

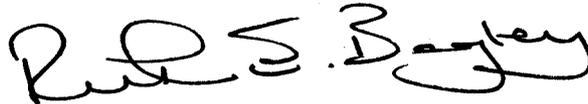
Date of issue: 27th April 2012

MEETING	PLANNING COMMITTEE (Councillor Bains, Carter (Vice Chair), Dale-Gough*, O'Connor, Plimmer, Rasib, Strutton and Swindlehurst)
DATE AND TIME:	THURSDAY, 10TH MAY, 2012 AT 6.30 PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, BERKSHIRE, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	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.

*Subject to re-election.



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

Apologies for absence.

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

CONSTITUTIONAL MATTERS

1. Declarations 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).

2. Minutes of the Last Meeting held on Wednesday 28th March 2012 1 - 4
3. Human Rights Act Statement 5 - 6

PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH

4. P/03504/006 - Marish Primary School, Swabey Road, Slough 7 - 22 Kedermister
5. P/04239/033 - East Berkshire College, Station Road, Langley, Slough 23 - 70 Langley St Mary's
6. P/10755/003 - Poyle Place, Horton Road, Colnbrook, Slough 71 - 88 Colnbrook with Poyle
7. P/00861/012 - Arbor Hill House, 39, Windsor Road, Slough 89 - 98 Upton

PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH

8. P/02441/010 - Land at Wyeth Pharmaceuticals, Huntercombe Lane South, Taplow 99 - 116 Cippenham Green

MATTERS FOR INFORMATION

9. Appeal Decisions 117 - 118
10. Member's Attendance Record 119 - 120

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 Wednesday, 28th March, 2012.

Present:- Councillors Dodds (Chair), Bains, Carter (Vice-Chair), Dale-Gough, Plimmer and Strutton

Also present under Rule 30:- Councillors Abe, Buchanan and Plenty

Apologies for Absence:- Councillor Rasib

PART I

82. Declaration of Interest

Agenda item 5, P/02330/001 - Councillor Plimmer declared that he had previously dealt with case work relating to land off Market Lane and North of Parlaunt Road, Langley, Slough, in respect of the trading standards and animal welfare associated with the travelling fair which took place on the land. Councillor Plimmer stated that he had no involvement with the planning application for the site.

83. Minutes of the meeting held on 27th February 2012

The minutes of the meetings of the planning held on 27th February 2012 were approved as a correct record.

Members were informed that planning application P/14685/001: 46 - 48 Sussex Place, Slough, which had been deferred for a site visit at the meeting on 27 February 2011, had been withdrawn by the applicant.

84. Human Rights Act Statement

Noted.

85. Amendment Sheet

Details were tabled in the amendment sheet of alterations and amendments received to applications since the agenda was circulated. Committee Members were given the opportunity to read the amendment sheet.

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

Planning Committee - 28.03.12

86. P/00790/020 - 281 High Street, Slough

Application:	Decision:
P/00790/020 – Change of use of first floor and second floor from B1 office to C3 residential use together with construction of a third floor to approve a total of 14 no. flats. Changes to external appearance including existing fenestration in all elevations. The installation of oriel bay windows within the western flank wall at first and second floor levels and installation of balconies. Removal of existing internal fire escape stair and replacement with new external escape stair. Installation of pedestrian access from high. Constructions of an external refuse store.	Delegated to the Head of Planning Policy and Projects.

87. P/08911/006 - 311-313 High Street, Slough

Application:	Decision:
P/08911/006 – 311 – 313, High Street, High Street, Slough. Erection of four storey rear extension and new third floor within mansard roof, to provide enlarged commercial floor space at ground floor and 10 no. x two bed flats and 1 no. x one bed flat above and 1 no. studio flat.	Delegated to the Head of Planning Policy and Projects.

88. P/02330/001 - Land off Market Lane and North of Parlaunt Road, Langley, Slough

Application:	Decision:
P/02330/001 – Land off Market Lane and to North of, Parlaunt Road, Slough. Retrospective Application for use of land for grading of horses/weekly horse fair and occasional weekend fair and retention of earth bund and access track.	Approved subject to conditions and to include additional conditions covering lorry turning, containment of horses within the yard area, if required, painting of shipping containers and removal of the word “permanent” from condition 15 relating to external lighting.

Councillors Abe, Buchanan and Plenty addressed the Committee with regard to the above planning application.

Planning Committee - 28.03.12

89. Future Planning Monitoring

At Planning Committee on 1st December 2011, it was resolved that the potential reporting options to produce and publish future monitoring reports be presented at a future Planning Committee.

Members were reminded that as a result of the Localism Act 2011, although there was no longer a requirement to submit an Annual Monitoring Report (AMR) to the Secretary of State, there was still a statutory duty to produce reports and make them available on the website for members of the community.

As a result the Council now had more flexibility to decide what it monitored, taking into account what would be most useful to Members and what was likely to be of most interest to the public.

Members were advised of topics and indicators likely to be included for future reporting.

Resolved - That the future arrangements for planning monitoring be noted.

90. Appeal Decisions

Resolved - That the report be noted.

91. Members' Attendance Record

Resolved – That the report be noted.

92. Vote of Thanks

It was noted that Councillor Dodds would not be seeking re-appointment in the forthcoming local elections. Members placed on record their thanks to Councillor Dodds for her work on the Committee over the years and wished her well for the future.

93. Any Other Business

Councillor Dale-Gough raised the issue of the number of takeaways in the Borough and whether controls could be put in place limiting the number of such venues in the Borough. It was agreed that Officers would look into the matter further and prepare a report on the issue, for consideration at a future planning committee.

Chair

(Note: The Meeting opened at 6.45 pm and closed at 8.30 pm)

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The Human Rights Act 1998 was brought into force in this country on 2nd 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

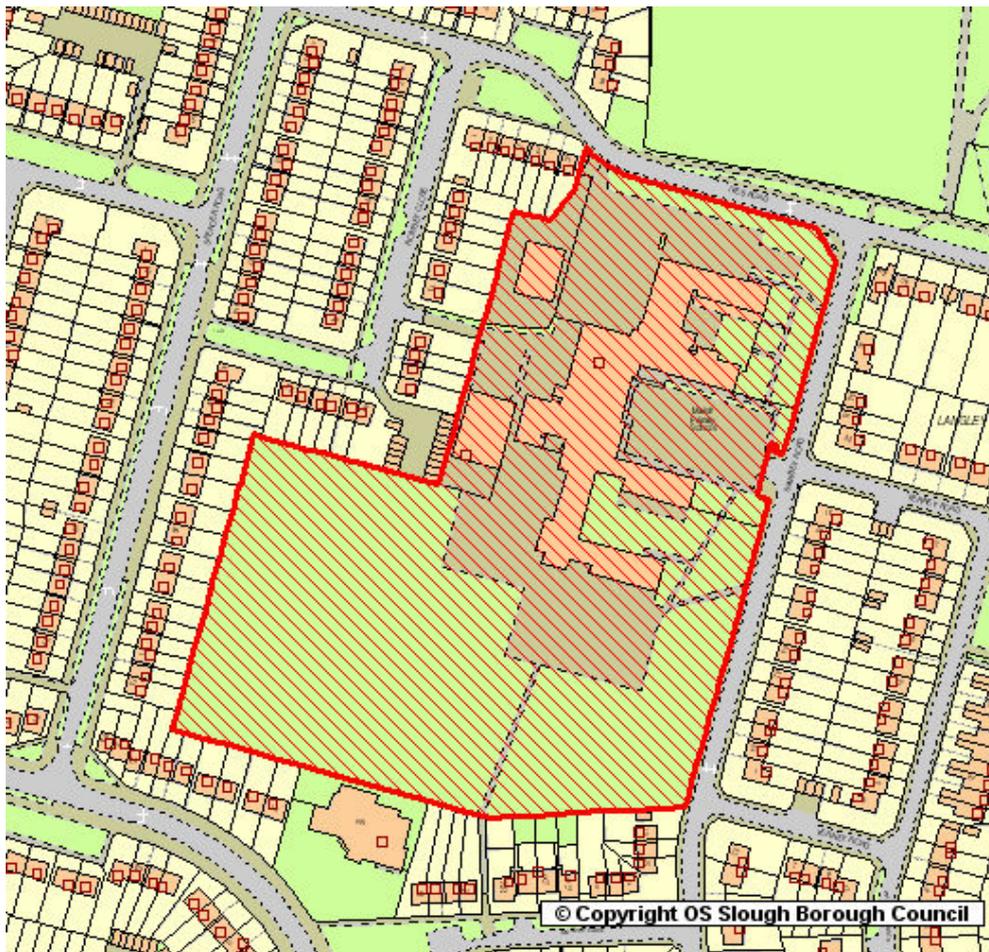
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House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

	OFFICER ABBREVIATIONS
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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Registration Date:	13-Jan-2012	Applic. No:	P/03504/006
Officer:	Mr. J. Dymond	Ward:	Kedermister
		Applic type:	13 week date:
Applicant:	Mr. Bill Bradshaw, Marish Primary School		
Agent:	Mr. Ray Fletcher, Limeblue Innovation Limited Post Office Buildings, Freestone Yard, Park Street, Colnbrook, SL3 0HT		
Location:	Marish Primary School, Swabey Road, Slough, Berkshire, SL3 8NZ		
Proposal:	SITING OF SINGLE STOREY MODULAR BUILDING CONTAINING 2 NO. CLASSROOMS, STORAGE, TEA POINT AND TOILET FACILITIES (ADJACENT TO BOUNDARY WITH SWABEY ROAD) PART-RETROSPECTIVE).		

Recommendation: Delegate to Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application is being reported to the Planning Committee for consideration as the application is a Slough Borough Council application and a petition has been received objecting to the proposal.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is full planning application for the siting of single storey modular building. At the time that the application was made, the building was in situ however the associated works had not been completed. The application is therefore part-retrospective. The building contains two classrooms, a storage area, a tea point and toilet facilities.
- 2.2 The internal floor area of the classrooms is 85 square metres and 70 square metres respectively. The total floor area of the building is 201.825 square metres. The building dimensions 20.7 metres in length and 9.75 metres in width. The building has a flat roof and its height is 2.96 metres. The building has been sited adjacent to the western boundary of the school site, next to Swabey Road.
- 2.3 The building has been moved from Parlaunt Park County Combined School. Planning permission was granted for the retention of single storey modular building containing classrooms, storage, tea rooms and toilet facilities at Parlaunt Park on 17th March 2010 under application reference S/00568/002. That application was reported to the 17th March 2010 Planning Committee and it was resolved to grant planning permission for a temporary period which was set to expire on 17/03/2015.
- 2.4 The need for the building is stated as being for the potential housing of two bulge classes. It is understood that plans to increase the school from a three form entry to a four form entry primary school have been abandoned. It is understood that this abandoned proposal would have involved a substantial increase in the number of pupils.

