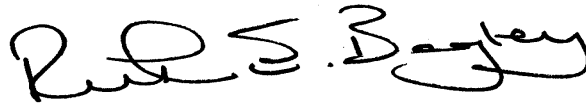


Date of issue: 17<sup>th</sup> October 2011

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dodds (Chair), Bains, Carter, Dale-Gough, O'Connor, Plimmer, Rasib, Strutton and Swindlehurst)
<b>DATE AND TIME:</b>	TUESDAY, 25TH OCTOBER, 2011 AT 6.30 PM
<b>VENUE:</b>	COUNCIL CHAMBER, TOWN HALL, BATH ROAD, SLOUGH
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	SHABANA KAUSER 01753 875013

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



**RUTH BAGLEY**  
Chief Executive

AGENDA

PART 1

**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

Apologies for absence.

**CONSTITUTIONAL MATTERS**

1. Declaration of Interest

(Members are reminded of their duty to declare personal and personal prejudicial interests in matters coming before this meeting as set out in the Local Code of Conduct).



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
2.	Minutes of the Last Meeting held on 8th September 2011	1 - 4	
3.	Human Rights Act Statement	5 - 6	
<b>PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH</b>			
4.	S/00674/000 - Land between 79 & 83 Grasmere Avenue, Slough	7 - 18	Central
<b>PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH</b>			
5.	S/00132/007 - Pennwood Primary and Nursery School, Penn Road, Slough	19 - 26	Baylis & Stoke
6.	P/02702/013 - Land rear of 10-18 Chalvey Road West, Slough	27 - 38	Chalvey
7.	P/04296/016 - 478 Bath Road, Slough	39 - 48	Haymill
8.	P/14980/002 - 1 Granville Avenue, Slough	49 - 58	Baylis & Stoke
9.	P/15014/001 - 2 Carrington Road and 122 Belgrave Road, Slough	59 - 68	Central
10.	Public Participation Scheme <b>(Report to Follow)</b>	-	All
<b>MATTERS FOR INFORMATION</b>			
11.	Appeal Decisions	69 - 70	Central; Upton; Wexham Lea
12.	Authorised Enforcement and Prosecutions	71 - 80	All
13.	Members' Attendance Record	81 - 82	-

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.



**Planning Committee – Meeting held on Thursday, 8th September, 2011**

**Present:-** Councillors Dodds (Chair), Bains, Dale-Gough, Plimmer, Strutton and Swindlehurst

**Also present under Rule 30:-** Councillors A S Dhaliwal, Smith, Sohal and Walsh

**Apologies for Absence:-** Councillor Carter, O'Connor and Rasib

**PART I**

**21. Declaration of Interest**

S/00308/003 Wentworth Industrial Court and 41-43 Wentworth Avenue Slough – Councillor Swindlehurst stated that he was Cabinet Member responsible for the Neighbourhoods and Renewal Portfolio but he had not been involved in any of the specific details relating to the planning applications relating to the Britwell regeneration project.

**22. Minutes of the Last Meeting held on 2nd August 2011**

The minutes of the meeting of the Planning Committee held on 2<sup>nd</sup> August 2011 were taken as read and signed by the Chair as a correct record.

**23. Human Rights Act Statement**

Noted.

**24. Order of Business**

With the agreement of the Chair, the order of business was varied to ensure that the applications where an objector and local ward members had indicated a wish to address the Committee were taken first.

Oral representations were made to the Committee by an objector and ward member prior to the planning application being considered by the Committee for planning application S/00674/000 – Land between 79 & 83 Grasmere Avenue, Slough.

Oral representations were made to the Committee by ward members prior to the planning application being considered by the Committee for planning application P/14961/000 – SIFE, Land North of A4 Colnbrook By Pass, and West of Lakeside Road, Colnbrook By Pass, Slough, Berkshire, SL3 0FE

Details were tabled in the amendment sheet of alterations and amendment received to applications since the agenda was circulated, together with further representations made. Committee Members were given an opportunity to read the amendments sheet.

## Planning Committee - 08.09.11

**Resolved** – That the decision be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report and amendment sheet tabled at the meeting and subject to any further amendments and conditions as agreed by the Committee.

### 25. S/00674/000 - Land between 79 & 83 Grasmere Avenue, Slough

#### Application

S/00674/000 - Land between 79 & 83 Grasmere Avenue, Slough – Insertion of gate on access to Wexham Road Child Care Centre.

#### Decision

Deferred for a site visit.

(Councillors A Dhaliwal and Sohal left the meeting)

### 26. P/14961/000 - SIFE, Land North of A4 Colnbrook By Pass & West of Lakeside Road, Colnbrook ByPass, Slough.

#### Application

SIFE, Land North of A4 Colnbrook By Pass, and West of Lakeside Road, Colnbrook By Pass, Slough, Berkshire, SL3 0FE - (Outline Application) Construction of a rail / road freight interchange comprising an intermodal terminal and Class B8 distribution units, to include; infrastructure to enable the exchange of freight between road and rail, including railway sidings with a connection to the Colnbrook branch line and an intermodal terminal incorporating two overhead gantry cranes and external container storage; Class B8 distribution units (up to 194,836 s.q.m. floorspace), to include associated landscaping, access, parking and servicing areas; lorry parking area including facilities for drivers; two vehicular accesses on the A4 Colnbrook By Pass and off site junction improvements (at M4 junction 5, A4 junction with Sutton Lane, A4 junction with Stanwell Moor Road, A3044 Junction with Airport Way and M25 junction 14); creation of new

#### Decision

Refused. Additional reason for refusal - The Council is not satisfied from the evidence submitted that the proposed development would not have a major adverse impact upon air quality in the Brands Hill Air Quality Management Area.

## Planning Committee - 08.09.11

public rights of way, improvement works to existing public rights of way and diversions to existing public rights of way; engineering operations to remodel ground levels; new landscaping including woodland and shrub planting, grassland areas and wetland creation and new boardwalk adjacent to Old Slade Lake.

(Councillors Smith and Walsh left the meeting)

### 27. **P/14515/003 - Slough Trading Estate, Central Core Area, Leigh Road, Slough**

#### **Application**

P/14515/003 - Slough Trading Estate, Central Core Area, Leigh Road, Slough - Outline application for means of access (in part for changes to Leigh Road/Bath Road junction, access and re-alignment of Leigh Road, and changes to and new roads off Leigh Road, changes to Ipswich Road/Bath Road, Galvin Road/Bath Road and Service Road and Edinburgh Avenue/Farnham Road junctions and access), demolition of existing buildings and structures and redevelopment of the Leigh Road Central Core, consisting of Offices (B1A), Hotels (C1), Retail (A1), Financial and Professional Services (A2), Restaurants (A3), Drinking establishments (A4), Hot Food Takeaway (A5), Conference Facilities, Skills and Learning Centre, Crèche (All D1) Health Club/ Gym (D2), Transport Hubs, New Leigh Road Bridge, Parking, Hard and Soft Landscaping, CCTV, Lighting, Street Furniture, Boundary treatment and all enabling and ancillary works.

#### **Decision**

Having taken the environmental information supplied with the application into consideration in accordance with Regulation 3(2) of the Town and Country Planning Environmental Impact Regulations 1999 the application was delegated for a decision to the Head of Planning Policy and Projects to finalise conditions and the signing of a satisfactory Section 106 Agreement.

(Councillor Bains did not vote on the above item as he left the meeting during consideration of the application and returned prior to the vote being taken)

**Planning Committee - 08.09.11**

**28. S/00308/003 - Wentworth Industrial Court and 41-43 Wentworth Avenue, Slough**

**Application**

S/00308/003 - Wentworth Industrial Court and 41-43 Wentworth Avenue, Slough - Mixed use community building to include social, welfare and learning facilities for the local community.

**Decision**

Delegated to the Head of Planning Policy and Projects for final determination.

**29. Appeal Decisions**

**Resolved** – That the report be noted.

**30. Authorised Enforcement and Prosecutions**

**Resolved** – That the report be noted.

**31. Members Attendance Record**

**Resolved** – That the report be noted.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.17 pm)

The Human Rights Act 1998 was brought into force in this country on 2<sup>nd</sup> October 2000, and it will now, subject to certain expectations, be directly unlawful for a public authority to act in a way which is incompatible with a Convention Right. In particular Article 8 (Respect for Private and Family Life) and Article 1 of Protocol 1 (Peaceful Enjoyment of Property) apply to planning decisions. When a planning decision is to be made, however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest, and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act 1998 will not be referred to in the Officers Report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

Please note the Ordnance Survey Maps for each of the planning applications are not to scale and measurements should not be taken from them. They are provided to show the location of the application sites.

CLU / CLUD	Certificate of Lawful Use / Development
GOSE	Government Office for the South East
HPSP	Head of Planning and Strategic Policy
HPPP	Head of Planning Policy & Projects
S106	Section 106 Planning Legal Agreement
SPZ	Simplified Planning Zone
TPO	Tree Preservation Order
LPA	Local Planning Authority

	<b>USE CLASSES – Principal uses</b>
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
C2	Residential Institutions
C2(a)	Secure Residential Institutions
C3	Dwellinghouse
C4	Houses in Multiple Occupation
D1	Non Residential Institutions
D2	Assembly & Leisure

	<b>OFFICER ABBREVIATIONS</b>
WM	Wesley McCarthy
EW	Edward Wilson
HB	Hayley Butcher
CS	Chris Smyth
RK	Roger Kirkham
HA	Howard Albertini
IH	Ian Hann
AM	Ann Mead
FI	Fariba Ismat
PS	Paul Stimpson
JD	Jonathan Dymond
GB	Greg Bird

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**SUPPLEMENTARY REPORT S/00674/000**

Registration Date:	21-Jun-2011	Applic. No:	S/00674/000
Officer:	Ian Hann	Ward:	Central
Applicant:	Ms. Jean Cameron, Slough Borough Council		
Agent:	Mr. Jeffrey Lewis, Slough Borough Council St. Martins Place, 51, Bath Road, Slough, Berkshire, SL1 3UF		
Location:	Land Between, 79 & 83, Grasmere Avenue, Slough, SL2 5JE		
Proposal:	ERECTION OF A PEDESTRIAN ACCESS GATE TO ALLOW FOR THE REINSTATEMENT OF A PEDESTRIAN ACCESS TO THE WEXHAM LEA SURE START CHILD CARE CENTRE FROM GRASMERE ROAD		

**Recommendation:** Approve Limited Period Permission

**Background**

At its Meeting on 2<sup>nd</sup> September 2011, Planning Committee deferred decision on this application to allow a Member site visit to be undertaken. That site meeting took place on 2<sup>6th</sup> September 2011 at 15:00 pm. The Member site visit was attended by Councillors Doods, Bains, O'Connor, Strutton, Swindlehurst and Rasib of the Planning Committee. Also at the visit were Councillors Chaudhry and Dhaliwal in their capacity as Ward Members.

Members first viewed the application site from Grasmere Avenue before entering the school site via the existing pedestrian access in Grasmere Avenue and walked to the site of the proposed access via the car park and pedestrian access way.

Members then watched the collection of children from outside the Children's Centre and witnessed the volume of traffic entering and leaving the site as well as the difficulties in moving around the site. Members then viewed the situation further toward the vehicle access on Wexham Road where there is a pick up / drop off zone. Members then left the site via the pedestrian access onto Grasmere Ave where some members of the public were waiting to make comment about the traffic disruption being practically bad on Grasmere Ave and that they would want to speak at the next Committee meeting so details were given to them as to who they will need to contact to make the appropriate arrangements.

Members asked if details of any incidents within the car park could be provided. The applicants have been asked to provide such details and these will be provided on the Committee Amendment Sheet.

Members also asked if there was any agreement with / or any restriction on the school in managing the traffic during drop off and pick up. After considering the planning history with regards to the site there are no planning restrictions regarding pick up and drop off arrangements as the conditions attached to the original planning application for the site only deal with ensuring that the parking and pick up / drop off areas are as per the approved plans. It is not for the planning regime to regulate the running of the schools with regards to the drop

off and collection of children as this is a management issue for the schools to consider, with input from the Highways and Transport department if public highway safety is also a concern.

Officers have now received a signed letter of undertaking as a commitment to pay £3,000.00 for the off site measures as mentioned in the previous report and Amendment Sheet placed before this Committee, as attached.

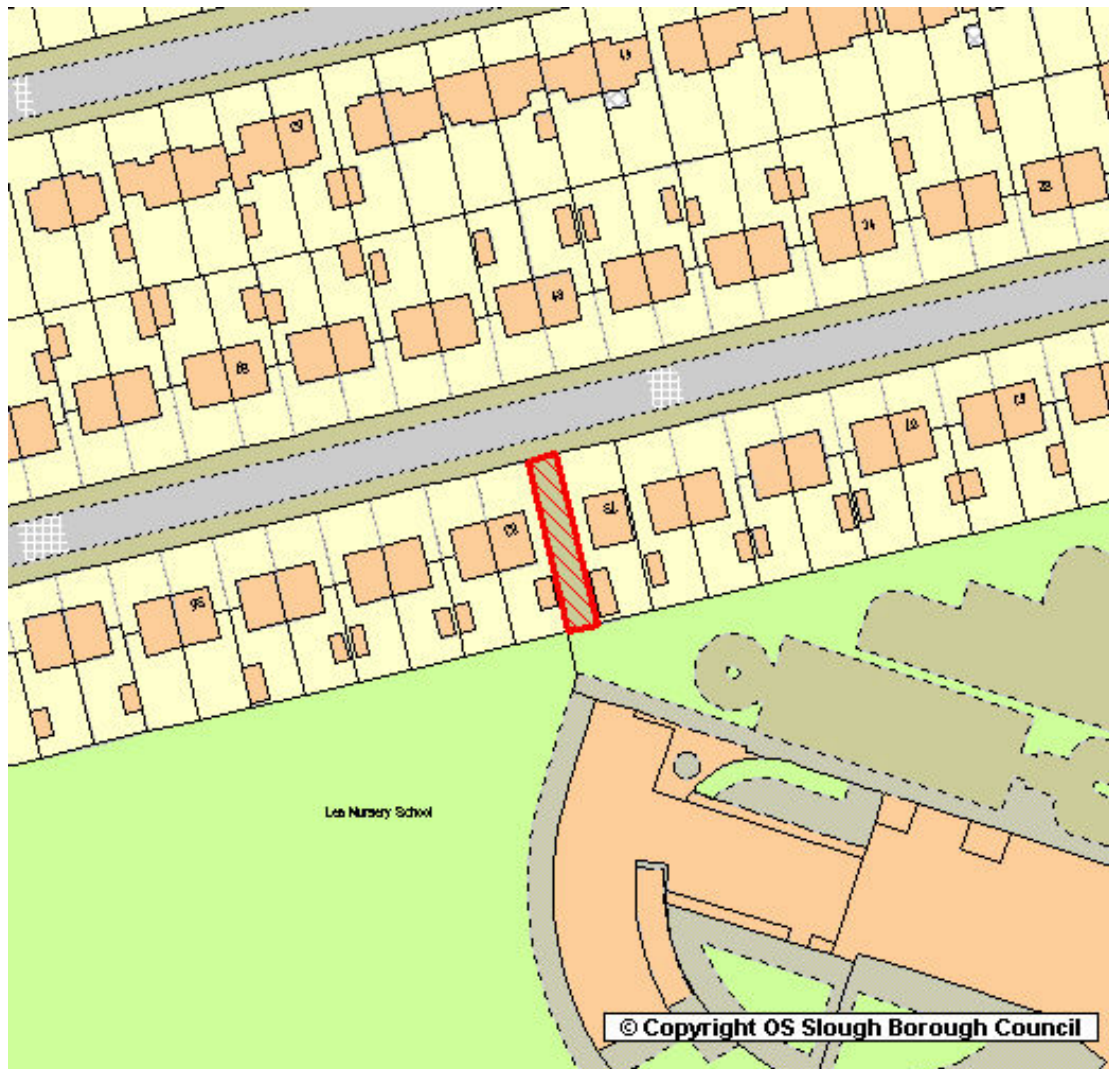
Given the applicant's agreement to make a financial contribution as outlined above, the Officer recommendation now reads:

*Approve subject to conditions.*

**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

Registration Date:	21-Jun-2011	Applic. No:	S/00674/000
Officer:	Ian Hann	Ward:	Central
Applicant:	Ms. Jean Cameron, Slough Borough Council		
Agent:	Mr. Jeffrey Lewis, Slough Borough Council St. Martins Place, 51, Bath Road, Slough, Berkshire, SL1 3UF		
Location:	Land Between, 79 & 83, Grasmere Avenue, Slough, SL2 5JE		
Proposal:	INSERTION OF GATE ON ACCESS TO WEXHAM ROAD CHILD CARE CENTRE		

**Recommendation:** Approve Limited Period Permission



**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

**S/00674/000**

**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the policy, background and the comments from neighbours and consultees it is recommended that the application be approved subject to conditions.
- 1.2 Under the current constitution this application is being brought to Committee for decision as it is a Council application for which objections have been received.

