Flat 16, Millbrook Way, Poyle, Slough, Berkshire, SL3 0PH, Kintetsu World Express (UK) Limited, 1, Millbrook Way, Poyle, Slough, Berkshire, SL3 0HB, 23, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, 20, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, 24, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, 21, Meadowbrook Close, Poyle, Slough, Berkshire, SL3 0PA, Units 2 & 3, Riverside Cargo Centre, Mathieson Way, Poyle, Slough, Berkshire, SL3 0HF, Unit 5, Willows Industrial Centre, Willow Road, Poyle, Slough, Berkshire, SL3 0BS, 12-16, David Road, Poyle, Slough, Berkshire, SL3 0DG

Two letters of representation has been received objecting to the proposal with comments relating to the following:

- Block out natural light at 25-30 Meadowbrook Close
- Loss of privacy at 25-30 Meadowbrook Close

Case Officer Response: The above issues have been addressed within Paragraph 11.9 of the Planning Officer's Committee report where it is considered a the proposed separation distance of approximately 35 metres to the nearest rear elevation in Meadowbrook Close, and approximately 28 metres from the rear residential boundary is ample distance to mitigate any unacceptable neighbour amenity issues.

- Increase in traffic generation
- Noise impacts from within the site

Case Officer Response: The above issues have been addressed through the submission of a noise report by the applicant, which is discussed above with Paragraph 1.0 of this amendment sheet.

- Lose of trees will result in no natural screening between 25-30 Meadowbrook and the application site
- Loss of landscaping

Case Officer Response: The loss of trees has been addressed within Section 10 of the Planning Officer's Committee Report where it is found that the trees along the northern boundary by the river and the larger trees along the eastern boundary by the disused railway line would be retained. Furthermore. The loss of trees and landscaping will be mitigated by new planting and the establishment of a buffer zone along the southern side of the river bank.

	<ul style="list-style-type: none"> • Impact on protected species <p><u>Case Officer Response:</u> An Ecological Survey has been submitted which has identified likely impacts upon a number of ecological habitats. The objector's concerns relate specifically to bats and stag beetles, and have been forwarded to the applicant's Ecologist. The Ecological Survey currently concludes the proposed development would result in impact upon a number of ecological habitats ranging from Local to Negligible level of ecological value. Avoidance measures, mitigation measures and enhancements are proposed to reduce the impacts as far as possible.</p> <ul style="list-style-type: none"> • Lots of existing empty warehouses houses that could be used instead <p><u>Case Officer Response:</u> There are no Policies within the National Planning Policy Framework or The Local Development Plan that requires such a sequential approach to warehousing within this defined Business Area, therefore, this would not be reasonable.</p>
Lead Local Flood Authority:	Further information required
Contaminated Land	Still under consideration
Neighbourhood Protection (Noise)	Still under consideration
Environmental Protection (Noise)	Still under consideration
Tree Management Officer	The submitted landscaping plan is close to providing appropriate mitigation for the loss of trees and landscaping. It is recommended a large majority of the tree planting should comprise 18-20cm trunks (rather than 14-16cm),
Colnbrook with Poyle Parish Council	<p>Such a development will generate more traffic and cause further noise and disturbance to the local residential area. The current planning policy is not being appropriately applied with the use of effective mitigation to protect long term residents.</p> <p>This proposed development will bring more traffic through the long established residential areas of Poyle unless an effective bus gate system is put in place at the northern end of Poyle Road. A One way system would not be sufficiently effective.</p> <p>Additional traffic generated by this proposal will further increase the danger to the school children and other pedestrians, further increase the intimidation of cyclists, walkers and others on foot going about their normal daily lives. The Old Bath Rd (now called Bath Rd by SBC) Poyle is unsuitable for the current</p>

HGV traffic flow let alone any further increase.

Bus drivers often have altercations with HGV and Van drivers as do cyclists and domestic car drivers. The road layouts, bus stop locations, lack of safe pedestrian crossing points, lack of cycle lane provision and parking enforcement all create a stressful atmosphere in an area that previously had a tranquil Village atmosphere, despite the overhead noise of Aircraft.