- 2.5 If the bulge classes materialise, the applicant has advised that the school roll would be increased by a further 60 pupils.
- 2.6 The applicant sought pre-application advice regarding the siting of the building. Officers questioned whether an alternative site closer to the main school building could be explored. It was advised that the school would be preparing plans for an extension to the main school building in due course and as such there was limited scope to site the building in an alternative position. As noted above however, the school's expansion plans are understood to have now been abandoned and the extensions which were envisaged prior to the siting of the building are not now likely to be pursued.
- 2.7 It is understood that the school's application to become an academy has been approved. The date for the school to transfer from a community school as existing to an academy is understood to be 1st June. Notwithstanding this, the school as it stands remains under the control of Slough Borough Council as the local education authority.

3.0 Application Site

- 3.1 Marish Primary School is a community school occupying a 3.19 hectare site, located to the south west of Langley district centre. Despite being situated a short distance from the Memorial Ground and Harrow Market, the surrounding streets are residential in character. The existing school buildings are a mixture of two storeys and single storey in height.
- 3.2 The building the subject of this application has been sited adjacent to the western boundary of the site, next to Swabey Road. The boundary is marked by an iron railing fence with a hedge which is interspersed with trees.
- 3.3 A mixture of two storey mainly detached semi-detached and terrace properties are situated on the opposite side of Swabey Road, facing the school. To the north of the school site is Ives Road, beyond which is the Memorial Ground. To the west of the school buildings is Romsey Close. The Close is a no through road and there are terrace properties situated on both side of the road. The western entrance to the school site is situated between numbers 13 and 15 Romsey Close.
- 3.4 To the south of the school site, the rear gardens of the properties located on Trelawny Avenue and Morrice Close back on to the boundary adjacent to the school playing field.

4.0 Site History

4.1 Recent applications relating to the site are as follows:

S/00597/006 - ERECTION OF SINGLE STOREY REAR EXTENSION TO EXISTING CHILDREN'S CENTRE WITH FLAT ROOF TO FACILITATE AN INTERNAL RECONFIGURATION OF THE BUILDING. – Approved with Conditions 12-May-2010

S/00597/005 - INSTALLATION OF FOUR NO. EXTERNAL LIGHTS ON FRONT ELEVATION OF SCHOOL BUILDING (RETROSPECTIVE) – Approved with Conditions 17-Mar-2006

S/00597/004 - DEMOLITION OF EXISTING BUILDING AND ERECTION OF SINGLE STOREY PITCHED ROOF BUILDING TO CREATE A CHILDCARE CENTRE, INCLUDING ADULT EDUCATION AND ASSOCIATED CAR PARKING AND LANDSCAPING – Approved with Conditions 24-Feb-2006

S/00597/003 - ERECTION OF SINGLE STOREY PITCHED ROOF FRONT EXTENSION (TO EAST ELEVATION), TO PROVIDE GLAZED LINK, INTERNAL ALTERATIONS TO RECEPTION ROOMS INCLUDING MINOR ELEVATIONAL CHANGES AND ALTERATIONS TO PARKING/ENTRANCE TO RATIONALISE EXISTING FACILITIES (REG 3) – Approved with Conditions 15-Jun-2005

S/00597/002 - ERECTION OF CANOPY WITH SUPPORTING COLUMNS TO PROVIDE COVERED ACTIVITIES AREA – Approved with Conditions 17-Mar-2004

S/00597/001 - ERECTION OF AN ATTACHED SINGLE STOREY EXTENSION TO PROVIDE ADDITIONAL OFFICE AND INFORMAL TEACHING AREA – Approved with Conditions 03-Apr-2003

S/00597/000 - ERECTION OF ADDITIONAL CLASS BASE (RETROSPECTIVE). – Approved with Conditions 03-Jul-2002

P/03504/005 - ADDITIONAL HARDSTANDING FOR CAR PARKING – Approved with Conditions 22-Dec-1997

P/03504/004 - ERECTION OF EXTENSIONS TO SCHOOL BUILDING TO PROVIDE OFFICES RECEPTION AND LIBRARY. ERECT TEMPORARY ACCOMMODATION FOR STAFF AND CONTRACTORS (AMENDED PLANS RECEIVED 17.10.94) – Approved with Conditions 13-Dec-1994

P/03504/003 - SITING OF ADDITIONAL TEMPORARY CLASSROOM FOR FIVE YEARS (BCC REG 3. CONSULTATION) – Approved with Conditions 05-May-1994

P/03504/002 - SITING OF TEMPORARY CLASSROOM FOR FIVE YEARS (BCC: REG 3 CONSULTATION) – Approved with Conditions 31-Mar-1993

P/03504/001 - 70 PLACE NURSERY UNIT – Deemed Permission 17-Jul-1975

P/03504/000 - INSTALLATION OF AN AIR RAID WARNING SIREN – Approved 18-Sept-1973

5.0 Neighbour Notification

5.1 Swabey Road nos. 41, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82

Verney Road nos. 1, 31, 54, 56

Morice Close nos. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30

Trelawney Avenue nos. 100 (Free Church), 110, 112, 114, 116, 118, 120, 122, 124

Romsey Close nos. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33

Ives Road nos. 6, 8, 10, 12, 14, 16, 40a

Spencer Road nos. 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 77a

5.2 A site notice has been displayed at the site.

5.3 A petition has been received which has been signed by 21 residents of Romsey Close. The signatories have expressed concerns regarding traffic generation due to staff and parents using the facilities.

As the back entrance is located on the small close, it is understood that deliveries will be dropped off. However, on several occasions, residents have been inconvenienced by having to move vehicles for access to be obtained.

Residents have great difficulty with parking as Romsey Close is used for drop offs and pickups throughout the day. This entrance has also been increased by Sure Start users. With many people

using this road, there are many issues with parking. The congestion on the street getting in and out is described as ridiculous. The school rush is preventing residents from being able to find parking and gain access, as parents sometimes block residents' driveways.

The location of the new building on Swabey Road will still impact on the traffic and congestion at Ives Road which blocks the free flow of traffic from Romsey Close and also the build up coming out to Spencer Road. Concern is also expressed about the safety of pedestrian, both parents and children due to traffic concerns and the impatience of drivers. The use of the new building will also cause more traffic.

6.0 Consultation

6.1 Highways and Transport

6.2 From the school census results, Marish Primary School has a high level of children coming by non-car modes to the site, only 28% come by car.

On the basis that the building would provide two classrooms for 60 children, there would be an additional 17 vehicle arrivals and 17 vehicle departures at the start of the day and a similar increase in the afternoon. Thus a total of 68 additional vehicle trips will be generated by the proposed development.

These additional trips will place pressure on the existing road network during the peak hours and given the recent expansion of Ryvers School and the opening of Langley Free School this is contributing to additional traffic movements on Spencer Road. Widespread inconsiderate and obstructive parking was observed on site.

Mitigation is required which could include a revision of the school travel plan, a financial contribution for the implementation of measures to deter footway/verge parking, and greater enforcement action against illegal parking.

6.3 Environmental Protection

6.4 Conditions recommended with respect to the construction phase of the development covering the control of environmental effects, noise during construction, hours of construction, and site lighting.

6.5 Tree Officer

6.6 The building has been sited and in terms of damage to trees, there are no actions which can mitigate what has already taken place. The building is of a construction which if installed above ground

could be achieved in a way so as not to cause any disturbance to the trees, even if sited in the root protection area (RPA), as the building needs limited foundations. Unfortunately the building has been sunk into the ground which potentially could have caused root loss.

Fortunately the near by trees are mostly small and the building is sited outside their RPA or encroaches to minimal degree unlikely to cause damaging root loss. The service trench could be better sited, again encroaching on the some trees RPA but again to a degree unlikely to cause damage.

Damage caused is minimal and unlikely to cause any ill effects to the trees.

6.7 Education Department

6.8 No comments received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

The National Planning Policy Framework

Building a strong, competitive economy

Promoting sustainable transport

Requiring good design

Promoting healthy communities

Meeting the challenge of climate change, flooding and coastal change

The Technical Guidance to the National Planning Policy Framework

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Other relevant documents

Slough Borough Council Developer's Guide Part 1-4

- 7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the principle of the proposed development, design and impact on the street scene, potential impact on neighbour amenity, and transport and highway matters.

8.0 Principle of the Proposed Development

- 8.1 The use of the site is as an existing community school. The applicant has advised that the building is required to accommodate two bulge classes which will increase the school roll by a further 60 pupils. There are currently 690 pupils on the school roll, including the nursery.
- 8.2 The increase in pupil numbers associated with the classroom building is considered to be modest when considered against the number of pupils on the existing school roll. In planning terms, the building is considered to be appropriate for its use and is considered to be acceptable in principle.
- 8.3 The building has been sited on land forming part of the incidental green space within the school site, in between the tarmac court and the school boundary, adjacent to the grass playing field. The land on which the building is sited is not considered to constitute a playing field and in this respect, the siting of the building within the site is considered to be acceptable.
- 8.4 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”
- 8.5 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.
- 8.6 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools.

- 8.7 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.
- 8.8 The classroom building is considered to support the ongoing and established use of the site for education purposes and provide facilities to contribute towards improving skills and employment opportunities. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.
- 8.9 It is understood that the School's expansion plans have been abandoned for the time being. If the school were to peruse expansion proposals in the future, the classroom facilities provided by the classroom building under consideration could be provided as part of a permanent extension to the building.

9.0 Design and Impact on the Street Scene

- 9.1 The building is 3.25 metres in height as measured from ground level and has a flat roof. The building has been sited 6.2 metres off the boundary with Swabey Road. It is considered that the building, by virtue of its low, single storey height would not appear overly prominent in the street scene.
- 9.2 The existing hedge and trees situated on the boundary screens views of the building from Swabey Road. The building is considered to be only just noticeable above the existing hedge. Where there are limited views of the building, it is read in the context of the existing school buildings and as such is considered to have no undue impact on the street scene.
- 9.3 With regard to potential impact on trees, the building has been sited 6.2 metres off the boundary with Swabey Road. This boundary is marked by an iron railing fence with a hedge of approximately two metres in height, interspersed with trees. These trees comprise a row of mixed ornamental trees including thin, cherry, purple leaf plum of over five metres in height. The trees are to be retained in situ.
- 9.4 The trees are considered to screen views of the school and are also considered to provide a pleasant landscape feature, which makes a positive contribution to the appearance of the street.
- 9.5 The Council's Tree Officer has assessed the proposal and has

commented that the encroachment of the building into the root protection area has not likely resulted in damaging root loss. As such, it is considered that the building would not have an adverse impact on the longevity of these trees. Their longevity can thus be secured in order that they can screen the building and continue to enhance the street scene.

- 9.6 It is noted however that a section of hedging has been removed to facilitate the siting of the building. A boundary treatment condition is therefore recommended to ensure that this section of hedge is reinstated and maintained at an appropriate height.

10.0 Potential Impact on Neighbour Amenity

- 10.1 Potential impacts to neighbouring properties are considered to be in relation to noise and the potential for increased traffic movements and associated disturbances to nearby properties.

- 10.2 The building would provide two classrooms of a modest size when considered in the context of the existing school classroom facilities. The associated increase in pupil numbers would be 60.