**PART A: BACKGROUND**

**2.0 Proposal**

- 2.1 This is a full planning application for the insertion of a new gate into an existing closed off access that will allow for a pedestrian access off of Grasmere Avenue to Wexham Road Childrens Centre. As well as assisting in allowing the people to access the Children's Centre and Lea Nursery and Mighty Acorns, who all use the site, it will also allow access to the new satellite library, which is planned to open in the Children's Centre in November 2011.
- 2.2 The access will be positioned in the place of an existing access and the Gate will be positioned 1.2m away from the footpath of Grasmere Avenue and will have a height of 2m.

**3.0 Application Site**

- 3.1 The application site is located between numbers 79 and 83 to the south side of Grasmere Avenue. The existing access is currently blocked off by high level chain link fencing and is currently in an overgrown state. The path has a width of 5m and a depth of 27m.
- 3.2 The surrounding area consists of semi detached residential properties. The area is residential in its nature.

**4.0 Site History**

- 4.1 There is no relevant planning history with regards to this site. It is understood that the existing access was used for the old school building that stood on the site before the Iqra School was built but no details are retained as to when it was closed off.
- 4.2 A planning condition attached to the permission to allow the Iqra School to be built saw the existing vehicular access between numbers 53 and 55 turn into a pedestrian only access. This may be subject to a planning application to be returned to a vehicular access at a later date, this is not related to this application.

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**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

5.0 **Neighbour Notification**

5.1 79, 83, 48, 50 Grasmere Avenue, Slough

Four letters of objection have been received with summarised comments about the following:

- There are already two existing access points (one on Wexham Road and one on Grasmere Avenue) which is adequate for the Children's Centre and associated Schools.

Response : This is discussed in the report below.

- The new access point will increase the amount of traffic and congestion as parents will avoid the main access on Wexham Road to use this access, making the area more dangerous for pedestrians.

Response : This is discussed in the report below.

- The new access will increase parking problems for Grasmere Avenue as parents will park at the new access point, increasing the further problems on Grasmere Avenue. Including access being blocked, including the GP surgery and could result in emergency vehicles being blocked from getting down the road.

Response : This is discussed in the report below.

- Security for the adjoining properties will be compromised as it allows an escape route and would allow vandalism to take place.

Response : This is discussed in the report below.

- Noise and disturbance will increase, hindering enjoyment of the homes and gardens.

Response : This is discussed in the report below.

- A previous planning permission was made to open this access but was refused.

Response : It was intended to open this access as a pedestrian access under proposals for the major redevelopment of the school but a decision was then taken not to open this access. However the current proposals are assessed on the information that has been received and any decision will be taken based on current planning policy.

- Unnecessary additional costs to tax payers.

Response : The funding of schemes are not material planning considerations and will not form part of the consideration process.

5.2 A petition containing 111 signatures has also been submitted outlining the following issues:

- There are adequate access points to the school and associated centres.

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**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

- There will be an increase in traffic and congestion, as parents will try to use the access point to drop off and collect children and increase the risk of a serious accident or fatality.
- The risk of increased vandalism and crime.
- Increase in parking problems for the residents including blocked drives and double parking and the risk of delays to emergency vehicles.
- Additional noise, disturbance and loss of privacy.
- Public money will be wasted on additional accesses that already have adequate access.

6.0 **Consultation**

6.1 **Transport and Highways**

Full details have not yet been received from Transport and Highways but they have indicated that proposals are likely to disperse dropping off/picking up activities and pedestrian movements in and around the school; therefore are likely to support the application in planning terms which includes transport/highways assessment.

Full details will be given on the Committee Amendment Sheet.

6.2 **Thames Valley Police**

No response. Full details will be given on the Committee Amendment Sheet.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 **National guidance**

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Guidance 13 (Transport)

**Local Development Framework, Core Strategy, Development Plan Document**

- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 12 (Community Safety)

**Adopted Local Plan for Slough**

- EN1 (Standard of Design)

7.2 The planning considerations for this proposal are:

- Need for Development
- Impact to neighbouring residential properties
- Design, appearance and impact on the street scene
- Parking / Highway Safety

**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

**8.0 Need for Development**

- 8.1 The application is submitted on behalf of Wexham Road Children's Centre as a new satellite library is planned to be incorporated into the building and this now provides an opportunity for improved pedestrian access to the Children's Centre, Lea Nursery and Little Acorns.
- 8.2 The applicants have stated that parents and young children who visit the Children's Centre on foot enter the site at the Iqra School end of the site and therefore have to cross car parks in order to reach the Children's Centre, which raises several safety issues. Although pedestrian hatched pathways are provided across the site, these cut through busy elements of the car park and with cars also parking on the pedestrian pathways pedestrian safety is an issue for those walking through the car park with young children. The insertion of a second pathway would ease these safety concerns, without significantly increasing traffic to the site and encourage more people to walk to the site with a safe route of access being provided to the Children's Centre.
- 8.3 The new path would also be used in conjunction with the new satellite library and would provide a safe access route for people coming from the west of the site to use this new service and will give people the opportunity to enter the site on foot rather than relying on cars to enter via the Wexham Road vehicular access.
- 8.4 The provision of a footpath to serve the Children's Centre and the satellite library is therefore considered acceptable, subject to there being no highway safety issues and it not having a detrimental impact upon the character of the area or the amenity of neighbouring properties.

**9.0 Impact to Neighbouring Residential Properties**

- 9.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 9.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *"The design of all development within existing residential areas should respect the amenities of adjoining occupiers."*
- 9.3 Policy EN1 of the Adopted Local Plan states that *"all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding"*, in accordance with the criteria set out in that policy.
- 9.4 Due to the limited nature of what is proposed in reopening the access and inserting a pedestrian gate this will not have an impact upon neighbouring amenity in terms of it being an overbearing impact. Both properties immediately adjacent to the alley way have high level close boarded fencing and there would be no issues with regards to loss of privacy resulting from these proposals.

**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

- 9.5 Concern has been raised that the proposed access would result in anti-social behaviour or result in additional criminal activity. The Applicant's have confirmed that the gates would be closed before 9.00am and after 4.00pm when such unsocial behaviour would be most likely to take place, and provide a level of security that would be at a par to the current provision for the blocked off access and this can be secured via condition. In addition to this a condition can be added to any permission securing additional lighting for the access way to deter it being used as an escape route or anti social behaviour. It is therefore considered that the reopening of the access would not result in an increase of anti social behaviour or increase the risk of crime in the area.
- 9.6 These proposals would not result in an increase of pupils to the schools and only a limited increase to the people using the Children's Centre for the satellite library, estimated at between 40 to 60 users a week, based on the fact that 20 people would use the mobile library when it visited the Wexham area. It is therefore considered that the numbers of people using this access would not result in levels of noise that will affect the amenity of the neighbouring residents.
- 9.7 No objection is therefore raised in terms of the impacts on adjoining residential properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.
- 10.0 **Design, Appearance and Impact on the Street Scene**
- 10.1 Design and external appearance is assessed against PPS1, Core Policy 8 and Local Plan Policy EN1.
- 10.2 Planning Policy Statement 1 (Delivering Sustainable Development) advises that *'Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted'*.
- 10.3 Core Policy 8 of the Local Development Framework, Core Strategy, states that: *"All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change."* Part 2 to that policy covers design and in sub section b) it states: *"all development will respect its location and surroundings"*.
- 10.4 Policy EN1 of the Adopted Local Plan states that *"all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding"*, in accordance with the criteria set out in that policy.
- 10.5 These proposals will see the clearance of the existing overgrown access way which currently has a detrimental impact upon the street scene as it is in stark contrast to the well maintained frontages within the street. The removal of the overgrown area will help improve the appearance and character of the area.



**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

- 10.6 The proposed gates will not be a dominant feature or have any detrimental impact upon the street scene.
- 10.7 The proposals are therefore considered to be in keeping with the character of the area and will not have a detrimental impact upon the street scene. The proposal is considered to be consistent with guidance given in PPS1, Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.
- 11.0 **Traffic and Highways**
- 11.1 The relevant policies in terms of assessing traffic and highway impacts are contained in Core Policy 7.
- 11.2 Core Policy 7 requires that development proposals will 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, improving air quality and reducing the impact of travel upon the environment.
- 11.3 As previously stated this proposal will not increase the numbers of children using the schools and nurseries on the site so will not result in an increase in traffic numbers or result in additional parking problems with no increased trip numbers. As a safer access will be provided without the need of parents and children crossing the car park this may allow more people to walk to the site. The library use itself will result in between approximately 40-60 people using this service site each week and will not result in an excessive number of additional trips that will have a detrimental impact upon highway safety or result in an increase in parking pressures around the surrounding streets.
- 11.4 These proposals will not have any impact upon Highway Safety and comply with Planning Policy Guidance 12 and Core Policy 7 of the Local Development Framework Core Strategy.

**PART C: RECOMMENDATION**

12.0 **Recommendation**

- 12.1 Approve subject to conditions.

13.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. This permission is for a limited period which will expire on 05/11/2012 when the access shall be securely closed, unless prior permission has been given by the Local Planning Authority for continuation for a further period. The access shall be secured in accordance with details to be submitted to The Local Planning Authority no later than 1 calendar month prior to the expiry of the permission for approval in writing. These works shall be carried out within one month of the cessation of the

**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

above date.

REASON To enable the Local Planning Authority to review the position in the light of the prevailing circumstances and the impact of the use during the limited period in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

2. 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. Plan and Elevation Drawing, dated June 2011, received 16/06/2011

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. Details of the gate 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. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. Samples of external materials to be used in the construction of the access way within 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.

5. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

6. The access shall be locked and secured outside the hours of 0900 hours to 1600 hours on Mondays - Fridays and 1000 hours to 1200 hours on Saturdays, unless agreed in writing by the Local Planning Authority.

REASON To ensure surrounding properties are secured and to help minimise anti social behaviour.

**FOR INFORMATION ONLY**  
**FROM 8<sup>th</sup> SEPTEMBER 2011 PLANNING COMMITTEE**

Informative(s)

1. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Guidance 13 (Transport)

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

- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 12 (Community Safety)

The Adopted Local Plan for Slough 2004

- EN1 (Standard of Design)

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

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Registration Date:	22-Aug-2011	Applic. No:	S/00132/007
Officer:	Hayley Butcher	Ward:	Baylis and Stoke
		Applic type:	<b>Major</b>
		13 week date:	<b>21st November 2011</b>
Applicant:	Ms. Rose Okoro, Catalyst Housing Group		
Agent:	Fletcher Crane Architects The Loft, Cowleaze House, 39-45, Cowleaze Road, Kingston-upon-Thames, Surrey, KT2 6DZ		
Location:	Penn Wood Primary & Nursery School, Penn Road, Slough, Berkshire, SL2 1PH		
Proposal:	APPLICATION FOR RESERVED MATTERS PURSUANT TO S/00132/006 DATED 22/09/2009 FOR APPROVAL OF APPEARANCE, LANDSCAPING AND SCALE AND LAYOUT		

**Recommendation:** Approve subject to Conditions



## **S/00132/007**

### 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed scheme is acceptable and as such it is recommended to approve subject to conditions.

### **PART A: BACKGROUND**

#### 2.0 **Proposal**

- 2.1 An application for Reserved Matters pursuant to S/00132/006 is made for approval of appearance, landscaping, scale and layout.

#### 3.0 **Application Site**

- 3.1 The application site comprises land which previously formed part of Penn Wood Primary School but has since been separated from the school site as part of a comprehensive redevelopment of the school.

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

- 4.1 An Outline application for the erection of up to twelve residential units including means of access was granted under permission S/00132/006.

#### 5.0 **Neighbour Notification**

- 5.1 150, 152, 154, 156, 156a, 158, 160, 162, 164, 164a, 164b, Canterbury Avenue  
Slough  
SL2 1BE

126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, Canterbury Avenue  
Slough  
SL2 1BQ

1, Northern Road  
Slough  
SL2 1PD

109a, 109b, 111, 113, 115, 117,  
Hatton Avenue  
Slough  
SL2 1PJ

Penn Wood Primary & Nursery School  
Penn Road  
Slough  
SL2 1PH

No comments received

6.0 **Consultation**

6.1 Crime Prevention Design Advisor:  
No objection

Highways and Traffic:  
No objection

South Bucks District Council:  
No objection

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 The proposal is considered in conjunction with saved policies: EN1 (Standard of Design), EN5 (Design and Crime Prevention), H13 (Backland/Infill Development), H14 (Amenity Space), and T2 (Parking Restraint) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 4 (Type of Housing), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and Planning Policy Statement 1 - Sustainable Development, Planning Policy Statement 3 - Housing, Planning Policy Guidance 13 - Transport and Planning, and Planning Policy Statement 25 – Development and Flood Risk.

8.0 **Principle of Development**

8.1 The principle of residential development of 12 three and four bedroom properties at the application site has been approved under Outline permission S/00132/006. This permission was subject to final approval of Reserved Matters relating to appearance, landscaping, scale and layout of which this application refers.

8.2 This Reserved Matters application proposes 12x three bedroom properties.

8.3 The application site is located outside of Slough Town Centre therefore the proposal put forward for Reserved Matters remains in line with Core Policy 4 of the Core Strategy which states that in urban areas outside of the town centre new residential development should consist of family housing; family housing being defined as: a fully self-contained dwelling (with a minimum floor area of 76 square metres) that has direct access to a private garden, comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but not flats or maisonettes.

## 9.0 **Impact on Character**

### 9.1 *Layout*

The Reserved Matters layout of development closely follows that of the layout approved at Outline stage. This consists of a small stretch of linear development which follows the established building line of Hatton Avenue. The layout then changes towards the northern end of the site forming a cul-de-sac with a linear form of development sited side on to Hatton Avenue.

### 9.2 *Amenity Space*

As previously noted an indicative layout was approved at Outline stage. This layout provided relatively small rear amenity spaces for the proposed dwellings. Since Outline permission was granted standards have been imposed for the size of rear amenity space in the Residential Extensions Guidelines, Supplementary Planning Document (SPD), adopted January 2010. The approved indicative layout does not meet these criteria nor does the submitted layout for consideration at Reserved Matters stage with garden lengths measuring a depth of circa 7.5m. However the principle of smaller garden space was established at Outline stage for this scale and type of development. As such it would be unreasonable to refuse this application at Reserved Matters stage on grounds of inadequate amenity space.

### 9.3 *Access*

Pedestrian access directly to plots 8-12 can be achieved via Hatton Avenue. Vehicular/pedestrian access onto site is also achieved via Hatton Avenue between plots 9 and 10 and this provides access to plots 1-12.

9.4 On the west side boundary of the site is a public footpath. It would be desirable for the proposed development to provide a pedestrian access onto this pedestrian route to aid permeability, increase natural surveillance of the area and encourage sustainable modes of transport. This has not been included in the Reserved Matters scheme, as understood by the Local Planning Authority, due to concerns of security and management of such an access. Whilst disappointing, this would not be sufficient to warrant a reason for refusal. No such access was included at Outline stage.

### 9.5 *Bulk, Scale, Massing and Design:*

Submitted elevations show a repetition of a contemporary style of terrace and semi-detached buildings with large feature windows in the front elevations. The materials are to be the same across the whole development.

9.6 A ridge height of 9.2m and eaves height of 5.2m is to be applied across the whole development and is in line with the scale of development agreed at Outline stage.

9.7 The application site rises from the south to the north. As such there is a change in levels between existing property 117 Hatton Avenue and proposed plot 12 which accentuates the difference in height between this existing property (ridge height 7.4m) and plot 12 (ridge height 9.2m). However adequate separation distance between the two properties (agreed at Outline stage at 4.4m flank to



flank) and a markedly different design approach make this change in building heights acceptable in Planning terms.

9.8 *Density:*

The proposed density of development is in line with the density of development in the immediate surrounding area.

9.9 *Landscaping:*

The application includes details of landscaping at this Reserved Matters stage. Trees are proposed around the site along with the retention of existing trees, most notably along the northern boundary where a number of mature trees are present. In addition areas of low communal planting are proposed and to the front of plots 1-7 boundaries will be defined by box and beech hedging.