Since SBC took control of this area from Spelthorne 22 years ago little has been done to safeguard the residential community.

Whilst not all of this objection relates directly to this particular application most does but please note the other points and start to feel for the people that live here.

This proposal would bring more traffic, noise, pollution and stress on local people.

Without significant and effective mitigation provisions the scheme should not be approved.

Case Officer Response: These issues are discussed below.

3.0 Traffic and Highways Implications and Associated Noise Impact

Within Section 12 of the Planning Officer's Committee Report it was stated that The Council's Transport Department are currently proposing to implement measures to prevent HGVs travelling into the Bath Road to the north. This is in fact one proposal of three proposals aiming to reduce HGV movements along predominantly residential roads and diverting them via roads more suitable to their needs.

The proposals are described below and will be visually presented to the planning committee:

Option 1:

Width restriction and bus gate near the Punch Bowl corner of Bath Road / Poyle Road. Introduction of a bus gate in the middle of the carriageway, with traffic islands to denote the bus route and assist pedestrians crossing the road. Buses would be able to use this lane in one direction at a time. Normal carriageway lanes in place either side of the bus lane, allowing regular traffic to use this route but not HGVs.

Option 2:

Southbound width restriction and bus lane on Poyle Road (South of Mathisen Way) This option would involve the removal of the layby south of Mathisen Way, which would be replaced with a bus lane southbound, plus a southbound width restriction on the carriageway for HGVs, and an unrestricted northbound carriageway lane for all vehicles including HGVs. HGV traffic would have to enter the industrial estate (south of Mathisen Way) via Horton Road but would be able to exit via Bath Road.

Option 3:

Northbound width restriction and bus lane on Poyle Road (South of Mathisen Way) This option would also involve the removal of the layby south of Mathisen Way. The road would then be reconfigured to

allow a northbound width restriction on the carriageway, a bus lane northbound, and an unrestricted southbound carriageway for all vehicles including HGVs. HGV traffic would be able to enter the industrial estate via Bath Road and would have to exit via Horton Road.

Within the Planning Officer's Committee Report Concerns were raised regarding the possibility of HGV traffic turning right out of Mathisen Way and heading north through the residential neighbourhood in Colnbrook. The Local Highway Authority has since conformed there are restrictions in place to prevent large HGVs turning left at the junction with Poyle Road Bath Road junction into the predominantly residential area and the Colnbrook Conservation Area. In light of the Council's proposals to reduce HGV movements along predominantly residential roads and diverting them via roads more suitable to their needs, Planning Officer's are satisfied that the resulting noise issues will be addressed through highway alterations by the Council's Highways and Transport department.

Further Discussions with the Local Highway Authority have clarified that the financial contribution sought towards non-car mode forms of transport will be for a 'Poyle Industrial Estate Car Club'.

4.0 Change to Recommendation:

Based on the above, the recommendation is changed to:

Having considered the relevant policies set out below, and comments from consultees and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to a satisfactory drainage design, a buffer zone scheme between the building and riverbank, securing appropriate ecological mitigation, securing an improved tree replacement scheme, consideration of any substantive third party objections, consideration of requirements from Thames Water, Environment Agency, Neighbourhood Protection (Noise), Environmental Protection (Noise), satisfactory negotiation of a Section 106 Agreement, and finalising conditions.

P/10697/010: Lanz Farm Ltd, Galleymead Road

Agenda Item 6

Page 53 Proposal – Should read: Demolition of existing building and installation of light and heavy recycling facility including associated works.

Site Notice put on site 21st April 2017

Press Notice placed in the Slough Express on 5th May 2017

Further consultation took place with Highways in respect of the four suggested reasons for refusal following submission of additional information from the agent: -

Given the confirmation that there will be no increase in use or vehicle movements above and beyond that approved in the previous application in 2016, it is agreed that suggested reasons for refusal 1 and 2 are withdrawn.

In respect of suggested reasons 3 and 4, it was agreed that these could be overcome by further details being provided on amended plans; there is room to provide additional parking without changing the position of any of the proposed buildings and structures.