- 10.3 Whilst the building is situated closer to the properties on Swabey Road than the existing main school buildings, it is not considered that its use would result in a detrimental impact on the amenity of these occupiers. The location of the existing playing areas would remain as existing, and the proposal would therefore have no impact on the existing noise associated with outdoor play and other activities.

- 10.4 Whilst the potential impact of the proposal in terms of traffic generation is assessed below, the number of potential additional movements to and from the school arising from the use of the building is not considered to be undue in terms of neighbour amenity, when considered in the context of the existing, established use of the site for education purposes.

- 10.5 Environmental Health have recommended conditions with respect to the construction phase of the development, however as the building is in situ and the application is part retrospective, these conditions are not considered reasonable or necessary.

11.0 Transport and Highways

- 11.1 The petition received from the residents of Romsey Close raises concerns regarding traffic generation due to staff and parents using the facilities. It is understood that residents have been inconvenienced by having to move vehicles for access to be obtained and that residents have difficulty parking due to drop offs and pickups throughout the day. There is concern that the building

would cause more traffic.

- 11.12 Whilst the classroom building would result in an increase of 60 pupils at the school, this increase is considered to be modest when considered against the number of pupils on the existing school roll.
- 11.13 There are understood to be 27 full time employees and 59 part time employees. It is understood that there are 43 no. parking spaces and 3 no. disability car parking spaces to the front of the school. These are accessed off Swabey Road. The applicant has advised that there would be up to four additional teachers/teaching assistants if the two bulge classes materialise. Further consideration is however required with respect to the number and location any additional staff parking spaces required in connection with the classroom building.
- 11.14 In terms of traffic movements, the Council's Transport officer has been consulted and considers that the classroom would likely result in an additional 17 vehicle arrivals and 17 vehicle departures at the start of the day and a similar increase in the afternoon, based on the number of children currently travelling to and from the site by car (only 28% come by car). Thus, it is considered that a total of 68 additional vehicle trips will be generated by the proposal.
- 11.15 This increase is considered to be of significance, and the concerns raised by the residents of Romsey Close are noted. Widespread inconsiderate and obstructive parking has been observed on site. It is therefore considered that the applicant will be required to provide appropriate mitigation to address potential impacts arising from the development.
- 11.16 Potential mitigation measures have been suggested. One method would be for the school to submit a Travel Plan. A second could be for the school to make a financial contribution towards the implementation of measures to deter footway/verge parking and widen the footway outside of the pedestrian access points. A third method would be for the Council's parking services to take enforcement action against those who are parking illegally on the school keep clear markings.
- 11.17 It is noted that there are a number of physical measures in situ at present on the roads and footways surrounding the school to control traffic and parking, including bollards, keep clear markings and speed humps, as well as no stopping (8am – 5pm) restrictions.
- 11.18 Whilst appropriate measures would be sought in the context of any future, more substantial expansion of the school, it is considered that the most proportionate and effective measure to mitigate against the transport impact arising from the development under consideration would be for the school to submit a Travel Plan. The

Travel Plan would set out a package of measures to seek to encourage journeys to and from the site to be made using a mode of transport other than the private car.

- 11.19 It is considered that encouraging a behavioural change in the modes of transport staff, parents and students adopt to travel to and from the site would be the most effective means of tackling those issues raised in the petition received from the residents of Romsey Close regarding congestion, inconsiderate parking, and the blocking of driveways.
- 11.20 A condition is therefore recommended requiring the submission of a school Travel Plan. The seeking of a Travel Plan monitoring fee is not considered to be reasonable in this instance, as one has not been sought before when the requirement to submit a Travel Plan has been a condition of previous permissions at the site. Furthermore, there are issues regarding the timing of payment and responsibility, given the School's immanent transition from a community school to an academy.
- 11.21 Subject to the submission of a school Travel Plan and details of cycle parking provision, the classroom building is considered to be acceptable in Transport and Highway terms. The development would comply with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 which requires development to make appropriate provision for widening travel choices and making travel by sustainable means of transport more attractive than the private car and the National Planning Policy Framework.

12.0 Summary

- 12.1 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

PART C: RECOMMENDATION

13.0 Recommendation

- 13.1 Delegate to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

13.2 PART D: LIST OF CONDITIONS

CONDITIONS:

1. 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. rpf600sht1a.dwg, Dated 12/12/11, Recd On 10/01/2012

(b) Drawing No. rpf600sht2a.dwg, Dated 12/12/11, Recd On 10/01/2012

(c) Drawing No. rpf600sht3a.dwg, Dated 12/12/11, Recd On 10/01/2012

(d) Drawing No. rpf600sht4a.dwg, Dated 12/12/11, Recd On 10/01/2012

(e) Drawing No. rpf600sht5a.dwg, Dated 12/12/11, Recd On 10/01/2012

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. Within three months of the date of this permission, details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided within three months of the approval of these details and shall be retained at all times in the future for this purpose.

Reason: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

3. Within 6 months of the first occupation of the development or within 6 months of the date of this permission, whichever is the later; a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Once agreed, the development shall operate in accordance with the agreed Travel Plan. The Travel Plan shall specify initiatives to be adopted by the operators of the site to encourage access to the site by a variety of non car means. It shall set targets and shall specify a monitoring mechanism to ensure compliance with the Travel Plan objectives. The Plan shall identify the travel plan coordinator and outline their responsibilities in pursuing the objectives of the Travel Plan; it should also state who the Travel Plan Co-ordinator will report to. Should the targets within the Travel Plan not be met, the operator should undertake whatsoever measures, as may first have been agreed in writing

by the Local Planning Authority, as are necessary to cause a reduction in the number of car borne trips to ensure the targets are achieved. The Plan shall set out a five year plan with measures introduced within three months of receiving approval from the Local Planning Authority. The Plan shall be under constant review with further surveys every two years thereafter. An Annual Report providing a review of progress towards targets and of the implementation of the Travel Plan shall be sent to the Local Planning Authority.

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

4. Within three months of the date of this permission, details of hedge reinstatement and maintenance to the eastern boundary of the site with Swabey Road shall be submitted to and approved in writing by the Local Planning Authority. This scheme should include details of the hedging to be retained and the type, density, position and planting heights of new trees and shrubs.

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

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, EN3, EN5, T2, T8 of The Adopted Local Plan for

Slough 2004 and Core Policies 1, 5, 6, 7, 8, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, The National Planning Policy Framework and The Technical Guidance to the National Planning Policy Framework.

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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PLANNING COMMITTEE **10th May 2012**

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

AGENDA ITEM 4

P/03504/006 – Marish Primary School, Swabey Road, Slough

The applicant has submitted a copy of the school's Travel Plan. This Travel Plan is currently under consideration.

The Travel Plan contains a school travel survey which includes data taken from a random sample of questionnaires completed by pupils and staff. The Travel Plan also identifies problems and opportunities, school aims, targets and a plan setting out the timescale for the implementation of actions.

Whilst the submitted Travel Plan is considered to demonstrate the school's positive commitment to the reduction in the number of car trips to and from the school and the reduction in congestion, it is considered that the robustness and measures of the Travel Plan needs to be improved in order to meet the Council's Standard in relation to the preparation of Travel Plans.

This is considered to require further consideration in order that the travel behaviour of staff can be properly understood and the parking requirements can be addressed.

It is understood that there are 43 no. parking spaces and 3 no. disability splay to the front of the school.

The submitted application states that there are 27 full time employees and 59 part time employees at the school. The applicant has subsequently advised that if the bulge classes materialise, there would be up to four additional staff. Two staff would be in post this coming September and two further staff would be in post by September 2013.

It is unclear however at this stage however as to how many full time equivalent staff the number of part time staff equate to and what the existing parking demand is so the need for any additional provision in association with the additional four staff being required in conjunction with the bulge classes can be assessed.

As such, the officer recommendation remains to delegate to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 5

P/04239/033 – East Berkshire College, Station Road, Langley, Slough

Additional information has been received regarding transport matters and the background to the proposal. A further meeting has been held with the applicant, their agent and their transport consultant to discuss the additional information submitted. A temporary disabled pedestrian access arrangement during construction has been proposed. Comments have also been made in respect of the list of conditions recommended in the officer report. These matters are assessed below.

Highways and Traffic

The proposal is considered to be acceptable in terms of highways and traffic.

Accordingly, it is proposed to change the officer recommendation. It is recommended that the application be delegated to the head of planning policy and projects for finalising of conditions, completion of a section 106 agreement and final determination.

It was stated in the officer report that no objection to the proposal was raised on highway and traffic grounds subject to the applicant revising and re-submitting the Travel Plan and agreement being reached on the Section 106 Agreement transport schedule.

A revised Travel Plan has been submitted. The package of measures set out in the Travel Plan is considered to comprise a combination of good and robust measures to promote sustainable travel to and from the site and reduce reliance on the car.

Agreement has also been reached in respect of the Section 106 transport schedule.

The College have agreed to dedicate land within the adopted widening line to allow improvements for vulnerable road users; pay a contribution of £40,000 to fund improvement works to the existing crossing on Station Road; implement the submitted Travel Plan and pay a Travel Plan monitoring contribution of £6,000.

The Council's Transport consultant has provided further comments on the above and has raised no objection subject to suggested conditions and the completion of a Section 106 Agreement.

The additional transport related information received is assessed in detail below.

Travel Plan

Revisions to the Travel Plan have been undertaken in consultation with the Council's Transport consultant and in accordance with the Slough Borough Council Travel Plan Guidance. The revised document has now been approved by the Council's Transport consultant.

The travel plan includes targets to reduce staff single occupancy vehicle trips by 10%, full time student single occupancy vehicle trips by 10% and part-time student single occupancy vehicle trips by 5%. The travel plan also contains a range of measures and initiatives to encourage student and staff travel by bicycle and public transport. The College is currently in negotiation with public transport operators to negotiate reduced tickets for student travel and the College will be trialing a mini-bus service to pick up and drop off students on dedicated routes. A car park management plan forms part of the Travel Plan and includes permit parking control of the parking spaces. Measures are proposed to promote car sharing to the campus. The College has agreed to fund a part-time travel plan coordinator and set up a Travel Plan Forum.

The measures contained within the Travel Plan are considered to be sound and robust, and would likely bring about a significant behavioural change in travel to and from the site and promote non-car modes of transport. The College are understood to have been successful in reducing the number of car drivers through the Travel Plan implemented in conjunction with the development of their Windsor Campus.

The implementation of the Travel Plan and the associated monitoring fee of £6,000 will be secured through the Section 106 Agreement.

Highway Works and Road Widening Line

The College have agreed to fund an improvement to the existing crossing on Station Road. The existing crossing would be upgraded to either a raised zebra crossing or a raised signal controlled crossing. A £40,000 contribution to fund this measure would be provided by the College. The College's agreement to fund this improvement, and to extend and enhance the public realm is welcomed by the Council. This would be secured through the Section 106 Agreement.