9.10 Elevations details of bin stores can be secured via an appropriate condition.

9.11 The proposal is therefore considered to comply with planning policies: H13, H14 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 – Sustainable Development and Planning Policy Statement 3 – Housing.

10.0 **Impact on Neighbouring Amenity**

10.1 The nearest neighbouring property to the application site is 117 Hatton Avenue which is adjacent to the south side boundary. As noted previously, a flank to flank separation distance of 4.4m is proposed between this property and proposed plot 12. As such, despite the proposed higher ridgeline of the proposed plot 12 any detrimental impact on 117 Hatton Avenue in terms of loss of light or overbearing would be mitigated. No windows are proposed in the southern flank of Plot 12 therefore no direct overlooking is identified.

10.2 Properties forming 158-142 Canterbury Avenue back onto the pedestrian route which borders the west side elevation of the application site. The closest relationship between existing and proposed dwellings occurs between 156 Canterbury Avenue and Plot 1. This forms a rear to flank relationship with a separation distance of some 20m. Local Planning Policy Guidance specifies a minimum side to rear relationship of 15m to protect amenity therefore this relationship is considered to be acceptable and would not have a detrimental impact on amenity.

10.3 The proposal is therefore considered to comply with planning policies: H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 - Sustainable Development and Planning Policy Statement 3 - Housing.

## 11.0 **Traffic and Highways**

### 11.1 *Parking*

The proposal provides a total of 24 car parking spaces which amounts to two spaces per unit. Local parking standards specify that in this location 3 bedroom houses require a minimum of two parking spaces per unit (all spaces assigned). The level of parking proposed is therefore acceptable.

11.2 With respect to cycle parking provision all properties have access to a shed in the rear garden therefore it is considered that there is no requirement for a communal area of cycle storage.

11.3 A small change has been requested with respect to parking layout. Two parallel parking spaces were originally proposed along the south side boundary of plot 9. However concerns were raised from Highway Officers as to pedestrian safety as pedestrians travelling through the site may be tempted to walk along the side of plot 9 therefore on rounding the corner leading up to plots 1-7 visibility of vehicular traffic would be restricted. As such it has been recommended that the two parallel spaces be relocated within the site and a pedestrian access be provided here with the additional removal of a tree on the south-west corner of plot 9 to improve visibility. These changes have been made and revised plans received.

### 11.4 *Layout*

The proposal shows one point of access off of the mini roundabout created on the new Penn Wood Primary and Nursery School access road which is accessed via the junction of Penn Road and Hatton Avenue. This access was approved at Outline stage.

11.5 Current allowance for on-site access for a refuse truck has been considered by Highway Officers and appears to be acceptable in relation to access and travel distances.

11.6 Visibility splays of 2.4m by 43m are required and these can be achieved on site with the proposed layout.

11.7 The proposal is therefore considered to comply with planning policies: T2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy 3 - Housing, and Planning Policy Guidance 13 - Transport.

## 12.0 **Summary**

12.1 The proposal is considered acceptable as it would provide family housing within an existing suburban residential area, and is considered to comply with Local and National Planning Policy in terms of impact on character, neighbouring amenity and highway safety.

## **PART C: RECOMMENDATION**

### 13.0 **Recommendation**

13.1 Approve, subject to conditions.

### 14.0 **PART D: LIST OF CONDITION(S)**

#### Condition(s)

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

- (a) Drawing No. A GA(00) 00 Rev D, Dated June 2011, Recd On 04/10/2011
- (b) Drawing No. A GA(00) 03 Rev A, Dated July 2011, Recd On 04/10/2011
- (c) Drawing No. A GA (10) 00 Rev C, Dated June 2011, Recd On 22/08/2011
- (d) Drawing No. A GA (10) 01 Rev B, Dated June 2011, Recd On 22/08/2011
- (e) Drawing No. A GA (11) 01, Dated July 2011, Recd On 22/08/2011
- (f) Drawing No. A GA (11) 02, Dated July 2011, Recd On 22/08/2011
- (g) Drawing No. A GA (11) 03, Dated July 2011, Recd On 22/08/2011
- (h) Drawing No. A GA (11) 04, Dated July 2011, Recd On 22/08/2011
- (i) Drawing No. A GA (11) 05, Dated July 2011, Recd On 22/08/2011
- (j) Drawing No. A GA (11) 06, Dated July 2011, Recd On 22/08/2011
- (k) Drawing No. A GA (11) 06, Dated July 2011, Recd On 22/08/2011
- (l) Drawing No. A GA (11) 07, Dated July 2011, Recd On 22/08/2011
- (m) Drawing No. A GA (11) 08, Dated July 2011, Recd On 22/08/2011

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.

2. Details of the proposed bin stores shall be submitted to and approved by the Local Planning Authority prior to occupation of any of the dwelling(s) on the site.

REASON In the interests of visual amenity.

#### Informative(s)

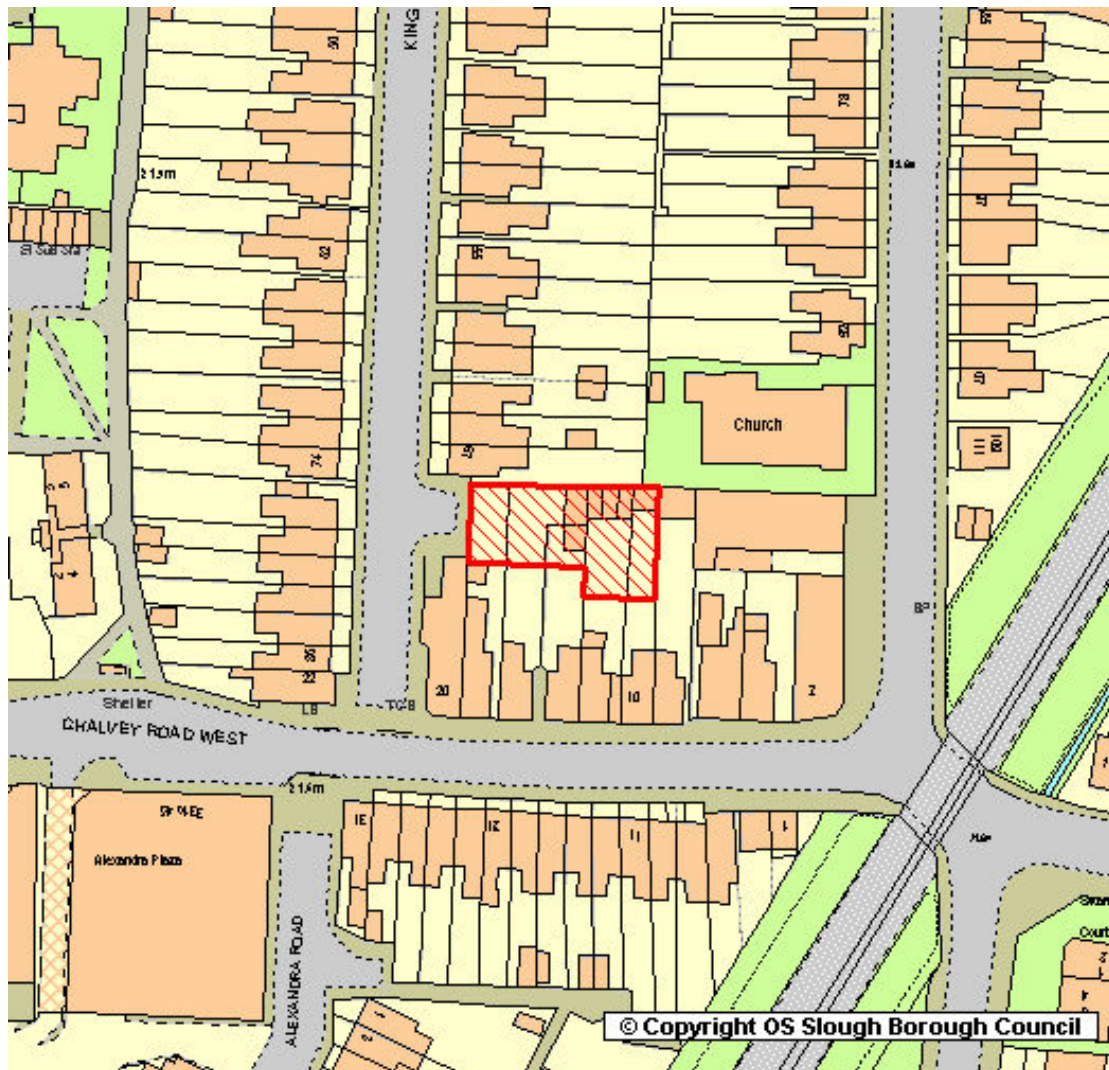
1. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN5, H13, H14 and T2 of The Adopted Local Plan for Slough 2004; Core Policies 1, 4, 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; The Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010; PPS1, PPS3, PPG13 and PPS25.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

Registration Date:	13-May-2011	Applic. No:	P/02702/013
Officer:	Hayley Butcher	Ward:	Chalvey
Applicant:	Mirenpass Ltd		
Agent:	Mr. Neil Oakley, Danks Badnell LLP 3-4, KINGS STABLES, OSBOURNE MEWS, WINDSOR, BERKS, SL4 3DE		
Location:	Land R/O, 10-18, Chalvey Road West, Slough, Berkshire		
Proposal:	DEMOLITION OF STORAGE UNIT AND ERECTION OF 1 NO. ONE BEDROOM TERRACE AND 2 NO. THREE BEDROOM TERRACES		

**Recommendation:** Approve subject to Conditions



**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed scheme is acceptable and as such it is recommended to approve subject to conditions.
- 1.2 This application was called into 2<sup>nd</sup> August Planning Committee by Councillor Mohammed Sharif for the following reason: parking and congestion in King Edward Street.
- 1.3 This application was deferred from 2<sup>nd</sup> August Planning Committee to allow further consideration of the provision of parking spaces for each of the proposed dwellings.
- 1.4 Revised plans have since been received incorporating one parking space per proposed new dwelling therefore this application is referred back to Planning Committee for consideration.

**PART A: BACKGROUND**

**2.0 Proposal**

- 2.1 Planning permission is sought for the demolition of an existing storage unit and erection of 2 x three bedroom and 1x one bedroom terraced houses.

**3.0 Application Site**

- 3.1 The application site consists of land to the rear of 10-18 Chalvey Road West and adjacent to residential property 67 King Edward Street. The properties which form 10-18 Chalvey Road East are predominantly retail at ground floor with residential or storage accommodation above. King Edward Street is predominantly made up of Victorian terraces and semi-detached properties.

**4.0 Relevant Site History**

- 4.1 The application site has a long planning history. From 1989 – 1996 various permissions were granted for the redevelopment of the site for 2x flats.
- 4.2 In 1997 an application was made for the retention of a catering kitchen on the site. This was refused and a number of later applications were made relating to this unauthorised kitchen which were either refused/withdrawn or invalidated.
- 4.3 Of note is application P/02702/010 in 2000 which proposed the demolition of the unauthorised commercial kitchen and the erection of 5x flats with associated parking. This application was refused but later allowed at appeal.
- 4.4 More recently in January 2011 an application was made for the redevelopment of the site (P2702/012) to provide 3x two bedroom terraced houses. This

application was refused on grounds of design and impact on neighbouring amenity.

5.0 **Neighbour Notification**

5.1 Zion Methodist Church  
Ledgers Road  
Slough  
SL1 2QZ

65, 67, 74, 76, 78, King Edward Street  
Slough  
SL1 2QS

8, 8a, 10, 10a, 10b, Flat 12, 12, 14, 14a 16, 16a 18, 18a, 20, 20a Chalvey Road  
West  
Slough  
SL1 2PN

Flat, 20, Chalvey Road West  
Slough  
SL1 2PN

Flat, 12, Chalvey Road West  
Slough  
SL1 2PN

5.2 A petition containing 70 signatures was received objecting on the grounds of:

Loss of privacy/overlooking of gardens; shortage of parking; loss of natural light; crime; drop in value of property; on-street parking to the detriment of the safety of highway users.

5.3 In addition seven letters of objection have been received objecting on grounds of:

Loss of privacy (overlooking into gardens); overcrowding; loss of view; loss of natural light; shortage of parking; crime; on-street parking to the detriment of the safety of highway users; drop in house prices; drop in business activity; impact on character of street scene; impact on sewage system; additional traffic and noise; increased vandalism, drug and prostitution; overbearing to neighbouring properties; height of properties proposed; public disorder over parking; noise disturbance from construction affecting the working environment of a pharmacy; currently lorry movements to the site are minimal; a car free development is fanciful; and parking problems associated with Houses of Multiple Occupation and inhabited sheds in gardens.

## 6.0 **Consultation**

6.1 **Crime Prevention Design Advisor:**  
No objection

**Highways and Traffic:**  
No objection subject to conditions

**Thames Water:**  
No objection

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

7.1 The proposal is considered in conjunction with saved policies: EN1 (Standard of Design), EN5 (Design and Crime Prevention), H13 (Backland/Infill Development), H14 (Amenity Space), and T2 (Parking Restraint) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 4 (Type of Housing), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and Planning Policy Statement 1 - Sustainable Development, Planning Policy Statement 3 - Housing, and Planning Policy Guidance 13 - Transport and Planning.

### 8.0 **Principle of Development**

8.1 High density housing in the form of 5x one bedroom flats was allowed at appeal under permission P/02702/010 in July 2001. However, since this appeal decision the Core Strategy has been adopted (December 2008) and now forms a material planning consideration.

8.2 Due to there being a shortage of family housing in Slough, Core Policy 4 of the Core Strategy specifies that outside of Slough town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area. This policy includes development within higher density mixed use areas such as District or Neighbourhood centres. The application site is located in a Neighbourhood Centre.

8.3 As a result flatted development would no longer be acceptable in principle in this location.

8.4 Family housing is defined in the Core Strategy as:

*“A fully self contained dwelling (with a minimum floor area of 76m<sup>2</sup>) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses, but not flats or maisonettes.”*



8.5 Two of the proposed dwellings meet the minimum requirements of family housing as per Core Policy 4. House 1, which is to be a one bedroom dwelling cannot be enlarged to a family sized dwelling without having a detrimental impact on neighbouring amenity. As such the provision of two family houses is considered to be sufficient for the proposal to be acceptable in principle.

## 9.0 **Impact on Character**

9.1 In line with PPS1 good design is fundamental. Good design is based on responding to existing character, appearance and other attributes of an area. At a more detailed level, it also includes design, massing and bulk, external materials, colours and landscaping, inclusive design, the orientation of the proposed buildings and their relationship to public spaces to provide adequate surveillance to help make a safe, secure environment.

### 9.2 *Layout*

This application has been designed as a linear form of development which matches the existing linear development in King Edward Street. As such the proposal has an active frontage which addresses King Edward Street. This revised layout overcomes design concerns raised in application P/02702/012 due to the lack of an active frontage.

### 9.3 *Access*

The main access to the site is achieved from King Edward Street. In addition there is pedestrian access from the rear of the proposed properties onto Chalvey Road West via an alleyway. In the interest of the principles of Secured by Design it would be preferable to have a gate at this access to allow only residents to pass. This can be secured via condition (Condition 7 refers).

### 9.4 *Bulk, Scale, Massing and Design:*

The eaves and ridge height of the proposed dwellings are in line with adjacent property 67 King Edward Street, and the wider street scene; Houses 2 and 3 have matching eaves and ridge heights with the surrounding existing properties, House 1 has a matching eaves height but a slightly lower ridge line. The properties themselves are narrower across the frontage at 4.3m than adjacent property 67 King Edward Street. However the proposed new dwellings do not seek to imitate the Victorian style of King Edward Street. Detailing such as the width of windows follows that of windows in adjacent properties but overall the proposed dwellings have a more contemporary design. As such the proposed development clearly separates itself from the surrounding development as a new addition, whilst responding to the surrounding historic context.

### 9.5 *Density:*

The proposed density of development is in line with the density of development in the immediate surrounding area.

### 9.6 *Amenity Space:*

Assessment of the appropriate level of amenity space requires consideration of the type and size of dwelling, and type of household likely to occupy the dwelling (policy H14 of The Local Plan for Slough refers). As the proposal is

predominantly for family sized accommodation the provision of suitable amenity space is essential.