Furthermore, the College have agreed to dedicate the part of the land falling within the approved road widening line for the B470 Langley High Street and Station which the Council considers would be required in order that improved footway and cycleway provision could be implemented. The College's agreement to dedicate this land to provide improvements is similarly welcomed. This would also be secured through the Section 106 Agreement.

Trip Generation

As requested, the College have provided traffic counts that were conducted in 2007 of the parking accumulation and vehicle movements arriving and departing from the Station Road and Langley Road entrances. This information has helped clarify how many trip movements were being made when the two social services centres were operational.

Having regard to this supplementary information, it is considered that the proposed scheme is unlikely to cause material impact on the local highway network and the trip generation would thus be acceptable.

It is considered that the former and proposed uses would attract a similar number of trips and they would therefore in effect cancel each other out.

Car Parking

It was previously commented that the travel survey results suggested that there might have been students driving to the site who were not parking within the site. Further information regarding car parking has been provided. It is understood that the College have not received any recent complaints about overspill parking on surrounding streets.

The College have clarified how their car park permit system operates. It is understood that permits are distributed to all members of staff and students who make a valid application and whilst this does not guarantee them a space, as attendance by students at the College is predominantly part-time, there is a much greater chance that permit holders will be able to park on campus.

The Travel Plan contains a number of measures that seeks to make bus use cheaper and more attractive for students and the College is also trialing a minibus collection service for some students. It is understood that this will likely commence in September. Two routes will be piloted initially with of an inter-campus route likely being run.

Furthermore, as part of this proposed scheme, the College is proposing to rationalise the location of car parking on site making it more legible for staff and students to find a space. Additional drawings have been submitted showing the car park layouts. Whilst the location of proposed barriers has not been shown at this stage, details will be required by condition to ensure that operation and circulation is acceptable.

Given the relatively modest number of additional students attending the College in connection with the proposed development, it is considered that the proposal would not have the potential to cause detriment through parking on surrounding streets. The Council's Transport consultant considers that through the combination of these measures, the proposed car parking arrangements are considered to be acceptable.

Temporary Pedestrian Access Arrangements

A temporary reception area is proposed to be provided whilst the works are ongoing.

In conjunction with this temporary reception, the applicant is proposing to upgrade an existing disabled access ramp to provide an entrance compliant with current Building Regulations. Additional plans have been received relating to the proposed ramp.

The proposed amendment is not considered to be so significant in the context of the wider scheme to warrant reconsultation given the location of the temporary reception area has been shown and there is a ramp in situ at present. The proposal is considered to be acceptable and would allow the temporary reception to be accessible for disabled users of the site during the construction phase.

Background to the Proposal

Further information has been provided by the College with respect to the eligibility criteria for the Enhanced Renewal Grant of £2 million which they have secured from the Skills Funding Agency.

Attention has been drawn to the eligibility condition which states that the development must be complete and operational by September 2013, ready for the 2013/14 academic year.

Furthermore, it is understood that there is a requirement for a final reconciliation statement to be submitted at the end of the project by October 2013. It is understood that the Chief Executive of the Skills Funding Agency reserves the right to recover funds by clawback.

Given the funding conditions and the tight timescales involved, it is understood to be critical for the College that they secure planning permission at the earliest opportunity in order that they can begin the construction phases as set out in the officer report to meet their completion and operational deadline.

The College have engaged in active and positive discussions during the pre-application stage and throughout the course of the application. The development proposed along with the package of transport measures and associated highway improvements are considered to constitute a well thought-out scheme which would be acceptable in planning terms. The proposal is considered to provide educational and employment opportunities and be of a high quality in design terms which would bring about street scene enhancements to the area. The proposed car parking arrangements along with the good package of measures proposed to promote sustainable travel contained within the Travel Plan are considered to be acceptable in transport terms. The development would contribute towards improving pedestrian and cycle linkages in the area. It is considered that the funding available to the College presents an opportunity for a high quality development to be secured which would respect and enhance the character of the area and surrounding properties and would contribute positively to the local area.

Planning Obligations and Conditions

Planning Obligations

Matters for inclusion in the Section 106 Agreement are as follows:

- Dedicate land within adopted widening line to allow improvements for vulnerable road users;
- Pay a contribution of £40,000 to fund improvement works to the existing crossing on Station Road;
- Implement the submitted Travel Plan;
- Pay a Travel Plan monitoring contribution of £6,000;
- Achieve a minimum BREEAM rating of very good.

Conditions

It is necessary to revise the list of recommended conditions set out on pages 57-70 of the officer report to reflect the amendments to the scheme, the additional information that has been provided and the further comments from the Council's Transport consultant.

Comments have been received from the applicant in respect of the list of recommended conditions set out in the officer report. It has been requested that certain conditions requiring details to be submitted and agreed in writing prior to the commencement of the development be reworded to allow for details to be submitted and agreed in writing prior to the development being first occupied/brought into use instead.

The rewording of the conditions would still allow the Local Planning Authority to consider the requisite details and retain control without unnecessarily delaying the commencement of the development where information which is required to be submitted relates to parts of the development which would follow during a later phase.

It is considered that there is no objection in principle to considering the applicant's request for the rewording of some of the conditions on this basis having regard to the advice contained in *Circular 11/95: The Use of Conditions in Planning Permissions*. Those which go to the heart of the permission would remain as pre-commencement conditions.

The conditions are as follows:

The applicant has requested that condition 9 relating to the submission of a report following an environmental search to identify possible sources of contamination is removed, as they submit that the information has been prepared and will be submitted.

Officer comment: Officers have yet to receive this information and this condition is therefore considered reasonable, necessary and relevant to the development permitted.

The applicant has requested that condition 14 relating to the submission and approval of a lighting scheme is reworded so the information is required to be submitted and approved prior to first occupation.

Officer comment: There is considered to be no objection to the comprehensive lighting scheme for the site being submitted for approval prior to first occupation; however it is considered that details relating to site lighting during the construction phase are necessary in the interests of safeguarding neighbour amenity. Details of site lighting during construction has been incorporated into the

condition relating to the submission of a Working Method Statement to control the environmental effects of construction.

The applicant has requested that condition 20 relating to the provision of pedestrian visibility splays is reworded to require these to be provided prior to first occupation.

Officer comment: In the interests of pedestrian safety and convenience, it is considered necessary to provide pedestrian visibility splays throughout the construction and occupation phase.

The applicant has requested that condition 21 relating to the provision of details of cycle parking is reworded to require these details to be provided prior to first occupation.

Officer comment: The location of the cycle parking is shown on drawing SK02 dated 26.04.12 received 01/05/2012 contained within the revised Travel Plan, however details of the housing and cycle stand will be necessary. It is considered that this could be provided prior to first occupation.

The applicant has requested that condition 23 relating to the provision of a visibility splay on Langley Road is reworded to require this to be provided prior to first occupation of the development.

Officer comment: The Langley Road visibility splay is shown on drawing SK01 Revision A dated 02.04.12 received 01/05/2012 contained within the revised Travel Plan. This condition has therefore been reworded to refer to the visibility splay and hedge realignment as shown on this submitted drawing. There is considered to be no objection to this being provided prior to the first occupation of the development.

The applicant has requested that condition 24 relating to the submission of a Travel Plan is removed as a Travel Plan has already been submitted.

Officer comment: Given that the applicant has submitted a revised Travel Plan prepared by Transport Planning Associates, Report Number 1201-06/TP/01B, dated April 2012, received 01/05/2012 which is considered to be acceptable, it is recommended that this condition be reworded to ensure that prior to the first occupation of the development, the Travel Plan is implemented in accordance with the initiatives, measures, action plan and targets to reduce car travel to the College set out. The Travel Plan contains actions proposed prior to the first occupation of the development and the monitoring and review of the Travel Plan should be in accordance with the timescale set out in the plan.

The applicant has requested that conditions 28 and 33 relating to the submission of a Community Use Statement and Floodlighting Impact Assessment is reworded to require a these details to be provided prior to first occupation the development as the provision of the MUGA will be following the Phase 1 works and details relating to this are therefore unlikely to be known at this time.

Officer comment: There is considered to be no objection to the Community Use Statement and Floodlighting Impact Assessment being provided prior to the first occupation of the development once relevant details are known.

The applicant has requested that conditions 32 and 34 relating to the hours of use of the proposed MUGA and the associated floodlighting and emergency lighting on Mondays-Saturdays are extended. The applicant has requested that the use of the MUGA is extended from 21:00 hours until 22:00, the operation of the floodlighting is extended from 21:00 hours until 22:00, and the operation of the emergency lighting is extended from 21:30 until 22:30.

Officer comment: It is noted that the applicant has made reference to the 'Power League' facility in Slough. They have stated that the 9-10pm slot is well used. Whilst the applicant has suggested that any potential neighbour amenity concerns would be addressed through the floodlighting impact assessment, limiting the hours of use to 21:00 is considered to be necessary based on the potential impact of floodlighting and light spill in the evening, as well as noise arising from activities taking place on the MUGA taking account of background noise levels.

It is considered that it would be for the applicant to demonstrate through the floodlighting impact assessment and a noise impact assessment that extending the hours of use until 22:00 would be

acceptable given the relatively close proximity of existing nearby residential properties on Langley Road. As noted in the officer report, the properties most likely to be potential affected by the proposed MUGA and floodlighting are those likely to be built sometime in the future on the neighbouring vacant British Telecom Telephone Engineering Centre site, under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document when this allocation comes forward. It would need to be established that the future delivery of this site for residential development as allocated is not prejudiced through unacceptable noise levels from the proposed MUGA.

The Power League facility is situated to the rear of Slough and Eton School. This facility appears to be located further away from residential properties than the site of the proposed MUGA. In addition, the M4 motorway is situated in close proximity which would likely have a bearing on background noise levels and the extent to which noise generated by the Power League pitches would be audible. In summary, based on the information available at present, the 21:00 cut-off time is considered to be necessary and reasonable.

The applicant has requested that condition 35 relating to the provision of CCTV details is reworded to require these to be provided prior to first occupation.

Officer comment: The condition was worded to allow details to be submitted prior to the development first being brought into use.

For the purposes of clarity, the full list of recommended conditions is therefore as follows:

CONDITIONS:

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

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

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

- (a) Drawing No. (01)001 Revision D2 Existing Site Plan, Dated 17/12/11, Recd On 01/05/2012
- (b) Drawing No. (01)002 Site Location Plan, Dated 23/01/2012, Recd On 01/02/2012
- (c) Drawing No. (01)003 Topographical Survey, Dated 09/01/2012, Recd On 01/02/2012
- (d) Drawing No. (02)001 Existing Ground Floor, Dated 30/01/2012, Recd On 01/02/2012
- (e) Drawing No. (02)002 Existing First Floor, Dated 30/01/2012, Recd On 01/02/2012
- (f) Drawing No. (02)003 Existing Second Floor, Dated 30/01/2012, Recd On 01/02/2012
- (g) Drawing No. (02)004 Existing Roof Plan, Dated 30/01/2012, Recd On 01/02/2012
- (h) Drawing No. (03)001 Existing Elevations (1 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (i) Drawing No. (03)002 Existing Elevations (2 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (j) Drawing No. (03)003 Existing Elevations (3 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (k) Drawing No. (04)001 Existing Sections, Dated 06/01/2012, Recd On 01/02/2012
- (l) Drawing No. (07)001 Revision PL1 Proposed Ground Floor, Dated 30/01/2012, Recd On 23/02/2012
- (m) Drawing No. (07)002 Revision PL1 Proposed First Floor, Dated 30/01/2012, Recd On 23/02/2012
- (n) Drawing No. (07)003 Revision PL1 Proposed Second Floor, Dated 30/01/2012, Recd On 23/02/2012
- (o) Drawing No. (07)004 Revision PL1 Proposed Roof Plan, Dated 30/01/2012, Recd On 23/02/2012
- (p) Drawing No. (08)001 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (q) Drawing No. (08)002 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (r) Drawing No. (09)001 Revision PL1 Proposed GA Sections, Dated 30/01/2012, Recd On 23/02/2012
- (s) Drawing No. (21)001 Detail Part Elevation and Profile Street, Dated 27/01/2012, Recd On 01/02/2012
- (t) Drawing No. (21)002 Detail Part Elevation and Profile Entrance, Dated 27/01/2012, Recd On 01/02/2012
- (u) Drawing No. (21)003 Detail Part Elevation and Profile Hospitality, Dated 27/01/2012, Recd On 01/02/2012
- (v) Drawing No. (21)004 Detail Part Elevation and Profile Sports Hall, Dated 27/01/2012, Recd On 01/02/2012
- (w) Drawing No. (21)005 Detail Part Elevation and Profile South Wing, Dated 27/01/2012, Recd On 01/02/2012
- (x) Drawing No.110250L03 Landscape Masterplan, Dated Feb 2012, Recd On 03/02/2012
- (y) Drawing No.110250L01 Retained and Removed Trees, Dated 27/01/2012, Recd On 01/02/2012
- (z) Drawing No.J44.72/01 Tree Constraints Plan, Dated 25/01/2012, Recd On 01/02/2012

- (aa) Drawing No.J44.72/02 Tree Protection Plan, Dated 27/01/2012, Recd On 01/02/2012
- (bb) Drawing No.110250L09 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (cc) Drawing No.110250D05 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (dd) Drawing No.110250D06 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (ee) Drawing No.110250D07 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (ff) Drawing No.SK01 Revision A Existing Site Egress Junction Visibility Splays, Dated 02.04.12, Recd On 01/05/2012
- (gg) Drawing No.SK02 Proposed Car Park Spaces, Dated 26.04.12, Recd On 01/05/2012

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Implications Assessment prepared by Broad Oak Tree Consultants Limited dated 26th January 2012 have been implemented, in accordance with the recommendations set out in BS 5837:2005 – Trees in Relation to Construction. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.
- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

10. No development shall be undertaken until an environmental search has been carried out to identify all possible sources of contamination and a report has been submitted in writing to the Local Planning Authority. If contamination is identified then a remediation statement shall be produced to and agreed in writing with the Local Planning Authority.

If no sources of contamination are identified then the developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied

REASON To ensure that any contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON To ensure that deep penetrative foundation methods do not coincide with potentially contaminated land in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

12. The development hereby approved shall be carried out in accordance with the Flood Risk Assessment produced by Sinclair Knight Merz Pty Ltd Dated 31st January 2012 and the following supplementary details:

- Letter dated 28 March 2012
- Datasheet Leisuretex plus, Issue 3, dated January 2006.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

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

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. Prior to the development hereby approved first being brought into use, a scheme shall be 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 safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall

be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

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

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

19. No additional external plant or equipment shall be installed or used without the prior written consent of the local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring properties is protected.

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

20. The development hereby approved shall be carried out in accordance with the Noise Impact Assessment produced by Hoare Lea Acoustics.

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

21. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

22. Prior to the development hereby approved first being brought into use, details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

23. Prior to first occupation of the development hereby approved, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Core Policy 7 of The Slough Local Development

Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

24. Prior to the development hereby approved first being brought into use, the vehicle visibility splays shown on the approved drawing TPA 1201-06 SK01 Revision A, dated 02.04.12, received 01/05/2012 have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the carriageway.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

25. Prior to the first occupation of the development hereby approved, the initiatives, measures, action plan and targets to reduce car travel to the College contained within the submitted Travel Plan prepared by Transport Planning Associates, Report Number 1201-06/TP/01B, dated April 2012, received 01/05/2012 shall be implemented as set out in the submitted Travel Plan unless otherwise agreed in writing with the Local Planning Authority. The Travel Plan shall be monitored and reviewed in accordance with the timescale set out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

26. In accordance with the approved plans, 342 no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

27. During the construction phase of the development hereby approved, 342 no. car parking spaces shall be provided on-site for the parking of motor vehicles, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

28. Prior to the development hereby approved first being brought into use, a detailed scheme for car parking including the location of car park access barriers and details of their operation shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and retained in that form thereafter.

REASON To enable vehicles to draw off, park and turn clear of the highway to minimize danger, obstruction and inconvenience to users of the adjoining highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

29. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall only be used as a hospitality suite associated with East Berkshire College and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON To ensure that the site is developed in accordance with the submitted planning application and to ensure that the development hereby approved does not prejudice the vitality and viability of the Langley district shopping centre in accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

30. Prior to the first occupation of the sports centre and multi use games arena (MUGA) hereby approved, a community use statement for the sports centre and multi use games arena (MUGA) shall be submitted to the Local

Planning Authority and approved in writing. Once approved, the sports centre and multi use games arena (MUGA) shall only be used for purposes in accordance with the approved community use statement and/or for purposes in association with East Berkshire College, and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing with the Local Planning Authority.

REASON To secure wider community benefits in accordance with Core Policy 11 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework and to ensure that the site is developed in accordance with the submitted planning application in the interests of providing sufficient parking provision to safeguard the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

31. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 12:00 hours to 20:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

32. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays-Fridays, 10:00 hours to 18:00 hours on Saturdays. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site 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, and the National Planning Policy Framework.

33. The sports centre hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 10:00 hours to 23:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

34. The multi use games arena (MUGA) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

35. Prior to the multi use games arena (MUGA) hereby approved first being brought into use, a floodlighting impact assessment for the floodlights and associated emergency lighting to the multi use games arena (MUGA) shall be submitted to the Local Planning Authority and agreed in writing. The floodlighting shall be installed and operated thereafter strictly in accordance with the approved floodlighting impact assessment and not subsequently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

36. The floodlighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

Emergency lighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 07:30 hours to 21:30 hours on Mondays-Saturdays, 10:00 hours to 18:30 hours on Sundays and Bank/Public Holidays.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

37. Prior to the development hereby approved first being brought into use, full details of a CCTV system, including details of its management and maintenance, shall have been submitted to and approved by the local planning authority in writing. The approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and to reflect the guidance contained in the National Planning Policy Framework.

38. The development hereby approved shall be carried out in accordance with the Sustainability Statement Incl. Building Services Strategy produced by Pick Everard Dated January 2012.

REASON In the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

39. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Ecology Update produced by The Environmental Dimension Partnership Dated 30th January 2012.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is recommended that the college have a secure room where all portable IT equipment can be stored out of hours. This should be certificated to BS PAS24 door of enhanced security.
3. It is recommended that the have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that should be covered are the reception area, the internal street, the entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. The Home Office have produced guidance which can be found at:
http://tna.europarchive.org/20100413151426/http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/cctv-publications/28_09_CCTV_OR_Manual2835.pdf?view=Binary
4. In accordance with the recommendations of Secured by Design, all ground floor exterior doors and windows should be certificated to BS PAS24 and BS7950 respectively. All ground floor glazing should include one pane of laminate glass.
5. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

6. In accordance with the requirements of condition 5, it is recommended that new trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.
7. 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, and to all relevant material considerations.

Policies:- EN1, EN2, EN3, EN5, T2, T8, T9, T13, OSC8 and OSC13 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 5, 6, 7, 8, 9, 10, 11, and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework, and the Technical Guidance to the National Planning Policy Framework

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.

CHANGE OF RECOMMENDATION: DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR FINALISING OF CONDITIONS, COMPLETION OF A SECTION 106 AGREEMENT AND FINAL DETERMINATION.

AGENDA ITEM 6

P/10755/003 – Poyle Place, Horton Road, Colnbrook, Slough

1. The applicant has been requested to amend the red line application site to include the private access road. Amendments to the red line are normally permitted if it relates to access.
2. Notwithstanding earlier legal advice, whereby no specific issues were raised, more recent legal advice advises that the grant of a temporary planning permission could weaken the Council's case in the future should it prove necessary to pursue further planning enforcement action. More specifically the following advice is given:

With regard to the planning enforcement history for this site and how it will affect the Council's position if enforcement action is needed in the future, I advise that if you grant temporary planning permission for the proposed development for this will prejudice the Council's position and this will be contradictory. It will result in immunity from future enforcement action. The Council will not be able to seek future enforcement action or injunctive relief as the owner could challenge the Council's decision based on the fact that temporary planning permission was granted now. This would be a weakness in any potential enforcement case in the future. You also need to consider the period of any breach of planning control and whether there will be a break in the period as a result of the Council grant temporary planning permission.

The Head of Legal Services agrees that the Olympics would be considered "very special circumstances" only because it is the Olympics event. However, the advice on enforcement action is still the same.

Response: The views of the legal section are acknowledged. It is recognised that a number of planning enforcement notices and an injunction have been served on the owner of the site stretching back over a period of years, relating mainly to the unauthorised parking of lorries on the land. More recently in 2010 the site was used for unauthorised storage of cars in connection with airport parking which was operating out a site known as Theale. That operation ceased and the cars were removed.

With the exception of the recent breach in 2010, the Council has not been particularly pro active in dealing with the breaches beyond the serving of the notices. With respect to the current application, it is considered that it is in the national interest, being related to the London Olympics, that following a comprehensive site search, this is the only suitable site available, that it is for a temporary period only for the period of the Olympics and Paralympics and the Council is seeking some planning gain by securing improvements to the site by requiring an ecological corridor to be provided as part of the

restoration works and that these factors together, provide the “very special circumstances” necessary for permitting this use within the Green Belt. Whilst accepting the legal view, Officers are of the opinion that, in the light of these facts, that an exception can be made to the application of normal Green Belt policy on the basis that such a set of circumstances are unlikely to be repeated.