- 9.7 The Residential Extensions Supplementary Planning Document (SPD) recommends a rear garden area consisting of a minimum depth of 9m or 50m<sup>2</sup> for a three bedroom dwelling. The proposal allows for garden space in excess of these guidelines.
- 9.8 The revised layout and resulting amenity space overcomes concerns raised under previous application P/02702/012 where a sub-standard level of amenity space was proposed for family sized dwellings.
- 9.9 *Landscaping:*  
There is limited scope for landscaping to the front of the proposed dwellings given their siting in the street. Given the urban character of the immediate surrounding area the proposal is not considered to have a detrimental impact on character by reason of lack of landscaping.
- 9.10 The proposal is therefore considered to comply with planning policies: H13, H14 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 – Sustainable Development and Planning Policy Statement 3 – Housing.
- 10.0 **Impact on Neighbouring Amenity**
- 10.1 Proposed House 1 will adjoin the boundary with 67 King Edward Street. The depth of proposed houses is greater than that of 67 King Edward Street. In addition the proposed dwellings are set back from the front building line of this neighbouring property. As such House 1 has a reduced first floor area making this a 1x bedroom property in order to limit the impact of the proposal on 67 King Edward Street.
- 10.2 Bearing in mind the extent of extensions allowed at appeal under ref P/2702/10 the revised scheme greatly reduces the amount of development on the boundary with 67 King Edward Street, most notably by the space to the rear which is now laid to garden.
- 10.3 The same is true of recently refused application P/2702/12 which again proposed the bulk of development along the shared boundary with 67 King Edward Street. This proposal is therefore considered to result in a more appropriate development within the context of King Edward Street, and with the revisions made to House 1 is not considered to have so detrimental an impact on 67 King Edward Street so as to warrant a reason for refusal.
- 10.4 Noise and disturbance has been raised as a concern. The level of noise and disturbance associated with the residential use of the site is not considered to be markedly different from the surrounding predominantly residential King Edward Street and the adjacent retail uses in Chalvey Road West which attract

a certain level of noise. As such noise and disturbance is not considered to be so detrimental so as to warrant a reason for refusal.

- 10.5 Noise from construction can be mitigated with a suitable informative attached to any subsequent permission (Informative 2 refers).
- 10.6 Concern has also been raised with respect to overlooking. The proposed dwellings have windows in the front and rear elevations only which is the same relationship as the majority of dwellings in King Edwards Street. As such only oblique views of the end of neighbouring properties' rear gardens would be achievable. This relationship in terms of overlooking is not considered to result in direct overlooking into neighbouring properties or of rear amenity spaces and as such is not considered to be detrimental to neighbouring amenity.
- 10.7 The rear of properties belonging to Chalvey Road West abut the south side boundary of the site. In most instances there is a separation from these properties with the boundary of the site by way of rear yards. However in the case of 18/18a and 16/16a Chalvey Road West the buildings abut this boundary; single storey at 18/18a and two storey at 16/16a. Both buildings appear to be unauthorised as there is no planning history at either site relating to these extensions.
- 10.8 Proposed House 3 would abut 18/18a and 16/16a Chalvey Road West completely blocking all light and outlook to these extensions. However, from visiting the site, most notably in the case of the two storey rear extension which abuts the site at 16/16a Chalvey Road West, this is a store to the shop. As such loss of light to this area would not constitute a reason for refusal.
- 10.9 The proposal is therefore considered to comply with planning policies: H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 - Sustainable Development and Planning Policy Statement 3 - Housing.
- 11.0 **Traffic and Highways**
- 11.1 The proposal has the potential to generate in the region of 15 movements per day. From a traffic generation point of view the proposal is considered to have limited traffic generation implications on the wider highway network, and as such would not warrant a reason for refusal. This is a view supported by the appeal decision on P/20702/10.
- 11.2 The application site is located within a small defined shopping area off Chalvey Road West. Residential Development within such shopping areas is expected to take the form of shops/businesses with residential flats above. Council Planning Policies allow such developments without a requirement to provide car parking as the owners often live and work on the same site.

- 11.3 The site was initially assessed as not requiring car parking due to its location within such a defined shopping area. However due to the objections received during the August Planning Committee relating to lack of car parking proposed on site and the existing car parking problems in King Edward Street and the surrounding area Highways have advised that car parking provision of 1x parking space per dwelling is appropriate.
- 11.4 Revised plans have therefore been received which incorporate undercarriage parking to the front of the properties thereby meeting the requirement to provide 1x parking space per dwelling.
- 11.5 The proposal is therefore considered to comply with planning policies: T2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy 3 - Housing, and Planning Policy Guidance 13 - Transport.
- 12.0 **Other Issues**
- 12.1 Concern raised in letters of objection relating to loss of view; drop in house prices; drop in business activity; increased drug and prostitution; public disorder are not material planning considerations.
- 12.2 Issues relating to sewage would fall under the jurisdiction of Thames Water. Thames Water have been consulted on this application and in relation to sewerage infrastructure they have no objection to the proposal.
- 12.3 Care has been taken to ensure the proposal complies with the principles of Design and Crime Prevention as per Policy EN5 of the Local Plan for Slough and in addition the Crime Prevention Design Advisor has been consulted on the application and raises no objection as outlined above.
- 12.4 Any Change of Use of the properties from that proposed would require planning permission as would habitable sheds in gardens. Both issues do not form the basis of this application.
- 13.0 **Summary**
- 13.1 The proposal is considered acceptable as it would provide family housing within an existing suburban residential area, and is considered to comply with Local and National Planning Policy in terms of impact on character, neighbouring amenity and highway safety.

## **PART C: RECOMMENDATION**

- 14.0 **Recommendation**
- 14.1 Approve, subject to conditions.

15.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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 unless otherwise agreed in writing by the Local Planning Authority.

(a) Drawing No. 10/29/101D, Dated May 2011, Recd On 30/08/2011

(b) Drawing No. 10/29/102C, Dated May 2011, Recd On 30/08/2011

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. Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 1995, Schedule 2, Part 1, Classes A, B, C, D, E & F, no further extension(s) to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON The rear garden(s) are considered to be only just adequate for the amenity area appropriate for houses of the size proposed and would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order.

4. 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.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

5. No window, other than hereby approved, shall be formed in the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties.

6. No access shall be provided to the roof of the single storey rear projection at House 1 by way of window, door or stairway and the roof of this projection hereby approved shall not be used as a balcony or sitting-out area.

REASON To preserve the amenity and privacy of neighbouring residential occupiers.

7. Before the development hereby permitted is occupied, a secure gated access for residents to the rear pedestrian access onto Chalvey Road West shall be erected in accordance with details to be submitted to and approved by the Local Planning Authority. The gate shall be permanently retained as approved.

REASON To safeguard the visual amenities of the locality and the privacy and amenity of adjoining properties.

8. The bin stores as shown on approved plans shall be erected prior to occupation of the dwellings hereby approved.

REASON In the interests of visual amenity.

9. The garage(s) hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the dwelling-house on the site and shall not be used for any trade or business purposes; nor adapted as habitable room(s) without the prior permission in writing from the Local Planning Authority.

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

#### Informative(s)

1. The applicant is reminded of the following:

#### CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

1. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300

hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer.

Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

2. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.
  3. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.
  4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.
  5. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.
2. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN5, H13, H14, and T2 of The Adopted Local Plan for Slough 2004; Core Policies 1, 4, 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and PPS1, PPS3 and PPG13.

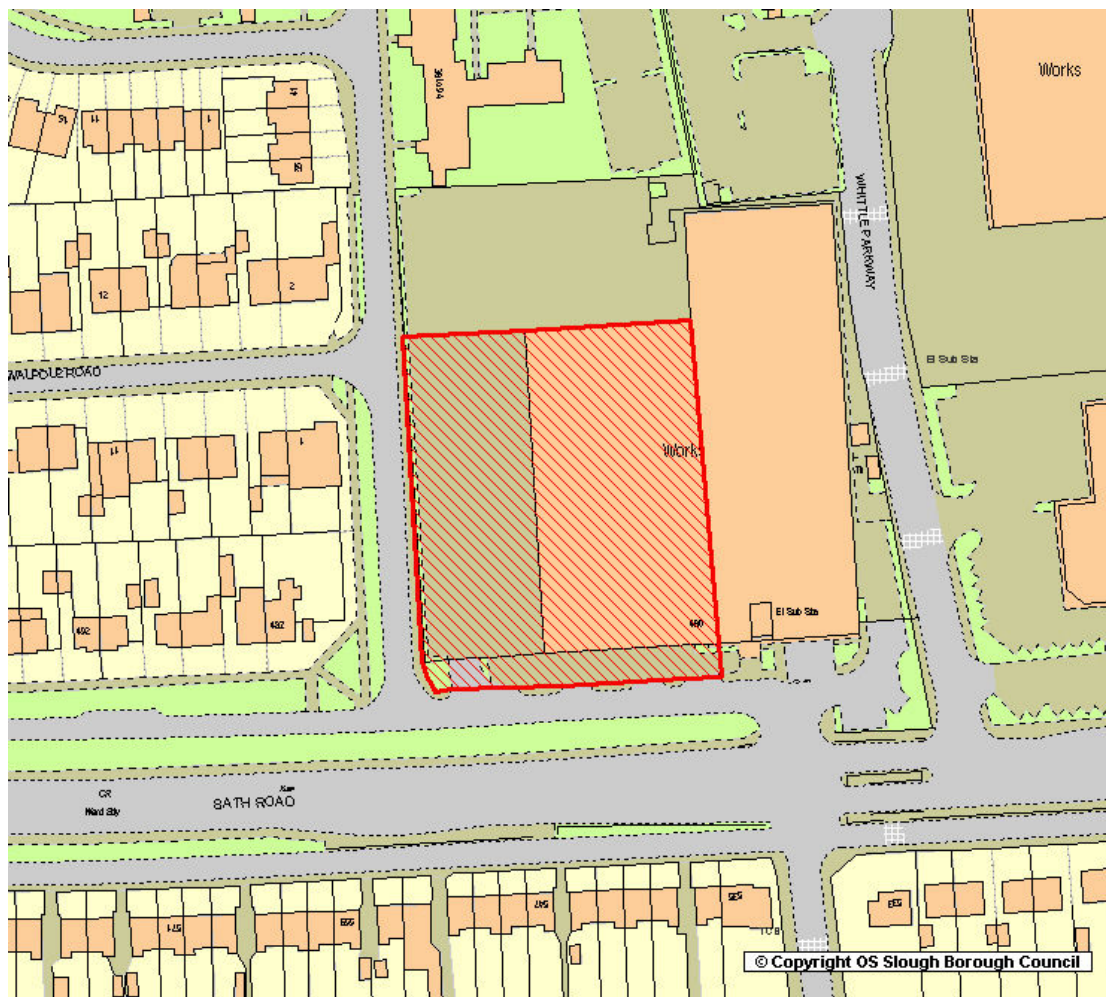
This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

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Registration Date:	29-Jun-2011	Applic. No:	P/04296/016
Officer:	Hayley Butcher	Ward:	Haymill
		Applic type:	<b>Major</b>
		13 week date:	<b>28th September 2011</b>
Applicant:	Sytner Group Plc		
Agent:	Miss Laura Evans, AT Archtects Kingsley House, 63, Holly Walk, Leamington Spa, Warwickshire, CV32 4JG		
Location:	478, Bath Road, Slough, Berkshire		
Proposal:	EXTERNAL ALTERATIONS TO FRONT AND SIDE ELEVATIONS, SUBDIVISION OF THE EXISTING B1(C) / B8 UNIT TO CREATE A 2612 M2 UNIT PLUS 160 M2 MEZZANINE, FOR CAR SHOWROOM WITH ANCILLARY MOT TEST FACILITY AND VALETING		

**Recommendation:** Approve subject to Conditions



## **P/04296/016**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed scheme is acceptable and as such it is recommended that the application is approved, with conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 Planning permission is sought for Change of Use of a newly formed industrial unit from B1(c)/B8 unit to create a 2612m<sup>2</sup> unit plus 160m<sup>2</sup> mezzanine for use as car showroom with ancillary MOT test facility and valeting.
- 2.2 External alterations to the front and side elevations are also proposed along with amendments to the external car parking areas to the south and west frontages of the building.

#### **3.0 Application Site**

- 3.1 The application site is an existing B1(c) light industry/B8 storage and distribution unit, located on the junction of Walpole Road and the Bath Road service road. Whittle Parkway forms the eastern boundary and the site is therefore bordered by roads on all sides, except to the north. The northern boundary is formed by a three-storey block of flats in Walpole Road, and the Whittle Business Centre.
- 3.2 The building originally received planning consent as a ±6500m<sup>2</sup> industrial building in 1977, without any restrictive conditions. The building has also been approved with 887m<sup>2</sup> of ancillary office space.
- 3.3 The application site is currently vacant having previously formed part of the adjacent unit Fleetwood Architectural Aluminium (480 Bath Road). This application site has been newly created and separated from 480 Bath Road.

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

- 4.1 P/04296/000: Demolition of existing building, erection of factory and layout of car park – Approved – 03 Nov. 1977
- 4.2 P/04296/010: Certificate of lawfulness for an existing use B8 (storage and distribution) with ancillary B1 office space - Approved Grant CLU/D – 08 May 2009
- 4.3 P/04296/011: Change of use from B8 (storage and distribution), with ancillary offices to B1 (c) light industrial and B8, with ancillary offices. – Approved, with Conditions – 30 Sept. 2009

- 4.4 P/04296/12: Request for removal of conditions placed on permission P/04296/011 relating to hours of operation and hours of deliveries. Refused – 19 January 2010
- 4.5 P/04296/13: Refurbishment of the existing industrial building, including replacement of glazed curtain walling at first floor with new fenestration and new loading bay.  
Approved – 19 January 2010
- 4.6 P/4296/14 and P/4296/15: Change of Use of 1517m<sup>2</sup> of the building for a range of alternative uses within the Sui Generis classification, one of which is a motor car showroom.

5.0 **Neighbour Notification**

- 5.1 1, 2, 36 – 94 Walpole Road  
Whittle Business Centre  
470, 482, 533-557 Bath Road

5.2 Consultations sent to Whittle Business Centre were returned undelivered.

5.3 A petition containing 12 signatures has been received objecting to the proposal. No reason for the objection is stated on the petition. A further letter of objection has been received on grounds of noise disturbance, opening hours and air pollution.

5.4 A Notice has been placed at the site and a press notice has been placed on 5 July 2011.

6.0 **Consultation**

6.1 **Highways and Traffic**

No objection subject to conditions

6.2 **Environmental Health:**

6. No objection subject to conditions

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 The proposal is considered in conjunction with Policies: EN1 (Design) and EMP2 (Criteria for Business Development) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 5 (Employment), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy Statement 4: Planning for Sustainable Economic Growth, Planning Policy

Guidance 13: Transport and Planning, and Planning Policy Guidance 24: Planning and Noise.

7.2 The Draft National Planning Policy Framework also forms a material planning consideration.

## 8.0 **Principle of Development**

8.1 The use of the application site as Car Showroom with ancillary MOT test facility and valeting areas is acceptable in principle as it is an employment generating use which would increase the range of jobs available in the Borough in line with Core Policy 5 of the Core Strategy.

## 9.0 **Impact on Neighbouring Amenity**

9.1 The nearest neighbouring properties to the application site are 1 and 2 Walpole Road and 482 Bath Road, located some 50m to the west of the site. The existing building has been used for industrial purposes since 1977, but more recently has had the benefit of Use Class B1(c) Light Industry and B8 Storage or Distribution.

9.2 Given this current use of the site it is considered that the proposed use as car showroom would in principle not result in a greater impact in terms of noise generation to neighbouring properties.

9.3 The proposal does include an ancillary workshop and valeting area. With respect to noise from the actual building, it is proposed to upgrade the existing building with insulation so as to reduce any potential noise or disturbance from the proposal.

9.4 The jet wash bay is to be located on the west side of the site, outside of the main building, in a partially enclosed bay. Jet washes can cause noise disturbance. Consideration is given to the distance of the jet wash from the nearest neighbouring property which is some 40m. The noise of the jet wash would be approximately 27db at 40m therefore, subject to conditioning the hours of operation the jet wash is not considered to result in so detrimental a noise impact so as to warrant a reason for refusal.

9.5 The proposed hours of operation are 07:00 hours and 19:00 Monday to Saturday and 10:00 hours and 17:00 hours Sundays and Bank Holidays. These hours of operation are less than those proposed previously under applications P/4296/14 and P/4296/15 and are considered appropriate for the main showroom use with ancillary servicing, valeting and office areas. However it is considered appropriate to restrict the jet wash further to omit use on Sundays and Bank Holidays to mitigate disturbance to neighbouring residential properties.