3. Comments have been received from British Airports Authority Environment Agency who raise no objections to the planning application and provided further advice with regards to the use of cranes and lighting in close proximity to the airport.
4. Comments have been received from the Council’s Land Contamination Officer who has stated that no further investigation is necessary at this time although a condition should be added to any permission stipulating that what action should be taken if any contamination is found. These comments also confirm that there will be no implications under the Petroleum Licensing Regulations.
5. Comments have been received from the Environment Agency who have no objections to the scheme subject to conditions requiring that all works must be carried out in accordance with the Flood Risk Assessment, that a minimum 4 metre buffer be maintained alongside the river and appropriate site mitigation be carried out. Appropriate conditions are proposed. They make further comment that they are disappointed to note that a full 8m ecological corridor appropriately cleared and landscaped next the river is not being provided. Further comments are made with regards to this point below.
6. Comments have been received from the Council’s Transport Engineer’s who raise no objections to the planning application subject to the existing Horton Road entrance only being used for cars entering the site. Egress for cars from the site using the existing access on Horton Road will not be permitted due to inadequate sight lines and concerns about highway safety. This will require an amended site layout plan to be submitted and is covered by planning condition.
7. Through on going discussions with the applicant, Planning Officers have raised several queries with regards to the submitted Acoustic Study.

- ***It is noted that the numbers of coach movements in the traffic assessment and noise assessment are different. A correct set of coach movements will need to be provided with confirmation as to if this would impact upon the findings of the noise assessment.***

Applicants Response: *The calculations of the worst-case hour noise levels at the NNSL for day and night were based on 293 and 157 respectively. This was taken from the proposed maximum vehicle movement data we were provided with, understood to be the most accurate available at the time. The data shown in the traffic assessment is based on more recent information about the scheduled movements. The worst-case hour data is 254 and 155. Therefore the data used in the report was prudent and the calculated worst-case hour noise levels are also prudent (over estimating).*

- ***It is also noted that the noise assessment has not included the hours between 2.00 to 4.00 am when there is likely to be sufficient coach movements. As the noise from the planes and motorway will be lessened during this time the survey will need to include these hours.***

Applicants Response: *The L_{A90} remained steady from around 23:45hrs. It was noted onsite that the source of background noise was from traffic on the M25 motorway. The lowest night time $L_{A90, 15 \text{ minutes}}$ noise level of 46 dB occurred twice starting at 23:45 hrs and at 00:30 hrs. It is considered representative of night-time background noise at the NNSL. The background noise is not anticipated to fall by any significant amount between 02:00hrs and 04:00hrs.*

- ***Some of the ambient noise figures are 10db over the background noise levels, which it is stated in the report could indicate that complaints will be likely. Please confirm why it is considered acceptable on this site and the difference that would be achieved if an acoustic barrier is installed.***

Applicant’s Response: *Several of the measured existing ambient $L_{Aeq, 15 \text{ minute}}$ noise levels are indeed above the background $L_{Aeq, 15 \text{ minute}}$ noise levels as shown in Table 1 and Table 2 of our report. The dominant ambient noise sources were noted to be aircraft passing overhead and road traffic on the M25 motorway. However, in a BS 4142 assessment, as outlined in Appendix 1 of the report, it is the rating level which is to be compared against the calculated noise level as shown in Table 8. The rating level is calculated from the specific noise level by adding a 5 dB correction if certain characteristics are present. This was done and is prudent. The specific noise was taken to be the level calculated for the worst-case*

hour for both day and night, which is prudent. As Table 8 shows the rating level does not exceed the measured background noise.

- **The acoustic barrier has been mentioned in the report but does not state what level of benefit it would bring.**

Applicant's Response: A noise barrier was mentioned in the conclusion as a possibility if a lower impact were sought. The level of noise reduction from a barrier depends on the height of the barrier and several other variables. A barrier was not included in the model as it is calculated that it would not be necessary to achieve acceptable levels at the NNSL. Additionally the model included only a small number of stationary coaches. This was another prudent assumption made in the calculations. In practise there may be significantly more coaches parked and their arrangement is likely to act as an effective noise barrier, the effect of which is disregarded in these calculations.

With respect to issues of noise further consultations have been undertaken with the Council's Neighbourhood Enforcement Team, who in turn have been in discussions with the applicant. The following advice is given:

If this was to be a permanent coach park I would raise issues with respect of the noise survey – there's no figures for peak noise events and the existing back ground levels seem high.

However for a temporary arrangement I believe the majority of issues will be resolved with a noise management plan to control short duration peak noise events such as vehicles starting, reversing, left idling, drivers waiting to start/leave and also traffic management to avoid queues of coaches of the service roads coming in or going out.

I would seek that a condition be placed on the consent that "A noise management plan must be submitted and agreed with the Council so as to control noise from the operation of the coaches from becoming of significant detriment to the amenities of local residents".

Although I have discussed this plan with the applicant, his view is that it will be provided by the site operators and that he would refer the matter to them

In line with the advice received it is proposed that a condition be applied which requires submission of a Noise Management Plan.

8. The applicant was consulted on proposed draft planning conditions, albeit these are not the same as contained within the officer's report which has been the subject of on going refinement. The applicant responded as follows:

Condition 4 Site Restoration

The condition will have the effect of stopping the job. As written and taken in context with #15 our client TGM will be responsible for the remediation of the existing hardstanding areas that will add considerable costs that could easily reach £1.5M - £2.0M depending on the quality of that remediation. This would be on top of costs that already substantially exceed the budget and would make the whole project unviable. We have said all along that we would remediate the site back to the current state although that in itself has proved to be a considerable expense.

Notwithstanding the above it is also very doubtful whether the landlord will grant a lease for the 8 week occupation if the whole site were rendered back to a previous condition.

Response: Besides being a site within the Green Belt, there is a history of planning enforcement notices and an injunction on the site, so there must be some clear justification as to why this site is being considered for a use which would not normally be permitted on Green Belt land. The Colnbrook area of Slough, being located close to Heathrow airport is under enormous pressure for green belt releases to meet the requirements of the commercial sector and the Council needs to be satisfied that an approval here would not create an undesirable precedent.

In addition to the sequential test which provides some justification in terms of site selection, plus its temporary nature and it being of national significance, there must be some identifiable benefit by allowing such use. Simply restoring the site back to its current position is not enough.

Condition 4 refers to a total restoration of the site. It is understood that this may not be a financially viable option and that it would require the permission of the land owner which may not be forthcoming. If this is not a feasible option then as a minimum it is considered that an 8 metre wide ecological buffer, to be cleared prepared and planted in accordance with the advice of the Environment Agency. This would at least provide some planning benefit, which when considered in the context of the above could be taken as being the exceptional circumstances necessary to allow what would otherwise normally be regarded as unacceptable development within the Green Belt.

Condition 04 has been amended to reflect this.

Condition 05, Timing of Site Restoration

The time constraints highlighted within the clause are wholly unrealistic given the extent of the task highlighted in condition 4 above. However, should the remediation be limited to returning the site back to its current state then that would be acceptable.

Response: Given the changes to requirements under condition 04, the time limits set out in this condition would be appropriate.

Condition 08, Coach Parking Spaces at Western End to be Filled First

The site operation will require that the vehicle parked on site will be organised into blocks commensurate with the travel company that they serve. It would be disastrous to simply park up the vehicles at the west end of the site in the order of their return. The resulting chaos of allocated vehicles potentially being parked anywhere on the site dependant on their return time would result in a shambolic and disorganised operation with drivers wandering around the site looking for their vehicle that may or may not be readily retrievable. Whilst we appreciate the intent in this clause, operationally it would lead to a disaster.

Response: This was suggested in the Acoustic report as a means of reducing noise impact for the existing residential occupiers at Poyle Place, but was not made a requirement. Given the views of the Council's neighbourhood Enforcement Team and the requirements for a noise Management Plan to be submitted, this can be dropped as a specific condition.

Condition 11, Archaeology

This clause is a completely new requirement that could have been addressed much earlier. It will be impossible to implement this clause within the period between now and when the siteworks commence. To achieve the operational date the groundworks must start on 14th May, by which time we could not be expected to have commissioned an archaeological report and scheme of investigation, submitted it to you by way of Discharge of Condition and for you to approve it. Our works envisage only scraping off the rubbish and immediate top soil (if any), onto which we will make up any levels with hardcore and top off with road planings, using what is available on site where we can. It is very unlikely that we will get anywhere near any archaeological remains or indeed create any disturbance and I suspect that had there been any archaeological remains within our zone of operation then they will have already been destroyed by previous site uses. Notwithstanding this if somehow a find was discovered then the consequences of interrupting the project with an archaeological dig would result in an Olympic disaster.

Response: Discussion have been carried out with Berkshire Archaeology who have revised their original condition, to allow compliance on a phased basis and to allow work to commence on site at an earlier stage, but with a qualified Archaeologist on site to keep a watching brief .

Condition 12, Requirements for an Acoustic Fence

There is no requirement for an acoustic fence within the project and the Acoustic report specifically precludes this requirement. I passed your previous comments contained in your e-mail of 19th April to our acoustic consultant who's response I have copied below. I understand that the Council's Environmental Health Officer, Mr Palacio concurs with the content and conclusion of the Acoustic Report. He did however, ask for a noise management strategy, which our client is currently producing as part of the overall site management systems. I will forward a copy of this as soon as I have it.

Response: The acoustic report states that "if a lower noise impact is sort, a noise barrier could be constructed on the west boundary of the site". However, in terms of mitigation it has not been made a requirement in the Acoustic Study. Given the views of the Council's neighbourhood Enforcement Team

and the requirements for a noise Management Plan to be submitted, this can be dropped as a specific condition.

Condition 13, Further Ecological Survey

This item was anticipated from the Ecological Report and will be implemented.

Response: noted.

Condition 14, Spills

Spills from vehicles outside of the fuelling area is highly unlikely and is doubtful whether any spill would be noticed given the porosity of the surfacing and therefore no action could be taken.

Response: The wording of the condition has been amended but which still requires spill kits to be kept on site for use outside of the refuelling area(s) and other measures to be put in place in relation to the refuelling areas.

Conditions 18 and 19, Access

Access to the car park is via the existing entrance from Horton Road next to the Sub Station Site. This clause precludes that use. We do not want to have any conflict between cars and coaches on this confined site, besides the layout does not allow access from the main coach park to the car park. Also, for security reasons the gate will be closed for the short period when the site is not operational including the period between the Olympics and Paralympics.

As discussed in relation to condition 11 above, development must start on 14th May and to comply with this condition is unreasonable. Details of this nature could have been provided earlier if required so as to obviate the need to have the condition. The gates shown quite clearly demonstrate that there is free access through them and #18 ought to ensure that the gates are open at all operational times. It certainly isn't in the interests of the operation that there is any restriction to flow.

Response: The Council's Transport Engineer's who raise no objections to the planning application subject to the existing Horton Road entrance only being used for cars entering the site. Egress for cars from the site using the existing access on Horton Road will not be permitted due to inadequate sight lines and concerns about highway safety. This will require an amended site layout plan to be submitted and is covered by planning condition.

9. A letter has been sent to Councillor Rasib by solicitors acting on behalf of the applicant. The letter is attached for Members consideration. The letter refers to guidance given in Circular 11/95 relating to the use of planning conditions: On the basis of such guidance the writer recommends:

In view of the clear guidance, we would therefore respectfully ask on behalf of our client that conditions 1, 4 and 5 are amended as indicated below:

Condition 1 – "The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive"

Response: Noted. Condition 01 will be amended accordingly.

Condition 4 – "Any works carried out, or temporary buildings erected, pursuant to this permission shall be removed and the land restored to its condition that existed immediately prior to the implementation of this permission before 11 December 2012"

Response: The writer was advised as follows:

"You may not be aware of the history on this site relating to matters of planning enforcement and an injunction. To justify use of the Green Belt for a use which under normal circumstances would not be supported in planning terms, requires justification. It is on this basis that some improvement to the original site is being sought. It is acknowledged that full site restoration may render the project non viable, as a compromise the Council is seeking works to create an ecological corridor alongside the stream, very much in line with the objectives of the Environment Agency. It is not considered that the costs would be anything like those necessitated by full restoration".

The enhancements works to the riverside corridor within the site are considered proportionate to the scale of the scheme. Condition 04 has been suitably reworded.

Condition 5 should be deleted.

Response: Not agreed it is essential that time limits be set for restoration works to be undertaken otherwise it would be open ended. No change to the wording of condition 05.

10. A further response has been received from the agent:

Condition 4. We are willing to accept that we will remove all the hardstanding brought into the site for the development.

As regards the enhancement to the river bank we are not sure it is within our ability to deliver the improvements requested being land outside of the lease area and in the ownership of others, who may not necessarily be the owner of our site. We would consider it more expedient if a sum of money were set aside for environmental improvements that the Council could then allocate against specific projects. We appreciate that an agreement will need to be formulated but this needs to be completed without delay but such completion of that agreement must not hinder the approval and to allow the site to become operational on time.

Response: The wording of the condition requires clarifying such that it relates only to that part of the streamside which falls within the application site:

Condition 04

A scheme for the restoration of the site, to include removal of all hard surfacing laid out as part of this application and enhancements to the river corridor within the boundaries of the application site shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission and which shall include any relevant licences necessary for the disposal of spoli from the site. The enhancements shall include:

- Removal of vegetation along the river bank as appropriate in order to provide more sunlight
- Improvement of vegetation along the top and the toe of the bank to provide further shade
- Application of wild seed mix at the top of the bank
- Coir rolls of pre planted sods placed at the toe of the bank
- Planting of native hedges, locally native species or specimen trees

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policies 2 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

Condition 11. We are disappointed that this condition is proposed at this late stage in the planning process. We specifically went through the requirements with Ian Hann last November, the object of which was to obviate the need to have any post approval submissions as we all recognised that the timescales would preclude those submissions and approvals. I cannot believe that this requirement was not known much earlier and therefore we should have been notified sooner. We do not believe that we will be able to comply with this clause within acceptable timescales especially since we must start the groundworks that are affected by this condition on Monday 14th May. To get an agreed scheme and programme for the archaeological work will take at least 4 weeks assuming that we can find an archaeologist at short notice. It should be noted that the operational dates for the facility are sacrosanct and cannot be delayed and clearly all the site facilities must be in place for that date. The proposed phased completion of the archaeological work has no relevance in that the completion of Stage A is impossible to meet our construction programme and therefore B & C stages similarly fail.

We therefore require this clause to be struck out.

To assist with the archaeological monitoring of the site we offer to allow the County Archaeologist reasonable access during the works to view any of the excavations and record any interests and finds.

Response: This condition cannot be discarded. Through further discussions with Berkshire Archaeology, there appears to be no further flexibility with respect to the condition being imposed.

Condition 21 We note that this condition is brand new and has been included since the original conditions were proposed. This condition seeks to impose a wholesale redesign of the facility at an unacceptably late stage. It is clearly a poorly thought out requirement as it seeks to use a site entrance outside of the application site beyond Slough BC boundaries that will then need a further planning application from another Authority. Even a cursory investigation will show that the existing gates are simply not wide enough to manoeuvre coaches through. The proposed temporary site access is clearly shown on the application drawing that was submitted at the beginning of February. The position and size of this opening as well as the diagrammatic plot of the vehicle tracking to prove its efficacy is purposefully identified and to date we were not advised of any issues with this temporary opening. This condition is clearly unworkable and ought to be removed.

We understand the comments about the exit from the site for departing cars via the private access road and we will accept such a condition and amend the site layout accordingly.

There may be some misunderstanding as it had been assumed that the access shown is existing. The wording of the condition can be suitably amended.

Notwithstanding the deposited plan as hereby approved, all coaches and delivery vehicles shall enter and leave the site via the proposed entrance onto the private access road in the south western corner of the site. Cars only can access the site via the existing Horton Road entrance, but must egress the site via the private access road and the main gates to the private access road shall be kept open at all times. Prior to the commencement of works on site an amended site layout plan shall be submitted to the Local Planning Authority for its written approval and shall be implemented in accordance with the details approved.

REASON The existing entrance onto Horton Road has sub standard visibility and is not suitable for vehicles egressing the site, therefore all egressing vehicles must leave the site via the private access road to the south west, so as not to prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance core policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document

11. A letter has been received and circulated to Members of the Planning Committee from The London Organising Committee of the Olympic Games and Paralympic Games Ltd which is attached for Members consideration. On behalf of the applicant the reasonableness of some of the conditions being proposed is being questioned, although the specific conditions being referred to are not identified.

Response: Since the letter was written changes have been made to a number of the conditions which in the view of officers makes them less onerous, particularly with reference to conditions 1, 4, 11 and 21. The one remaining sticking point relates to condition 11 in relation to archaeology,

In light of the above changes the draft planning conditions have been amended as set out below:

1. The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive and all buildings, equipment and hard surfaces shall be removed upon the cessation of the use.

Reason: To ensure the temporary use is discontinued and the site can be restored.

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 1105-04A Dated October 2011 Recd On 09/02/2012

(b) Drawing No 1105-06 Dated October 2010 Recd On 09/02/2012

(c) Drawing No 1105-07 Dated October 2010 Recd On 09/02/2012

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

3. The development hereby approved shall be implemented only in accordance with the details and recommendations contained in the following reports hereby approved by the Local Planning Authority:

- (a) Design and Access Statement Dated 08/02/2012 Recd On 09/02/2012
- (b) Lighting Details Dated 06/02/2012 Recd On 13/03/2012
- (c) Transport Assessment Dated January 2012 Recd On 14/02/2012
- (d) Noise Impact Assessment Dated 03/02/2012 Recd On 14/02/2012
- (e) Flood Risk Assessment Dated January 2012 Recd On 14/02/2012
- (f) Tree Survey Dated January 2012 Recd On 14/02/2012
- (g) Habitat Survey Report Dated January 2012 Recd On 14/02/2012
- (h) Phase 1 Site Appraisal (desk Survey) Dated January 2012 Recd On 14/02/2012

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

4. A scheme for the restoration of the site, to include removal of all hard surfacing laid out as part of this application and enhancements to the river corridor within the boundaries of the application site shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission and which shall include any relevant licences necessary for the disposal of spoli from the site. The enhancements shall include:
 - Removal of vegetation along the river bank as appropriate in order to provide more sunlight
 - Improvement of vegetation along the top and the toe of the bank to provide further shade
 - Application of wild seed mix at the top of the bank
 - Coir rolls of pre planted sods placed at the toe of the bank
 - Planting of native hedges, locally native species or specimen trees

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policies 2 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

5. Restoration of the site in accordance with any scheme approved pursuant to Condition 4 shall be commenced within 1 month of the cessation of the use hereby permitted. Restoration works shall be completed within 3 months of commencement of restoration. Imported materials used on the site shall come from a recognised source and details of the licences confirming this shall be provided prior to the completion of the restoration works

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policy 2 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

6. Reversing alarms shall be switched off when the coaches are in the park and a banksman shall be used to ensure safe manoeuvring.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

7. There shall be no external tannoys or loud speakers in use at the site.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

8. Prior to the commencement of the use on site a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority and the findings and recommendations of the approved Noise Management Plan shall be implemented in full to the satisfaction of the Local Planning Authority

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

9. All delivery vehicles (other than small vans) and coaches shall not be left with engines running while in the coach park or on the access road leaving / entering the site and there shall not be excessive revving of

engines.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

10. Coaches leaving and arriving the site shall do so from junction 14 of the M25 and along Horton Road only as stipulated in the Transport Assessment Dated January 2012 Recd On 14/02/2012.

REASON To protect amenities of neighbouring residents and to comply with core policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

11. Prior to the start of each phase of work, the applicant, or their agents or successors in title, will secure and implement a programme of archaeological work (which may comprise more than one phase of work). Each phase will require adherence to stages A, B and C as follows-
A) No development shall commence until a Written Scheme of Investigation for a programme of archaeological work has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of the significance of the archaeology and related research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with core policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

12. A further survey of all vegetation by a suitably qualified ecologist shall be carried out prior to any clearance works at the site during the bird breeding season (March to August).

REASON To ensure that protection of ecology and to comply with Policy EN22 of The Local Plan for Slough 2004.

13. Spill kits shall be kept on site and shall be used in the event of spills from vehicles parked in areas outside of the refueling areas. Within the refueling area(s) storm water run off and diesel spills shall drain to a sump and then pumped to a suitable receptacle for subsequent disposal.

REASON To protect against land and groundwater contamination in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

14. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 26392/001 dated January 2012 and drawing number 1105-04A dated October 2011, and the following mitigation measures detailed within the FRA:

No change to the permeability of the land so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

REASON: To comply with the National Planning Policy guidance and Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 15 Throughout the period of use of the site as a coach park an access strip of at least 4m wide shall be provided and maintained between the coach park and the top of bank of the River Wraysbury main river, as shown on the plan, reference 1105-04A, dated October 2011. The buffer zone should be measured from the bank top, defined as where the surrounding ground level meets the slope of the channel bank and must be free of any structures, hardstanding, formal planting or parking. Following cessation of the use the measures set out in condition 04 shall be implemented in accordance with the requirements of that condition.

REASON: To maintain a wildlife corridor and to comply with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 16 The site will be returned to current condition subsequent to the cessation of the temporary use as stated in section 2.4 of the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority

REASON: To prevent increased risk of flooding due to impedance of flood flows and to ensure that adequate access can be provided for any maintenance works required in accordance with the National Planning Policy guidance and Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008

17. There shall be no washing or repairing of vehicles on site.

REASON: To protect against land or groundwater pollution in accordance with Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

18. This permission is for the personal benefit of TM Group only and shall not endure for the benefit of the land, nor for any other person or persons for the time being having an interest in the land.

REASON But for the special circumstances of the case, planning permission would not have been granted for the use in accordance with Policy EN1 of The Local Plan for Slough 2004.

19. There shall be a maximum of 387 coaches and 25 car parking spaces parked on the site.

REASON To protect amenities of neighbouring residents and to maintain highway capacity in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 20 Details of the buildings and structures to be placed on the site shall be submitted to and agreed in writing by the Local Planning Authority prior to the use commencing.