9.6 Hours of commercial deliveries can also be conditioned to mitigate disturbance to adjoining neighbours.

9.7 The proposal therefore complies with planning policies: EN1 and EMP2 of the adopted Local Plan for Slough; Core Policies 1, 5 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy Statement 4: Planning for Sustainable Economic Growth, and Planning Policy Guidance 24: Planning and Noise.

#### 10.0 **Impact on Character**

10.1 The existing building currently has an industrial appearance. The proposal includes elevational changes to include the cladding of the existing building with black panels. Additional fenestration is also proposed along the front (south facing) elevation.

10.2 These changes would have a positive impact on the street scene where the building faces onto the Bath Road as this currently comprises a blank façade of building. The proposed changes will therefore provide some relief to the appearance of the existing building with prominent entrances proposed on the front elevation which faces onto the Bath Road and a side entrance from the car park.

10.3 The proposal therefore complies with planning policies: EN1 and EMP2 of the adopted Local Plan for Slough, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development.

#### 11.0 **Traffic and Highway**

11.1 The site is accessed from Bath Road service road which joins the A4 Bath Road at the signalised junction with St Andrews Road. The proposed scheme would not make any changes to the existing access.

11.2 The Highway impact from an intensification of the use of the site in terms of subdividing the existing B1c/B8 unit into a separate unit for uses including that of car showroom was previously assessed under recent applications P/4296/14 and P/4296/15. Application P/4296/14 was implemented and as a result a highway contribution of £11,000 was secured via a S106 Agreement to fund environmental improvements to the junction of A4 Bath Road, Walpole Road and St Andrews Road and/or the provision of real time passenger information screens to the two bus stops located in close proximity to the application site.

11.3 This application forms an amendment to the implemented permission. Whilst the overall size of the planning unit as proposed has increased from that which was previously approved, the additional floor space is mainly to provide ancillary servicing and valeting of sale cars. No additional floor space is to be created overall as in reality the size of adjacent business Fleetwood Aluminium has decreased. As such the impact of the proposed development is considered to have been sufficiently mitigated through the contribution secured under permission P/4296/14 and no additional impact above and beyond this is identified which would require mitigation.

- 11.4 A high level of parking is available on site. The parking layout is to be rearranged to provide circa 70 spaces as part of the proposal. This provides for service areas, vehicle display areas, and ample provision for customer parking. No objection is raised with respect to this level of parking provision.
- 11.5 Provision has been made for a vehicle delivery transporter to enter and exit the site in a forward direction which is acceptable in highway safety terms.
- 11.6 An area for cycle parking is shown on submitted plans. Any cycle parking proposed must meet the minimum standards in both number and design as set out in the Slough Local Plan. This is necessary as the car park is not secure and therefore a cycle store in the form of a covered cage would need to be provided. This can be secured via a suitable condition.
- 11.7 The proposal is therefore considered to comply with planning policies: EMP2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy Statement 4: Planning for Sustainable Economic Growth, and Planning Policy Guidance 13: Transport.

## 12.0 **Other Issues**

- 12.1 Concern over air pollution has been raised with respect to this application. Environmental Health has been consulted on this application. Given the nature of the proposed use i.e. car showroom with ancillary servicing and valeting, impact in terms of air pollution is not considered to be a material planning consideration in relation to this application.

## 13.0 **Summary**

- 13.1 The proposal is considered acceptable as it would improve the appearance of the building as well as creating additional employment in a sustainable location. No detrimental impacts on neighbouring amenity, character or the highway network have been identified.

## **PART C: RECOMMENDATION**

### 14.0 **Recommendation**

- 14.1 Approve, subject to conditions.

## 15.0 **PART D: LIST OF CONDITION(S)**

### Condition(s)

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 unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. 742-A1-025-A, Dated 18/05/2011, Recd On 06/09/2011
- (b) Drawing No. 742-A1-020, Dated 13/05/2011, Recd On 06/06/2011
- (c) Drawing No. 742-A1-025, Dated 18/05/2011, Recd On 06/06/2011
- (d) Drawing No. 742-A1-021, Dated 13/05/2011, Recd On 06/06/2011
- (e) Drawing No. 742-A1-023, Dated 18/05/2011, Recd On 06/06/2011
- (f) Drawing No. 742-A1-026, Dated 24/05/2011, Recd On 06/06/2011
- (g) Drawing No. 742-A1-024, Dated 18/05/2011, Recd On 06/06/2011

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.

3. Notwithstanding the provisions of the Town & Country Planning General Development Order 1988 the total gross floorspace of the development hereby permitted shall not exceed 2612m<sup>2</sup> and no extension or alteration either external or internal, involving an increase in floorspace 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 on-site parking.

4. 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.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

5. 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 shall be retained permanently as approved thereafter.

REASON To encourage sustainable mode of transport.

6. The use of the existing building hereby permitted shall not be in operation outside the hours of 07:00 hours to 19:00 hours on Mondays - Saturdays and 10:00 hours to 17:00 hours on Sundays and Bank Holidays.

REASON To protect the amenity of residents within the vicinity of the site in

accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

7. There shall be no commercial deliveries visiting the site outside the hours of 08:00 hours to 20:00 hours on Mondays - Fridays and 08:00 hours to 16:00 hours on Saturdays and at no times on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

8. The external jet wash hereby permitted shall not be in operation outside the hours of 08:00 hours to 18:00 hours on Mondays - Saturdays and at no times on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

9. There shall be no outside storage of goods, materials or packaging at any time, unless otherwise agreed in writing by the Local Planning Authority.

REASON In the interests of visual amenity of the site and in accordance with the objectives of Policy EMP2 of The Adopted Local Plan for Slough, 2004.

10. The premises as approved shall only be used as a car showroom with ancillary valeting, workshop and office areas and for no other purpose (including any other purpose in Classes A, B, C or D of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON To safeguard the future viability of established shopping centres, to comply with the Council's planning policies in this respect and to ensure the provision of adequate parking space within the site in the interests of road safety and the free flow of traffic along the neighbouring highway.

11. There shall be no retail sales of food or food products within the two units, other than the consumption of food by customers within the units as an ancillary function to the main use of the site.

REASON To safeguard the future viability of established shopping centres, to comply with the Council's planning policies in this respect and to ensure the provision of adequate parking space within the site in the interests of road safety and the free flow of traffic along the neighbouring highway.

12. The workshop and valeting areas which form part of this application shall remain ancillary to the car showroom use of the site hereby approved, and as such shall not become physically or functionally separated from the car showroom.

REASON To retain control over the intensification of the use of the site,



particularly having regard to the provision of on-site parking.

13. Full details of the surface water disposal from the access road and car parking area(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON In the interest of highway safety and amenity of adjoining landowners.

14. No part of the development shall commence until details including elevations and materials of the proposed bin store have been submitted to and approved in writing by the Local Planning Authority. The bin store shall be constructed in accordance with the approved details and shall be retained permanently as approved thereafter.

REASON In the interest of visual amenity

#### Informative(s)

1. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

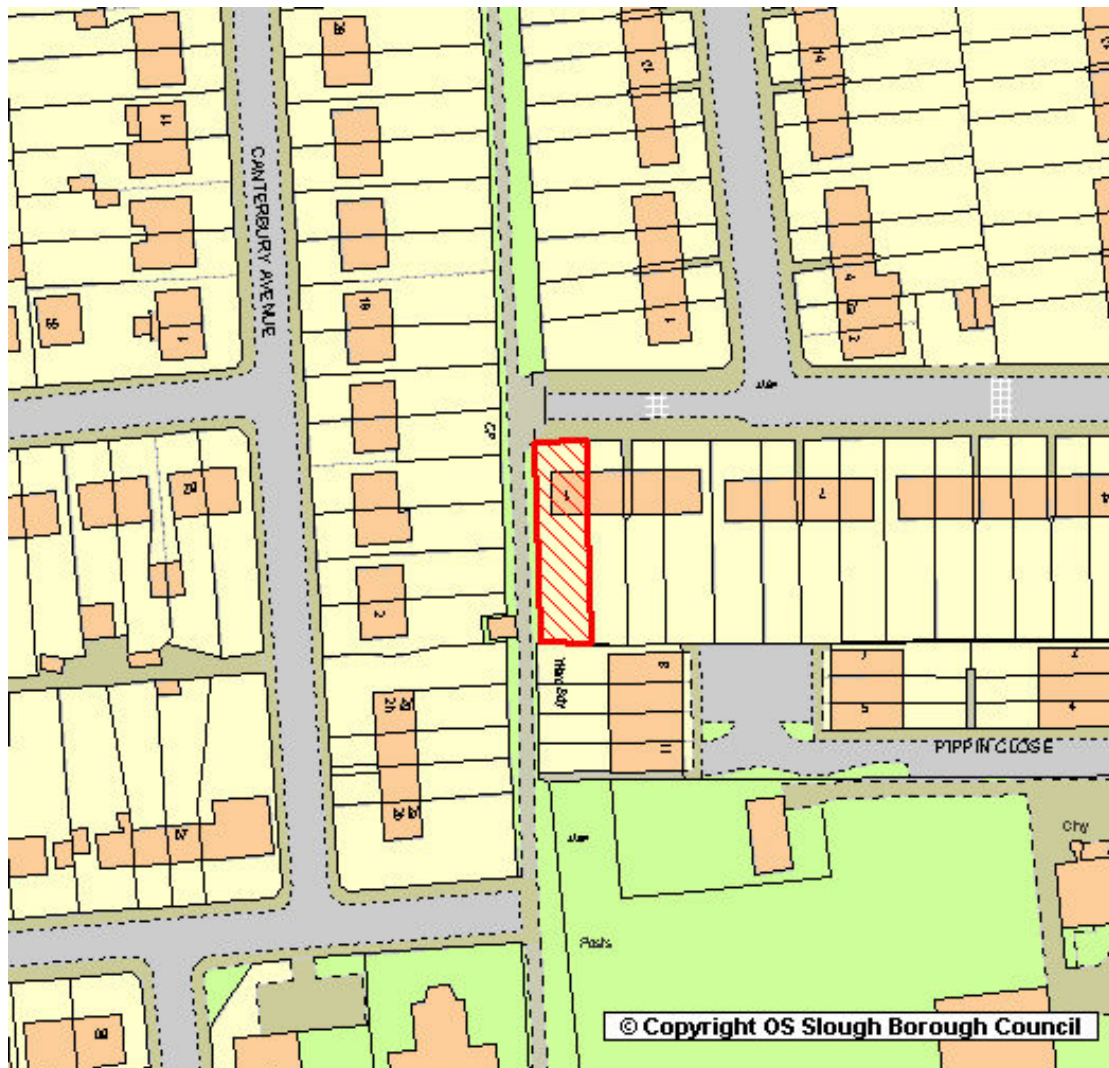
Policies:- EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policies 1, 5, 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, PPS1, PPS4, PPG13 and PPG24.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

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Registration Date:	05-Aug-2011	Applic. No:	P/14980/002
Officer:	Mr. W. McCarthy	Ward:	Baylis and Stoke
Applicant:	Mr. Omar Hussain		
Agent:	Mr. Brendan Joy 3, Sidmouth Court, Reading, RG1 4QN		
Location:	1, Granville Avenue, Slough, SL2 1ND		
Proposal:	CHANGE OF USE OF EXISTING FAMILY DWELLING HOUSE FROM C3 (RESIDENTIAL) TO MIXED USE (SUI GENERIS) COMPRISING RETENTION OF C3 (RESIDENTIAL) AT FIRST FLOOR LEVEL IN THE FORM OF A TWO BEDROOM FLAT AND CREATION OF MIXED CLASS D1 (PLACE OF WORSHIP) / CLASS D2 (SOCIAL AND COMMUNITY USE) ON THE GROUND FLOOR AND OUTBUILDING.		

**Recommendation:** Refuse and Enforce.



## **P/14980/002**

### 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the policy background and the comments from neighbours, it is recommended that the application be **refused and enforced**.

### **PART A: BACKGROUND**

#### 2.0 **Proposal**

- 2.1 This is an application for a change of use of existing family dwelling house from C3 (residential) to mixed use (sui generis) comprising retention of C3 (residential) at first floor level in the form of a two bedroom flat and creation of mixed class D1 (place of worship) / class D2 (social and community use) on the ground floor and outbuilding.
- 2.2 The dwelling and the outbuilding have been in use as a place of worship / community use, but this ceased when the Council's Enforcement Team served a temporary Stop Notice on the owners of the property on 14th July 2011.
- 2.3 The proposal as submitted in the application varies from the current situation on site, in that the applicant has indicated the retention of a two-bedroom flat at first floor level. The proposal also includes an indicative parking lay-out for 6 cars on the highway in front of the site.

#### 3.0 **Application Site**

- 3.1 The application site is situated at the end of a terrace of four dwellings located in a predominantly residential area. The property has been extended by means of a two storey side and part single, part two storey rear extension, which gained planning consent in January 2011. Permission was also granted for a porch, which has been built as well as a full width canopy supported on a column. In the rear garden an outbuilding has also been constructed, which also benefits from planning consent.
- 3.2 Beyond the western boundary there is a footpath running north/south, abutted by the rear gardens of numbers 2-8 Canterbury Avenue. To the east are the rear gardens of numbers 1-7 Granville Avenue. The immediate neighbour to the east, number 3, has undergone a single storey rear extension. There is also an outbuilding with a gable end pitched roof and mono-pitched addition abutting the rear boundary. The site is bounded by a 1.8 - 2 metre high unfaced block wall.
- 3.3 A residential development has recently been undertaken beyond the southern boundary known as Pippin Close. The rear garden of number 8 Pippin Close abuts the rear boundary of the application site. Number 8 is sited on the end of a terrace of 4 properties (numbers 8-11). These properties are orientated at right angles to the properties on Granville Avenue.

#### 4.0 **Site History**

4.1 P/14980/000: ERECTION OF OUTBUILDING IN REAR GARDEN WITH PITCHED ROOF – Approved, with conditions (11 Jan. 2011)

4.2 P/14980/001: ERECTION OF TWO STOREY SIDE AND PART TWO STOREY PART SINGLE STOREY REAR EXTENSION AND FRONT PORCH WITH PITCHED ROOF – Approved, with conditions (11 Jan 2011)

#### 5.0 **Consultation**

5.1 Neighbour Notification

1, 2, 3, 4, 5, 6, 7, 8, 10, 12 Beaumont Road,  
1, 2a, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, Hatton Avenue,  
2, 2a, 2b, 2c, 2d, 2e, 2f, 2g, 2h, 4, 6, 8, 10, 12, 14, 16, 18, 20 Canterbury Avenue,  
2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 14a, 15, 16, 17, 18, 19, 20, 21, 22, 22a, 22b, 22c, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34 Granville Avenue  
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, Lydford Avenue,  
Baylis Court School For Girls, Gloucester Avenue, Slough, SL1 3AH,  
School House, Granville Avenue, Slough, SL2 1ND,  
1, Bryant Avenue,  
1, 4, 3, 2, 7, 6, 5, 8, 9, 10, 11, Pippin Close

5.2 One letter in support has been received and two letters of objection have been received, raising the following concerns:

Retrospective application,  
Residential area,  
Already in use as a mosque,  
No parking, resulting in parking in the neighbouring streets,  
“Chanting” coming from building,  
Wooden unit in front garden for shoes,  
Is there a need for more of the proposed facility,  
People hanging around,  
The “stigma” associated with the proposed use is affecting the area,

A petition and 6no. letters in support of the application have been submitted in favour of the application. The petition includes substantial number of names; however some of the signatories are from Reading, Maidenhead, Luton, Uxbridge and various other neighbourhoods of Slough.

#### 5.3 **Traffic and Highways**

5.3.1 The application states that the area of the building devoted to community use would be 100m<sup>2</sup>. The existing permitted use of No. 1 Granville Avenue is as a single dwelling. The plans show that that this dwelling comprises a dining area, kitchen and living room downstairs and three bedrooms and a bathroom upstairs. The proposal would see the ground floor converted to a community

meeting and worship space with the upstairs converted to a two bedroom maisonette with kitchen/living room and bathroom.

5.3.2 Observations during the site visit showed that the surrounding area, including Granville Avenue and Hatton Avenue is residential in nature, and there is already a significant level of on street/on footway parking. Outside the site, Granville Avenue is one vehicle wide with wide footways on either side, on which vehicles were observed to be parked. There is also a speed control measure (road hump) in the Granville Avenue carriageway outside the site.

5.3.3 *Trip generation*

The existing trip generation of the site will increase as a result of the proposed development. The site is currently comprised of a single dwelling. The conversion will result in a single dwelling plus 100m<sup>2</sup> of community use (D1). It is noted that the accompanying planning statement states that it is anticipated that most people walk to the centre. However, it is understood that a petition of support has been submitted which contains a number of names of people whose addresses are from outside of Slough and of those within Slough a number of them are not from within the local area. This would suggest that a proportion of those attending may not be within walking distance and would drive to the site. As a stop notice was in place already before the site visit, it is not completely clear how many worshippers will be using this facility, although it is expected to be over a hundred people.

5.3.4. *Access*

The application does not seek any amended pedestrian or vehicle access.

5.3.5 *Parking*

The application states that there is no existing parking on site. The plan provided suggests that 6 tandem spaces could be provided in Granville Avenue outside the site, with one disabled parking space in front of the building. The proposed parking layout, which is on land on the public highway is unacceptable and would raise a highway safety risk. The accompanying planning statement states that the Local Plan parking standards are 1 space per 10m<sup>2</sup> for D1 land use, which equates to 10 spaces. This level of parking cannot be accommodated on site. The proposed parking arrangement of six spaces with three rows of tandem spaces is unacceptable, as this is part of the adopted highway and would lead to unsafe manoeuvring. The western end of Granville Avenue leads to a footpath running north-south along the western boundary of the site between Villiers Road and Hampshire Avenue.

5.3.6 There are no existing parking spaces on-site and the required number of spaces would be a minimum of 10, the application should be **refused**. Slough Borough Council cannot support the proposed development without an alternative parking arrangement. The site would appear to be in appropriate for this type of use.

5.3.7 *Recommendation*

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to

additional on street parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policies T2 and Core Strategy 2006-2026 Core Policy 7.

## 6.0 **Policy Background**

### 6.1 National guidance

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Statement 3 (Housing)

### Local Development Framework, Core Strategy, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 11 (Social Cohesiveness)

The Slough Local Development Framework, Residential Extensions Guidelines Supplementary Planning Document (Adopted January 2010)

### Adopted Local Plan for Slough

- EN1 (Standards of Design)
- H8 (Loss of Housing)
- T2 (Parking Restraint)

### 6.2 The planning considerations for this proposal are:

- Principle of development
- Design & Impact on Street scene
- Impact on neighbours
- Traffic and Highways

## 7.0 **Principle of development**

7.1 Core Policy 1 states the scale of the development will be related to its character and surroundings and that proposed developments that results in a significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited.

7.2 In accordance with Core Policy 3, new development should not result in the net loss of any existing housing. Core Policy 4 states that there will be no net loss of family accommodation as a result of flat conversions, changes of use or

redevelopment. The Core Policy also provides the following definition of a family house:

*A fully self-contained dwelling (with a minimum floor area of 76 square metres) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but **not flats** or maisonettes.*

7.3 Local Plan Policy H8 states that commercial development or any other form of development which involves the net loss of existing residential accommodation will not be permitted unless:

- a) replacement housing is provided on-site; or
- b) an equivalent amount of residential accommodation is provided on an alternative site which is not currently in residential use or identified as a proposal site for housing; or
- c) positive environmental benefits to the housing stock would be achieved; or
- d) an exceptional case can be made for a net loss of housing.

7.4 The proposal would result in a significant intensification of the use of the site, within a residential area of this nature which would be contrary to Core Policy 1, since the site lacks the necessary supporting infrastructure such as parking. The applicant has also indicated that the property can retain a two-bedroom flat at first floor level. As stated above, a flat is not seen as a family house in terms of the Core Strategy's definition of a family house. The proposal therefore fails to comply with all of the above-mentioned policies in terms of the loss of the family dwelling. It is also considered that the proposal does not comply with the requirements of Local Plan Policy H8 and there is no overriding factor that can be used to make an exception to the policy in this instance. The proposal is therefore contrary to Core Policies 1 and 4 as well as Local Plan Policy H8.

7.5 The applicant does make an argument that the proposed use should be acceptable in terms of Core Policy 11 (social cohesiveness), which states that development of new facilities which serve the recognised diverse needs of local communities will be encouraged. Local Plan Policy OSC16 is also discussed in great detail by the applicant in support of the proposed use, but this policy has not been saved. Core Policy 11 is applicable to this application, but it is considered that it can not be used as an overriding argument to overcome the objection in terms of the loss of housing and the other objections discussed below.

## 8.0 **Design & Impact on Streetscene**

8.1 Design and external appearance are assessed against Core Policy 8 and Local Plan Policies EN1, EN2 and H15, as well as the Residential Extensions Guidelines Supplementary Planning Document (Adopted January 2010).



- 8.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that: *“All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.”* Part 2 to that policy covers design and in sub section b) it states: *“all development will respect its location and surroundings”*.
- 8.3 Saved Local Plan Policies EN1 Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of, amongst other things, scale, building form and architectural style. Policy EN2 states that proposals for extensions to existing buildings should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure.
- 8.4 Although not indicated on the submitted drawings, a full width canopy supported on a column has also been constructed without the benefit of planning permission. This feature is contrary to Policy EX1 (Front extensions) of the Residential Extension Guidelines, which state that front extensions shall be single storey and normally restricted to front porches only. It goes on to states that front canopies or extensions which span the entire width of a property or dwelling will not normally be permitted unless such extensions form the predominant character of the street as such extensions are considered overly dominant and out of keeping with the character and appearance of the original house. In accordance with EX4, Doric, fluted or decorative columns will not normally be permitted. The canopy and 2no. columns are not features that are predominant in the adjoining area. It is believed that it constitutes inappropriate development, which is discordant with the residential character of the host property and un-neighbourly development in respect of its impact on the established visual character of the streetscene and wider surroundings. The proposal is therefore contrary to Core Policy 8, Local Plan Policy EN1, EN2 and H15, as well as DP1, DP3, EX1 and EX4 of Residential Extensions Guidelines.
- 9.0 **Impact on neighbours**
- 9.1 In accordance with Core Policy 8, all development within residential areas should respect the amenities of adjoining occupiers and surroundings. Local Plan Policy EN1 advocates that development should be designed in such a way that it improves the surrounding area in terms of the relationship with adjoining properties.
- 9.2 It is clear from the submitted petition in favour of the application that a significant number of residents in Slough and elsewhere are in favour of the application. The agent argues that since the site has been taken over by the applicant, the improvements to the site has been beneficial to the whole street and has prevented loitering / anti-social behaviour in the immediate area. This statement has been refuted by one of the nearby neighbours, which does not agree that the current proposal is an improvement to the previous situation.
- 9.3 The proposal would by its very nature attract many people at specific times and the number of people visiting the site is therefore spread evenly over the

whole day. It does therefore result in peak traffic of people coming and going to the site, with the associated movement and parking of vehicles. It is considered that the application site is not located in an area that can accommodate this, without resulting in a significant detrimental impact on the residents that would not attend the facility. This sort of use is normally associated with larger plots, with multiple entrances, in order to minimise the impact of pedestrian and vehicular movement on the neighbouring properties and to contain the disturbance within the site. This can not be achieved at the application site, because people coming and going from the site would be predominantly on the public footways.

- 9.4 It is therefore considered that the noise and disturbance cause by the peak movement of people to and from the site, as well as the activities inside the buildings would have a significant detrimental impact on the amenities of the adjoining occupiers. The proposal does therefore not take its surroundings in consideration or contributes to improving the area, contrary to Core Policy 8 and Local Plan Policy EN1.

#### 10.0 **Traffic and Highways**

- 10.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

- 10.2 The comments from the Engineers confirm that the application site is not appropriate for the proposed use, in that the required parking can not be provided in an area that already suffers from parking congestion. The Engineers consequently recommends that the application should be refused. The support from “residents” for the facility indicates that the people that would attend the place of worship would be likely to travel by car, which would exacerbate the parking congestion in the area. This would be detrimental to highway safety, because on-street parking during prayer times and other events, would result in the obstruction of footways and endanger pedestrians and other road users.

- 10.3 The applicant has drawn comparisons between the proposal and the Sikh Temple in Woodlands Avenue; in that it serves the local community and that it does not have any allocated parking. The wide support and the fact that the organisation use to be based elsewhere does not indicate that the support base is just local. The temple does also have off-street parking and is therefore not comparable with the application site.

- 10.4 The proposal is considered to be inconsistent with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

#### 11.0 **Legal Agreement**

- 11.1 The applicant has not been requested to enter into a Legal Agreement, because it would not overcome the objections raised in the above paragraphs.

## 12.0 **Enforcement Action**

12.1 As stated before, a temporary Stop Notice has been served on the site, which had the required affect to cease the unauthorised activities on site. However, the house and the outbuilding have been changed internally in such a way that it does not constitute a family dwelling anymore. As part of the construction work, various minor deviations from the approved drawings have been noticed, but most notable is the presence of 2no. full width columns. This report has outlined the reasons why the change of use and the unauthorised development deviates from policy and on this basis, it is recommended that planning enforcement is undertaken to regularise the situation on site. The purpose of the Enforcement Action would be to return the site back to a family dwelling that would comply with the Core Strategy and to remove the unauthorised canopy and columns.

## 13.0 **Summary**

13.1 The proposal does provide a community facility and it has been demonstrated that there is support for a facility for this organisation. However in light of the significant policy and practical objections to the proposal, it is not considered that the need or support for this facility overrides these objections. It is therefore recommended that the planning permission is refused and the Enforcement Team is authorised to serve an Enforcement Notice.

## **PART C: RECOMMENDATION**

### 14.0 **Recommendation**

14.1 Refuse and Enforce.

## 15.0 **PART D: LIST OF REFUSAL REASON(S)**

### Reason(s)

1. The proposal is contrary to Core Policy 8 (Sustainability and the Environment) of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; and saved Policy EN1 (Design) of The Adopted Local Plan for Slough, 2004, in that the intensified use of the whole site as a place of worship is an un-neighbourly form of development, discordant with the residential character of the host property and its surroundings, resulting in a significant loss of amenity for the neighbouring residents and the area in general.
2. The proposal is contrary to Core Policy 1 (Spatial Strategy), Core Policy 4 (Type of Housing) and Core Policy 8 (Sustainability and the Environment) of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; and saved Policies H8 (Loss of Housing) and T2 (Parking Restraint) of The Adopted Local Plan for Slough, 2004, in that the site lacks the supporting infrastructure / facilities in terms of car parking space, limiting space available for other residents to park on the roadway at certain times, which is detriment to highway safety and convenience.

3. The proposal is contrary to Core Policy 1 (Spatial Strategy), Core Policy 4 (Type of Housing) of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; and saved Policy H8 (Loss of Housing) of The Adopted Local Plan for Slough, 2004, in that the change of use constitutes development which involves the net loss of an existing dwelling house capable for family accommodation without providing:
  - Replacement housing on site;
  - An equivalent amount of residential accommodation on an alternative site which is not currently in residential use or identified as a proposal site for housing;
  - Positive environmental benefits to the housing stock.
  
4. The proposal is contrary to Core Policy 8 (Sustainability and the Environment) of The Slough Local Development Framework, Core Strategy 2006 2026, Development Plan Document, December 2008; Saved Policies EN1 (Standard of Design), EN2 (Extensions), and H15 (Residential Extensions) of The Adopted Local Plan For Slough, 2004; and DP1, DP3, EX1 and EX4 of The Slough Local Development Framework, Residential Extensions Guidelines Supplementary Planning Document (Adopted January 2010) in that the full width canopy with column constitutes inappropriate development, which is discordant with the residential character of the host property and un-neighbourly development in respect of its impact on the established visual character of the streetscene and wider surroundings.

Informative(s)

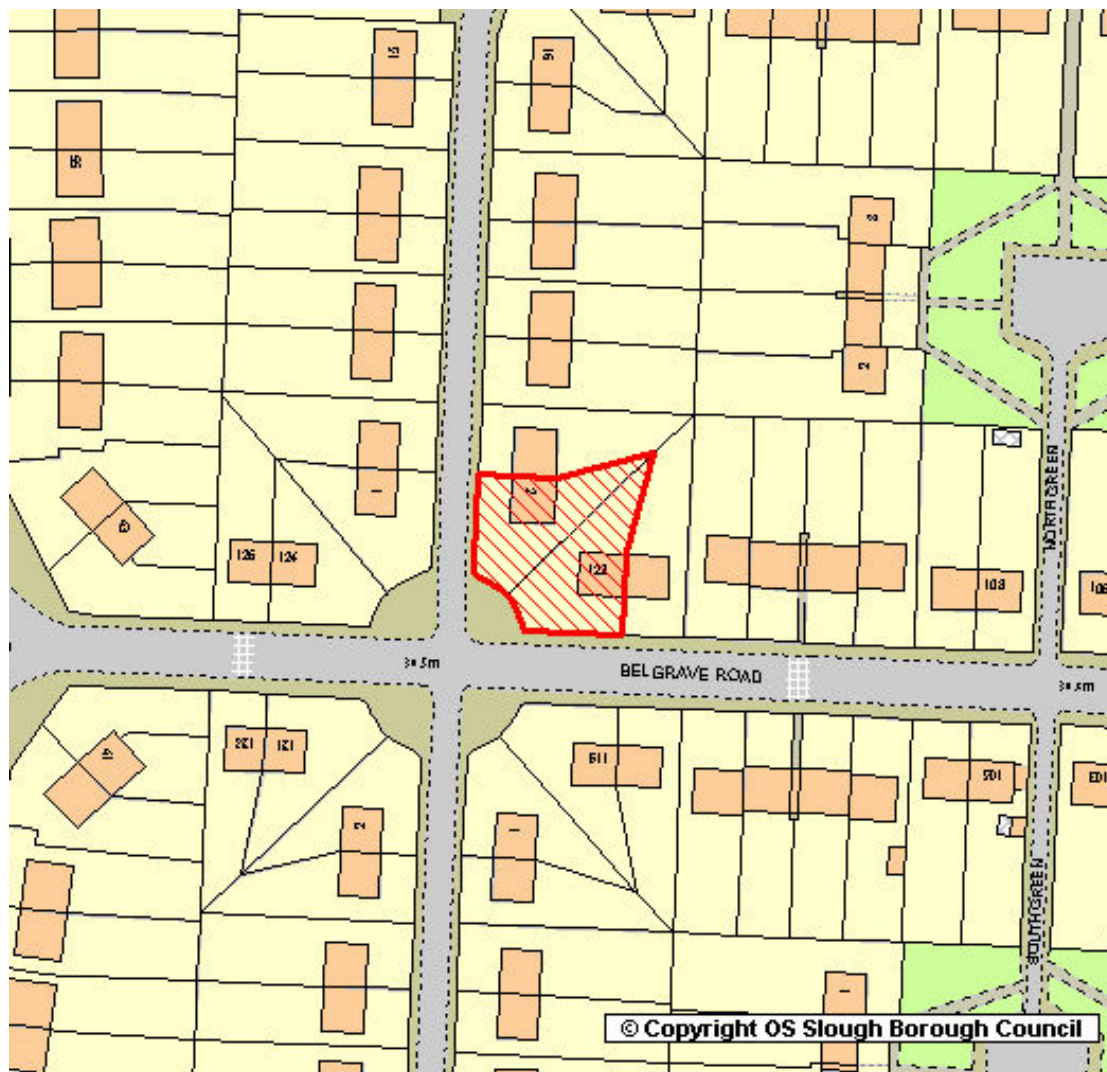
1. The development hereby refused was submitted with the following plans and drawings:

TO BE CONFIRMED

- (a) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy
- (b) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy
- (c) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy
- (d) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy

Registration Date:	29-Jun-2011	Applic. No:	P/15014/001
Officer:	Hayley Butcher	Ward:	Central
Applicant:	Mr. M. Taj		
Agent:	Mr. Najib Maan, A. Maan Architectural Services Limited 9, Farnburn Avenue, Slough, SL1 4XU		
Location:	2, Carrington Road and, 122, Belgrave Road, Slough, Berkshire, SL1 3RB		
Proposal:	ERECTION OF A THREE BEDROOM DWELLING		

**Recommendation:** Refuse



## **P/15014/001**

### **1.0 SUMMARY OF RECOMMENDATION**

1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed scheme is not acceptable and as such it is recommended that the application is refused.

1.2 This application has been called in to Planning Committee by Councillor Chaudhry for the following reason:

*“My concerns are that this application is not considered as in past a development was permitted on the same road by junction of Belgrave with Shackleton. My constituents think that this is unfair and there is no consistency in planning policy.”*

### **PART A: BACKGROUND**

#### **2.0 Proposal**

2.1 Planning permission is sought for the erection of a detached three bedroom dwelling.

#### **3.0 Application Site**

3.1 The application site consists of land between 122 Belgrave Road and 2 Carrington Road. These properties are located at the junction of these two roads.

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

4.1 Recently an application was made for the erection of a three bedroom detached property at the application site (ref P/15014/000). This was refused on grounds of: impact on character and street scene; design; impact on amenity; and provision of insufficient amenity space for the proposed dwelling.

4.2 This application forms a resubmission of this previous application.

#### **5.0 Neighbour Notification**

5.1 Miss J Derbyshire  
121, Belgrave Road  
Slough  
SL1 3RA

1, 2, Gilliat Road  
Slough  
SL1 3QX

120, 124, Belgrave Road  
Slough  
SL1 3RB

1, 2, 4 Carrington Road  
Slough  
SL1 3RH

117, 119 Belgrave Road  
Slough  
SL1 3RA

5.2 One letter of objection received on grounds of:

Loss of light; overbearing on neighbouring properties; query over space for adequate landscaping and boundary treatments; out of keeping with surrounding properties; no amenity space; access to the off-road parking and impact on highway safety; development out of character with the pattern of development in the surrounding area; loss of trees impacting on visual amenity; loss of permeable land with additional hardstanding and impact on on surface water and sewer flooding; loss of wildlife habitat and air filters by reason of loss of green area; increase in traffic; increased on-street parking on the junction and paved areas making access impossible for those with prams or physical difficulties; social impact of overcrowding, lack of landscaping, enclosed spaces; allowing a development of which there are no similar developments would set a precedent.

6.0 **Consultation**

6.1 Highways and Traffic  
No objection subject to conditions

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 The proposal is considered in conjunction with saved policies: EN1 (Standard of Design), H13 (Backland/Infill Development), H14 (Amenity Space), and T2 (Parking Restraint) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 4 (Type of Housing), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and Planning Policy Statement 1 - Sustainable Development, Planning Policy Statement 3 - Housing, and Planning Policy Guidance 13 - Transport and Planning.

7.2 The Draft National Planning Policy Framework also forms a material planning consideration.

## 8.0 **Principle of Development**

- 8.1 The principle of the creation of family housing in this area is acceptable as per Core Policy 4 of the Core Strategy, subject to impact on character, and amenity of neighbouring properties.

## 9.0 **Impact on Character**

- 9.1 In line with PPS1 good design is fundamental. Good design is based on responding to existing character, appearance and other attributes of an area. It requires an understanding of how people will use and enjoy the spaces when built. At a more detailed level, it also includes design, massing and bulk, external materials, colours and landscaping, inclusive design, the orientation of the proposed buildings and their relationship to public spaces to provide adequate surveillance to help make a safe, secure environment.
- 9.2 The junction on which the application site is located is characterised by open and spacious corners. The four corners of the junction of Belgrave Road with Carrington Road and Gilliat Road are landscaped with mature trees. This gives the junction an open and verdant feel providing relief to the surrounding densely populated suburbs, and as such is an attractive characteristic of this area.
- 9.3 The proposed dwelling would remove one of these four green corners along with the removal of three mature trees; introducing instead a two storey built form with hard landscaping across the frontage of Belgrave Road. The proposal therefore does not respond to the existing character of this junction nor improves it. Conversely it would have a detrimental impact on the visual amenity currently enjoyed at this location.
- 9.4 This resubmitted application proposes some landscaping to the front of the property in the form of a front lawn on the corner behind a dwarf wall measuring 0.7m in height. This wall will abut the pavement here and continues along Carrington Road. Behind this wall will be a higher hedge at 1.8m high. This boundary treatment would effectively cut this area off from the public domain. Front plot boundaries should be defined by low level walls or hedging (ideally <1m in height) to provide a transition between the public/private boundaries. A 1.8m high hedge on this boundary would not achieve this. In addition a hedge at this height would provide little natural surveillance as is usual at the frontages of buildings.
- 9.5 The insertion of a small front lawn and hedging demonstrates an attempt to overcome the Local Planning Authority's concerns with respect to the loss of this open corner. However, this is not sufficient to mitigate the overall visual impact from the loss of this existing open space; which is accentuated by the presence of mature trees, and reinforced by similar open spaces on the other three opposing corners.



- 9.6 The proposed dwelling would have a 1m flank to flank separation distance from 122 Belgrave Road. The Residential Extensions Guidelines Supplementary Planning Document (SPD) specifies a 1m flank to boundary separation distance. This therefore means a minimum 2m flank to flank between dwellings. The proposal does not achieve this therefore the proposed detached dwelling would appear cramped in relation to 122 Belgrave Road.
- 9.7 The proposed dwelling, due to its siting on a prominent junction would need to address both Belgrave Road and Carrington Road. The proposed front elevation is located on Belgrave Road and adequately addresses this road with a front door and a number of windows. The side elevation which would face onto Carrington Road also now addresses this section of highway with windows. This overcomes previous concerns relating to the lack of this design feature. Windows which address public areas provide a positive contribute in terms of natural surveillance. However, this positive change is somewhat negated by the landscaping proposed along the boundary with Carrington Road as discussed in para. 9.4 above.
- 9.8 In terms of bulk, scale and massing the proposed detached dwelling would be located in an area dominated by semi-detached dwellings and terraces. Despite being detached the proposed dwelling respects the building lines of both Belgrave Road and Carrington Road and the eaves and ridge height would match neighbouring property 122 Belgrave Road, as does the overall design of the proposed dwelling.
- 9.9 The proposed dwelling would marginally increase the density of development in this area but this alone would not warrant a reason for refusal.
- 9.10 Assessment of the appropriate level of amenity space requires consideration of the type and size of dwelling, and type of household likely to occupy the dwelling (policy H14 of The Local Plan for Slough refers). As the proposal is for family sized accommodation the provision of suitable amenity space is essential. The Residential Extensions SPD recommends a rear garden area consisting of a minimum depth of 9m or 50m<sup>2</sup> for a three bedroom dwelling.
- 9.11 The proposal has been altered slightly from the previous application (P/15014/000) in that an area of amenity space to the side of the property is to be separated from the front lawn by a brick wall and hedging. A small strip of amenity space remains directly to the rear of the property.
- 9.12 Whilst the proposal meets the required size of amenity space as per the Residential Extensions Guidelines SPD consideration of the quality of amenity space is paramount as per policy H14 of the Local Plan for Slough. The amenity space located directly to the rear would be dominated by both the proposed dwelling and neighbouring property 2 Carrington Road. This is demonstrated by the separation distance between the proposed dwelling and 2 Carrington Road which at 4m flank to flank is insufficient to limit a sense of enclosure. The Residential Extensions Guidelines SPD recommends a 15m minimum separation distance between a primary elevation and a flank wall. As

you move across the rear garden towards Carrington Road you come closer to the public highway which would greatly reduce the degree of privacy afforded to this space. This is at odds with the need to open this area up in the interest of good design as discussed in para. 9.4 above. The proposal therefore does not provide good quality private amenity contrary to local planning policy.

- 9.13 In an accompanying Planning Statement the LPA have been directed to other examples of development which the applicant believes are comparable to this proposal. It is worthy of noting that each planning application is considered on its merits which are site specific. However, in the interest of completeness the applicant's comparison sites will be addressed in turn below:
- 9.14 Case 1 - Junction of Belgrave Road and Shackleton Road:  
This consists of extensions to existing dwellings. This is not comparable to the erection of a new dwelling which has a far greater impact in a street scene visually.
- 9.15 Whilst this junction is in the locality of the application site, these two junctions are dramatically different in terms of their form and character. The application site, as noted above, is an open junction with large corners of green landscaping and mature trees. The junction of Belgrave Road and Shackleton Road, due to the larger roundabout being present here, has less room for landscaping as plot sizes on the corners of this junction are smaller. Therefore the extensions referred to have not resulted in a significant loss of landscaping/mature trees comparable to that proposed under this application.
- 9.16 It stands to follow that the application site forming a more attractive junction than that of Belgrave Road and Shackleton Road should be preserved rather than lost. As per PPS1: "Planning should seek to maintain and improve the local environment."
- 9.17 Case 2 - Junction of Stoke Poges Lane and Belgrave Road:  
The point made by the applicant at this site is that the amenity space of these plots is located to the side and front of the application site, as proposed by the applicant, and therefore has no privacy. Given that these properties date back to 1930's/1940s it is true that a property would not be designed in this manner today. If this is an example of poor design of amenity space in the locality, in the interests of good design and based on current planning policy this should therefore not be imitated.
- 9.18 This example is helpful however as it reinforces the LPA's assertion that low boundaries should be provided on corner plots where these are adjacent to the public highway in order to provide a transition between the public and private domain, and to increase natural surveillance as noted in para. 9.4 above.

9.19 Case 3 - 10A Shackleton Road:

This site is not part of a junction characterised by four corners of open landscaping with mature trees and as such cannot be directly comparable to the application site. This site is a plot at the end of a line of properties therefore it stands alone in the street scene, as opposed to the application site which forms part of a wider pattern of development. The new dwelling here fills a vacant corner of land and fits in well with the surrounding linear pattern of residential development. There was no loss of mature trees at this site.

9.20 With the above points in mind it is considered that the applicant has not provided sufficient evidence for the LPA to allow a departure from planning policy.

9.21 The proposal is therefore not considered to comply with planning policies: H13, and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 – Sustainable Development and Planning Policy Statement 3 – Housing.

10.0 **Impact on Neighbouring Amenity**

10.1 Concerns raised in the previous application (P/15014/000) relating to restricted outlook and natural light to Bedroom 2 due to the close proximity of the flank of the proposed dwelling to 2 Carrington Road have been overcome with the repositioning of fenestration.

10.2 Internal revisions to the layout of the proposed dwelling mean the first floor window in the rear elevation serves a bathroom. This could be conditioned to be obscure glazed, should permission be granted, to mitigate overlooking. This consequently overcomes previous concerns relating to the overlooking of the private rear amenity space located directly to the rear of 2 Carrington Road.

10.3 The proposal is therefore considered to comply with planning policies: H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and Planning Policy Statement 1 - Sustainable Development and Planning Policy Statement 3 - Housing.

11.0 **Traffic and Highways**

11.1 The proposal has the potential to generate in the region of 14 movements per day. From a traffic generation point of view the proposal is considered to have limited traffic generation implications.

11.2 Two parking spaces have been provided for the proposed dwelling, and two parking spaces each for 2 Carrington Road and 122 Belgrave Road have also been provided. This is in line with parking standards contained within The Local

Plan for Slough.

- 11.3 Concern has been raised by Highways in terms of the parking layout and access proposed in relation to the proximity of the junction of Belgrave Road and Carrington Road. These concerns could, however, be overcome with revisions to the proposed layout. Were this application to be approved these amendments could be agreed via an appropriate condition.
- 11.4 The proposal is therefore considered to comply with planning policies: T2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy 3 - Housing, and Planning Policy Guidance 13 - Transport.

## 12.0 **Summary**

- 12.1 For the reasons outlined above the proposal is considered to have an unacceptable impact on the character of the surrounding area through the loss of an open and landscaped area of open space and inadequate separation distance between the proposed dwelling and 122 Belgrave Road. In addition a substandard quality of amenity space is proposed. The proposal constitutes poor design and as such does not comply with Local and National Planning Policy.

It is also worthy of noting that allowing this proposal would make it hard to refuse similar applications at the opposing corners to the application site which cumulatively would completely degrade the character of this area.

The LPA have discussed with applicant's agent the reasons for refusal and later met with the applicant to consider the proposal which forms the basis of this application. The issues outlined above were explained in detail and it was made clear that the proposal would not receive Officer support. The LPA have therefore been clear and consistent in providing planning advice.

## **PART C: RECOMMENDATION**

### 13.0 **Recommendation**

- 13.1 The recommendation is to Refuse.

### 14.0 **PART D: LIST OF REFUSAL REASON(S)**

#### Reason(s)

1. The proposed detached dwelling would result in the removal of an open area of green landscaping and three mature trees. The lack of separation between the proposed dwelling and 122 Belgrave Road would also result in an overly cramped form of development. The resulting dwelling would therefore appear out of keeping with the existing street scene and would be detrimental to the open and green character of the junction of Belgrave Road with Carrington Road and Gilliat Road,

and the wider area generally. As such the proposal is contrary to Policies H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and PPS1 and PPS3.

2. The proposal does not provide high quality rear amenity space in terms of lack of privacy and dominance by adjacent buildings and as such is not considered suitable for the detached family sized dwelling proposed. The proposal is therefore contrary to Policies H13, H14 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and PPS1 and PPS3.

Informative(s)

1. The development hereby refused was submitted with the following plans and drawings:
  - (a) Drawing No. NM122BR01, dated NIL, Recd On 29/06/2011
  - (b) Drawing No. NM122BR02, Dated NIL, Recd On 29/06/2011

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**SLOUGH BOROUGH COUNCIL**

**REPORT TO: PLANNING COMMITTEE**

**DATE: 25<sup>th</sup> October 2011**

**PART 1**  
**FOR INFORMATION**

**Planning Appeal Decisions**

*Set out below are summaries of the appeal decisions received recently from the Planning Inspectorate on appeals against the Council's decisions. Copies of the full decision letters are available from the Members Support Section on request. These decisions are also monitored in the Quarterly Performance Report and Annual Review.*

**WARD(S) ALL**

<b>Ref</b>	<b>Appeal</b>	<b><u>Decision</u></b>
P/10995/001	<p>39 Mirador Crescent</p> <p>RETENTION OF FRONT PORCH WITH CANOPY WITH MONO PITCHED ROOF</p> <p>The development was a front porch and canopy with a mono pitched roof. At the time of the planning application, the development was in situ. The application was therefore retrospective.</p> <p>The Local Planning Authority refused the application on the grounds that the development, by reason of its design, size, and bulk, was an overly dominant and visually intrusive feature in the street scene which was detrimental to the character and appearance of the property and the surrounding area.</p> <p>The Inspector acknowledged that the Council's Residential Extensions Guidelines Supplementary Planning Document limits front extensions to porches, and that front canopies will not normally be permitted because they are considered to be overly dominant forms of development which are out of keeping with the character and appearance of the original house. Although, it was noted that canopies may be permitted where such extensions form the predominant character of the street.</p> <p>The Inspector observed that there were examples of full width canopies in the surrounding area. Taking a different view to that of the Local Planning Authority, the Inspector considered that canopies were prominent and established features of the streetscene in an area where the original coherent character and appearance of the short terraces of dwellings has been eroded. On this basis, the Inspector opined that the proposal was not incongruous or visually intrusive, or a dominant form of development which would be incompatible with the character of the streetscene and the surrounding residential area. The appeal was allowed.</p>	<p><b>Appeal Allowed</b></p> <p><b>31<sup>st</sup> August 2011</b></p>

P/05655/001	<p>28 Wexham Road</p> <p>ERECTION OF TWO STOREY SIDE EXTENSION WITH PITCHED ROOF AND GABLE END, SINGLE STOREY REAR EXTENSION WITH FLAT ROOF AND ALTERATIONS TO MAIN ROOF. CONVERSION OF EXTENDED HOUSE TO PROVIDE 1 NO.X ONE BEDROOM FLAT AND 1 NO. X TWO BEDROOM FLAT</p>	<p>Appeal Dismissed</p> <p>6<sup>th</sup> September 2011</p>
P/10793/004	<p>77 Belgrave Road</p> <p>CHANGE OF USE OF EXISTING OUTBUILDING FROM STORAGE / GYM TO HABITABLE ACCOMMODATION TO BE USED BY FAMILY MEMBERS. REMOVAL OF FRONT BAY WINDOW</p>	<p>Appeal Dismissed</p> <p>Costs refused</p> <p>13<sup>th</sup> September 2011</p>



# ENFORCEMENT NOTICES, BREACH OF CONDITION NOTICES, SECTION 215 NOTICES

ONGOING TO DATE (07.10.11)

PART 1 (PLANNING ENFORCEMENT)

Planning Reference and Officer	Legal Ref/ Officer	Address and Breach Description	Details of actions Planning prefaced (P) Legal prefaced (L)
2010/00435/ENF BL	CF	596 London Road	(P) Planning Enforcement Notice served 24 June 2011. Compliance due 24 August 2011
2010/00507/ENF BL	CF	28 Salt Hill Drive	(P) Planning Enforcement Notice served 25 May 2011. Compliance due 22 Aug 2011.
2009/00133/ENF EW	CF	19, Cowper Road	(P) Instructions sent to legal on 17.05.2011 to engrass EN re: unlawful front canopy. (P) EN Served on 17 <sup>th</sup> June 2011 (P) Ongoing until compliance date is reached
2010/00207/ENF BL	CF	24-26 Parsons Road	(P) Planning Enforcement Notice served 21 January 2011. compliance by 11 April 2011 (P) Appeal lodged. Technical issue with notice –withdrawn 14 <sup>th</sup> February 2011. (P) New Notice served 15 <sup>th</sup> February 2011 (P) Appeal lodged awaiting further information from inspectorate. (P) Appeal ongoing Statement Submission stage 24 June 2011. (P) Planning inspector visit carried out 27 September 2011. Await result

2010/00039 BL	CF	60 Lower Cippenham Lane Breach of Condition. Driveway.	<p>(P) Breach of condition notice served 8 March 2010. Compliance by Sat 10 April 2010.</p> <p>(P) Compliance Achieved 10 April 2010. Case Closed.</p> <p>(P) New case open. Depart approved plan. Driveway needs tarmac:21 July 2010.</p> <p>(P) Site Visit reveals still no compliance. All units believed sold. Further progress now needs to be made as new ownership has implications.</p> <p>(P) Planning application submitted still awaits determination.(23 June 2011)</p>
2008/00268 BL	CF	8 London Road Change use. Dwelling to Offices	<p>(P) Planning Enforcement Notice served 9 October 2009. Compliance by 6 May 2010.</p> <p>(P) New planning application received.</p> <p>(P) Chris Smyth still in negotiations pending a new planning application. latest information. Solution may be attainable. 30 Nov 2010</p> <p>(P) Planning application to be determined. (Still awaiting as at 27 May 2011)</p> <p>(P) Awaits s 106 (23 June 2011)</p>
2009/0149 TBA	CF T3/698	65 Gloucester Avenue Depart Approved Plan	<p>(L) Instructions received 21st August 2009</p> <p>(P) Planning Enforcement Notice served 2 September 2009 Compliance due 30 June 2010.</p> <p>(P) Meeting held with owners and head of Planning. New application to be submitted 07/10/10</p> <p>(P) No application submitted. Prosecution to be discussed</p> <p>(P) Application submitted and to be determined within 4 weeks.</p> <p>(P) Prosecution commenced</p> <p>(P) first hearing 6<sup>th</sup> May 2011.</p>

<p>2005/00331 TBA</p>	<p>T3/381a CF</p>	<p>35 Montem Lane, Slough Enforcement Notice for operational development</p>	<p>(P) Legal instructed and land charges informed 9/11/05 (L) Requisition sent 14<sup>th</sup> June 2006. (L) Draft notice to planning for approval 14<sup>th</sup> June 2006. (P) Legal acknowledged instructions 16/6/06. (L) 10.07.06 - EJ instructed by SQ not to issue notice for time being – in light of petition received. SQ will advise EJ, when notice can be issued. (P) Notice served 17/1/07, effective 21/2/07 for compliance by 21/4/07 (P) Appeal lodged (P) Appeal dismissed, compliance by 07/02/08. Reminder to comply sent 23/03/09 (P) Meeting being sought to discuss matters. (P) Meeting to be arranged by AM upon return 01/09/10 (P) Negotiations ongoing with members of the mosque (P) No compliance, prosecution to be considered forthwith (P) Letter forwarded giving one month for compliance then report for Direct Action to be submitted (P) Negotiations completed and way forward agreed. If no action taken as agreed then default works will be considered</p>
<p>2006/00296/ENF EW</p>	<p>T3/712</p>	<p>Land at Tanhouse Farm, Mill Street, Colnbrook, Berkshire (parcel of land adj. Top Yard)</p>	<p>(P) To send instructions to legal to engross EN re: unauthorised storage of commercial vehicles to cover area excluded in previous notices (1972 and 1978). (P) Papers for enforcement notice being prepared. (P) Redrafted instructions sent to Legal, EN imminent. (P) Site inspection/meeting with occupiers on 14<sup>th</sup> Sept established further information concerning breach activities.</p>

2006/00296/ENF EW	T3/712	Land at Tanhouse Farm, Mill Street, Coinbrook, Berkshire (South off the Colne River)	<p>(P) Notice served 30<sup>th</sup> November 2009 in respect of the unauthorised change of use from land for agricultural use to the mixed uses of agricultural land and the storage of miscellaneous items not associated with an agricultural use.</p> <p>(P) Appeal lodged 23<sup>rd</sup> December to be dealt using the inquiry procedure. Date and venue to be confirmed.</p> <p>(P) Statement of Case submitted confirmed date of inquiry 24<sup>th</sup> June 2010</p> <p>(P) Inquiry decision pending.</p> <p>(P) Inquiry decision - 6 July 2010 Notice Upheld, albeit with revised compliance period of 18 months.</p> <p>(L) Matter subject to judicial inquiry. Notice held in abeyance until the hearing in June 2011.</p>
2006/00418 FBA	SH/ T3/604 <b>CF AS OF 2010</b>	20 Wexham Road, Slough Unauthorised erection of a outbuilding	<p>(P) Legal Instructed and land charges informed – 11/10/06</p> <p>(P) Legal requested further instructions – resent – 22/11/06</p> <p>(P) Legal requested further set of instructions sent 24/01/07</p> <p>(L) Drafts sent to planning 15/02/07</p> <p>(P) Draft corrected and returned 19/2/07.</p> <p>(P) Notice served 26/3/7, effective 30/4/7 for compliance by 30/7/7</p> <p>(P) Appeal dismissed 01/04/08</p> <p>(L) Prosecution file being drafted in liaison with PSH 20/02/10</p> <p>(P) Prosecution file still being drafted as issues with locating owner for effective service</p> <p>(P) Committee report for default works for Planning Committee 15/06/10. Prosecuting at the same time.</p> <p>(P) Planning Committee has approved default works. Prosecution almost complete and date to be set for works.</p> <p>(P) Prosecution file sent to legal 13/07/10</p> <p>(P) Case being progressed through court.</p> <p>(P) Default action to be carried out on 23/05/11</p> <p>(P) Structure demolished and compliance achieved. Court action ongoing</p>

<p>2009/00280/ENF TBA</p>	<p>CF</p>	<p>11 Birch Grove, Slough Unauthorised front extension</p>	<p>(P) Legal Instructed and land charges Informed 16/02/10. (P) Legal acknowledged instructions 18/02/10. (P) Enforcement Notice served 29/03/10 (P) Appeal against Notice submitted (P) Planning Application submitted ref P/14831/0 submitted on 30/4/10 (P) Decision due from Planning 25/06/10. (P) Planning Permission refused (P) Deadline given and prosecution to be prepared (P) Papers sent to legal to draft summons (P) matter in criminal courts</p>
<p>2007/00395/ENF TBA</p>	<p>CF</p>	<p>6 Salt Hill Drive</p>	<p>(P) Instructions sent legal to engross (P) Enforcement Notice issued 18<sup>th</sup> June 2010. Compliance due 16<sup>th</sup> July 2010. (P) A new planning application has been submitted. Await determination. (P) Appeal dismissed on 31 December 2010, planning enforcement action to be prioritised as soon as possible. (P) Compliance after appeal dismissal due 4 April 2011. (P) Committee report for Direct Action approval. (P) Direct action in place. Owner commences compliance himself. As at 6 Oct 2011 the side dormer has been removed.</p>

<p>2011 EW</p>	<p>CF</p>	<p>Spital Farm, London Road, Coinbrook, Berkshire, SL3 8QQ</p>	<p>(P) 24.5.10 - Instructions to be sent to legal to engross EN concerning unauthorised alpaca building  (P) Matter being reviewed by EW before papers are sent to legal  (P) Planning appeal ongoing - matter held in abeyance  (P) Appeal decision dismissed, Instructions to engross notice sent to legal.  (P) EN served re "agricultural building" 17 November 2010.  (P) EN withdrawn – due to changes to requirements, land ownership issues. New notice to be reissued  (P) Section 330 Requisition of information notice to serve 1<sup>st</sup> March.  (P) Requisition for information served and responses received. Fresh notices to be served having regard to the information gathered.  (P) Instructions to issue new notice being prepared.  (P) Instructions sent to legal to reissue notice.  (P) Notice Served on 4<sup>th</sup> August, effective date 1<sup>st</sup> September.</p>
<p>2010/00316/ENF EW</p>	<p>CF</p>	<p>The Herschel Arms PH, Land at 24, 26 and 28, Park Street, Slough, SL1 1PS</p>	<p>(P) Revised instructions sent to legal to engross EN re: unauthorised CoJ of rear gardens to beer garden.  (P) Engrossment on-going  (P) En served 30/09/10 re unauthorised use of residential garden as beer garden/unauthorised canopy shelter  (P) Appeal lodged awaiting formal start date from PINS.  (P) EN appeal lodged 25/10/10. Notice in abeyance until appeal decision is reached  (P) Awaiting hearing date  (P) Hearing date set 24<sup>th</sup> May 2011.  (P) Awaiting decision of appeal hearing  (P) Appeal dismissed and notice upheld with variations, compliance 4 months.</p>

2006/00382/ENF TBA	CF	100 Waterbeach Road, Slough	(P) Planning Enforcement Notice served Oct 2010 re use as 6 flats (P) Planning Appeal process begun and Statement of Evidence forwarded 24 Nov 10. (P) Appeal ongoing (P) Planning Inspectorate visited (P) Appeal dismissed and notice upheld with variations – 6 months for compliance
2009/00376/ENF TBA	CF	21 Richmond Crescent	(P) Planning Enforcement Notice served re habitable outbuilding 14/03/11 (P) Appeal to Planning Inspectorate submitted (P) Appeal withdrawn (P) CLEUD submitted 19/07/11
2009/00377/ENF TBA	CF	23 Richmond Crescent	(P) Planning Enforcement Notice served re habitable outbuilding 14/03/11 (P) Appeal to Planning Inspectorate submitted (P) Appeal withdrawn (P) CLEUD submitted 19/07/11
2010/00105/ENF EW	CF	20, Wellesley Road	(P) Instruction sent to legal on 14 <sup>th</sup> April 2011 to draft EN, subdivision of SFD to 2 flats. (P) EN served on 22 <sup>nd</sup> June 2011 (P) Notice effective compliance expected to be achieved by Feb 2012
2010/00336/ENF TBA	CF	80 Norfolk Avenue	(P) Instruction sent to legal to draft EN re habitable outbuilding (P) Notice served on 20 June 2011
2011/00070/ENF TBA	CF	40 Court Crescent	(P) Instruction sent to legal to draft EN re habitable outbuilding (P) EN served 31 <sup>st</sup> May 2011

2010/00435/ENF BL	CF	371 Rochford Gardens, Slough	(P) Instruction sent to legal to draft EN (P) Planning Enforcement Notice served 30 September 2011. Compliance due 30 November 2011.
2011/00313/ENF TBA		2a Mildenhall Road, Slough	(P) Instruction sent to legal 18 <sup>th</sup> August 2011 to draft Enforcement Notice regards car wash operating out of permitted hours.
2010/00108/ENF TBA		7a Richmond Crescent, Slough	(P) Instruction sent to legal 18 <sup>th</sup> August 2011 to draft Enforcement Notice regards unauthorised rear extension
2011/00289/ENF EW		1, Granville Avenue	(P) TSN Served 14 <sup>th</sup> July for 28 days, cease use of dwelling as place of worship educational institution. (P) EN drafted to Legal on 18 <sup>th</sup> Aug. (P) Amends to draft EN as per series of site investigations and meetings.

**GLOSSARY OF ABBREVIATIONS  
PLANNING - Enforcement**

BL = Bob Lee  
EW = Edward Wilson

**LEGAL**

CF = Ciara Feeney  
DP = Dawn Pelle  
AO = Ann Osbourne  
AOK = Agatha Okafor  
OK = Omar Khan  
EJ = Elizabeth Jenkins  
MM = Maria Memoli  
GW = Graham White

**General**

HMO = House in Multiple Occupation  
PA = Planning Application  
BOC = Breach of Condition  
215 = Section 215 Notice  
EN = Enforcement Notice  
TSN = Temporary Stop Notice  
SN = Stop Notice  
PP = Planning Permission  
POCA = Proceeds of Crime Act, 2002  
PCN = Planning Contravention Notice  
SFD = Single Family Dwelling



# LITIGATION, FAILURE TO COMPLY WITH A NOTICE, ADVERTISING BREACHES

ONGOING TO DATE (07/10/2011)

(PLANNING ENFORCEMENT)

Planning Reference and Officer	Legal Reference and Officer	Address and Breach Description	Details of actions Planning prefaced (P) Legal prefaced (L)
2009/00206 BL	OK	1 Boston Grove Vehicle repairs	(P) Instructions sent to Legal This day 12 October 2009. (L) Hearing 26 <sup>th</sup> February. Failed to attend. Warrant issued. (P) Warrant executed. Legal to advise of next hearing.
ENF/WH	CF	20 Wexham Road, Slough SL1 1UA	(P) Paper sent to legal to prosecute on 9 July 2010 (L) Information laid August 2010 (L) First hearing 8 <sup>th</sup> October 2010 (L) Adjourned from 26 <sup>th</sup> November for both Defendants to attend on 7 <sup>th</sup> January 2011 (L) warrant of arrest issued on 7 <sup>th</sup> January 2011 for Fiaz Akhtar (L) Case withdrawn against Mohammed Sarfraz (Khan and proceeds against Fiaz Ahktar (L) position remains – outstanding warrant for the arrest of Fiaz Ahktar (L) As above (L) Default action planned for 23/05/11 (L) Notice complied with (L) Prosecution continues with next date 1 <sup>st</sup> July 2011 for warrant to be executed (L) Trial set for 5 <sup>th</sup> January 2012 at Reading Magistrates Court

2010/00280/ENF WH	CF L7/029	11 Birch Grove	<p>(L) Instructions received on the 14.2.11</p> <p>(L) Summons sent for issue to court on 24<sup>th</sup> February 2011</p> <p>(L) First hearing 8 April 2011 for plea</p> <p>(L) Adjourned until 6 May 2011 for defendant to appear at court or explain absence by providing good evidence of being out of the jurisdiction.</p> <p>(L) Adjourned until 3 June 2011 for plea or proof in absence</p> <p>(L) Defendant attended court for the first time. Matter adjourned until 24<sup>th</sup> June 2011 to allow her to get legal representation.</p> <p>(L) next hearing 22<sup>nd</sup> July 2011 for formal plea to be entered.</p>
2009/00149/ENF WH	CF/ L7031	65 Gloucester Avenue	<p>(L) Instructions received on 23.3. 2011</p> <p>(L) Summons sent to Court for issue on the 30<sup>th</sup> March 2011</p> <p>(L) First hearing proposed for the 6<sup>th</sup> May 2011</p> <p>(L) Matter adjourned until 24<sup>th</sup> June 2011 to allow defendants to be present to enter a plea before the court</p> <p>(L) pleaded not guilty matter adjourned until 19<sup>th</sup> August to be formally committed to Crown Court for Trial</p>

## GLOSSARY OF ABBREVIATIONS

### PLANNING - Enforcement

BL = Bob Lee  
EW = Edward Wilson

### LEGAL

CF = Ciara Feeney  
DP = Dawn Pelle  
SH = Sadia Hussain  
AO = Ann Osbourne  
AOK = Agatha Okafor  
OK = Omar Khan  
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### General

HMO = House in Multiple Occupation  
PA = Planning Application  
BOC = Breach of Condition  
215 = Section 215 Notice  
EN = Enforcement Notice  
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**MEMBERS' ATTENDANCE RECORD 2011/12**  
**PLANNING COMMITTEE**

COUNCILLOR	20/06/2011	02/08/2011	08/09/2011	25/10/2011	01/12/2011	11/01/2012	27/02/2012	28/03/2012	10/05/2012
Bains	P	P	P						
Carter	P	P	Ap						
Dale-Gough	P	P	P						
Dodds	Ap	P	P						
O'Connor	P	P	Ap						
Plimmer	P	P	P						
Rasib	P	P	Ap						
Strutton	P	P	P						
Swindlehurst	P	P* (from 6.40pm)	P						

P = Present for whole meeting  
 Ap = Apologies given

P\* = Present for part of meeting  
 Ab = Absent, no apologies given

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