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

21. Notwithstanding the deposited plan as hereby approved, all coaches and delivery vehicles shall enter and leave the site via the proposed entrance onto the private access road in the south western corner of the site. Cars only can access the site via the existing Horton Road entrance, but must egress the site via the private access road and the main gates to the private access road shall be kept open at all times. Prior to the commencement of works on site an amended site layout plan shall be submitted to the Local Planning Authority for its written approval and shall be implemented in accordance with the details approved.

REASON The existing entrance onto Horton Road has sub standard visibility and is not suitable for vehicles egressing the site, therefore all egressing vehicles must leave the site via the private access road to the south west, so as not to prejudice the free flow of traffic or conditions of general pedestrian safety

along the neighbouring highway in accordance core policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

22. Deliveries from large vehicles, including fuel and removal of waste from the site shall be done between the hours of 0800 hours to 1800 hours on Mondays- Saturdays, and 1000 hours to 1600 hours 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.

23. The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

INFORMATIVE(S):

1. The applicant is reminded that an appropriate fire safety and evacuation plan should be in place for the operation of the site.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

3. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

4. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

National guidance

- National Planning Policy Framework

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

- Core Policy 10 (Infrastructure)
- Adopted Local Plan for Slough
- OSC1 (Protection of Public Open Space)
- T2 (Parking Restraint)

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.

CHANGE OF RECOMMENDATION: DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR CONDITIONAL APPROVAL SUBJECT TO CONFIRMATION OF ACCESS DETAILS.

Councillor Mr Mohammed Rasib
Slough Borough Council

Date 9 May 2012
Your ref
Our ref GRIMBLRJ/068041-NEW
Direct dial 0845 497 4983
johngrimbley@eversheds.com

Dear Councillor Rasib,

Temporary Coach Park for the Olympic and Paralympics Game at Poyle Place, Horton Road, Colnbrook, Slough, Berkshire

We have been consulted by our client, TGM Group Limited in respect of the above application, which is due to be considered at the meeting of the Council's Planning Committee on 10th May. The application represents a key element in the transportation arrangement for the Olympic and Paralympic Games and the site was identified following an exhaustive search for suitable locations. The Organising Committee for the Games, LOCOG, strongly supports the proposal.

Although our client has been in close negotiations with officers since last November, they first learned of the proposed restoration conditions for the site only at the end of last week and the content has caused significant alarm. The conditions in question (namely 1, 4 and 5 as they appear in the officer's report) go significantly beyond what would be needed to restore the land to its present condition. The seven figure cost of the works would make the development unviable, leaving our client with the very difficult task of identifying, acquiring and preparing an alternative site with only two months to go before the Games begin.

The five hectare application site is mainly made up of compacted hard-core with approximately one hectare being grassland vegetation, scrubland and ditch. Our client's application proposals will entail adding some relatively small areas of hard-core and a number of temporary buildings for the duration of the coach park use. Our client fully accepts that a condition requiring the removal of these additional work and buildings would be entirely legitimate and fair.

However, the proposed restoration conditions go well beyond this and would require complete restoration of the site to a green field condition. The conditions plainly conflict with long established case law and government policy (Circular 11/95, “*The Use of Planning Conditions in Planning Permissions*”) that conditions should be restricted to the effects of the temporary permission and not require the developer to remedy pre-existing matters. For example, the courts have held that it is wrong for councils to impose conditions requiring the removal of existing aircraft hangers where the permission only permitted a change of use of the hangars, or to require the removal of buildings and gravel from a site where such buildings and gravel has nothing to do with the permission granted. The principle has also been consistently supported by Ministers and Inspectors in planning appeal decisions.

The relevant paragraph of circular 11/95, paragraph 113, states:

“If the temporary permission is for development consisting of or including the carrying out of operations, it is important to make provision by condition for the removal of any buildings and works permitted- not merely for the cessation of the use- and for the reinstatement of the land, when the permission expires (model condition 41).

The model condition, referred to above, makes it clear that the restoration must be limited to the restoring the land to its condition before the permitted works began:

“[The building hereby permitted shall be removed] [The use hereby permitted shall be discontinued] and the land restored to its former condition on or before.[date] in accordance with a scheme of work submitted to and approved by the local planning authority (paragraph 113).

An agreed note showing the condition of the site before works begin [our emphasis] should be attached to a permission granted subject to this condition.”

In view of the clear guidance, we would therefore respectfully ask on behalf of our client that conditions 1, 4 and 5 are amended as indicated below:

Condition 1 – “The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive”

Condition 4 – “Any works carried out, or temporary buildings erected, pursuant to this permission shall be removed and the land restored to its condition that existed immediately prior to the implementation of this permission before 11 December 2012”

Condition 5 should be deleted.

We would therefore be very grateful if you would take the contents of this letter into account when deciding our client’s application in order that this very important application is not frustrated.

Yours faithfully,

Eversheds LLP

NO CHANGE TO RECOMMENDATION

Ref: P/10755/003 – Proposed TGW Coach Park, Poyle Place, Horton Road

Hi Wesley,

I am writing in regards to planning application P/10755/003, which will be heard by the Planning Committee tonight. Unfortunately, due to other commitments, I will be unable to attend the meeting but hope that my comments as ward member can be taken into consideration. I'll aim to keep it brief for sake of brevity.

- 1) As you will be aware, the site to which the application pertains is greenbelt land adjacent to junction 14 of the M25. It has a long history of illegal development, primarily the installation of hardstanding which has been regularly used as an informal car park.
- 2) While I am not wholly convinced of the viability of an Olympics coach park in Colnbrook on the grounds of the local road infrastructure, should permission be granted, I would like the committee to consider putting measures in place to avoid the coach park becoming a permanent feature after July 2012. I believe that approval should only be given with provisos that the land be returned to greenbelt use after July 2012.
- 3) We have a big problem with drivers using the "Access Only" High Street as a rat-run. Ideally, any approval of this scheme might come with a proviso that two large "Access Only – No Entry to Colnbrook High Street" signs be erected. One could go at the junction of Old Bath Road and Park Street and the other at the junction of London Road and Colnbrook Bypass.
- 4) The committee should consider the special nature of the site and the need to return it to greenbelt use subsequent to this "one-off" use – and this should be done in conjunction with organisations such as the Environment Agency and the Colne Valley Partnership. A condition should be considered whereby the landowner must take measures to remove the hardstanding by a specific date after the coach park closes. This has been one of Colnbrook's "running sores" for several years and – as approval for this scheme will financially benefit the landowner – they must in return adhere to law once the coach park is closed. I don't see how the Council can approve this application without an enforceable provision that leads to this outcome.

Kind Regards,

Cllr James Walsh

AGENDA ITEM 7

P/00861/012 – Arbor Hill House, 39, Windsor Road, Slough

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 8

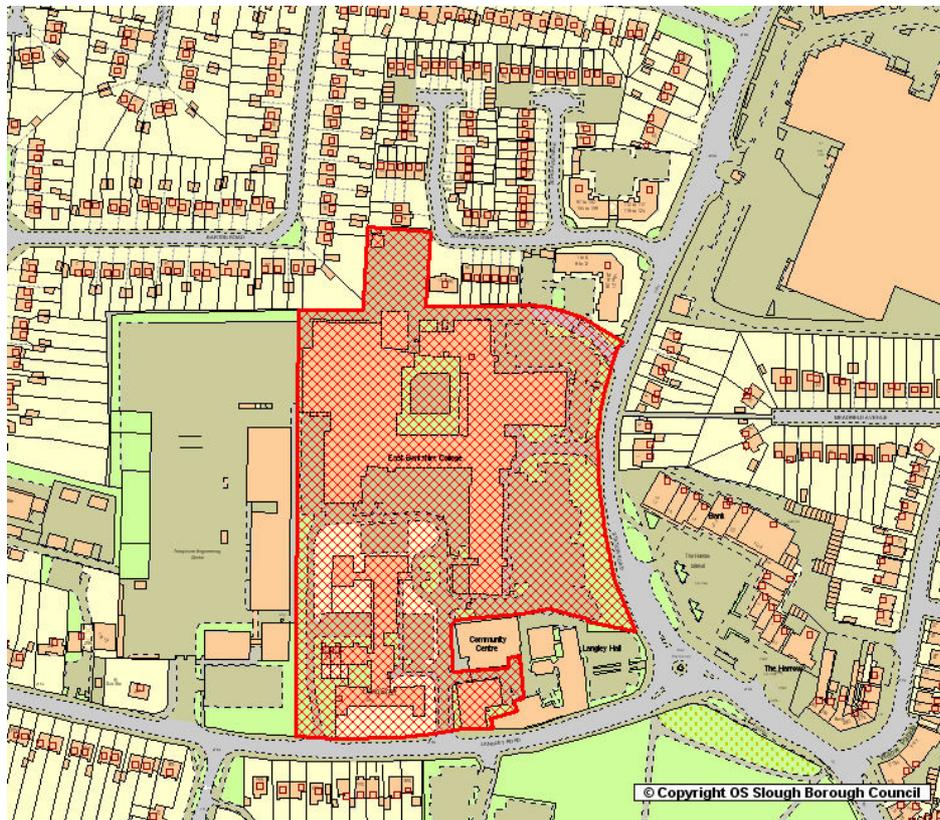
**P/02441/010 – Land at Wyeth Pharmaceuticals
Huntercombe Lane South, Slough**

NO CHANGE TO RECOMMENDATION

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Registration Date:	07-Feb-2012	Applic. No:	P/04239/033
Officer:	Mr. J. Dymond	Ward:	Langley St. Marys
		Applic type:	Major
		13 week date:	8th May 2012
Applicant:	Mr. Graham Try		
Agent:	Mr. Chris Pittock, GL Hearn 20, Soho Square, London, W1D 3QW		
Location:	East Berkshire College, Station Road, Langley, Slough, SL3 8BY		
Proposal:	ENHANCEMENT AND IMPROVEMENT OF COLLEGE CAMPUS COMPRISING ALTERATIONS TO EXISTING ELEVATIONS, ERECTION OF EXTENSION TO FORM NEW ENTRANCE, 739 SQ M HOSPITALITY SUITE (USE CLASS D1) AND INTERNAL PEDESTRIAN 'STREET', ERECTION OF 1,530 SQM SPORTS CENTRE (USE CLASS D2), ERECTION OF 1,435 SQM MULTI USE GAMES ARENA (MUGA) (USE CLASS D2), FORMATION OF REPLACEMENT CAR PARKING SPACES (342 CAR PARKING SPACES IN TOTAL), CYCLE PARKING, LANDSCAPING AND ASSOCIATED WORKS.		

Recommendation: Delegate to the Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following resolution of outstanding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the enhancement and improvement of the existing college campus comprising alterations to the existing elevations, the erection of an extension to form new entrance, a 739 square meter hospitality suite (Use Class D1) and internal pedestrian 'street', erection of 1,530 square meter sports centre (Use Class D2), erection of 1,435 square meter multi use games arena (MUGA) (Use Class D2), formation of replacement car parking spaces (342 car parking spaces in total), cycle parking, landscaping and associated works.
- 2.2 The alterations to the existing elevations would comprise the addition of coloured feature solar shading fins and curtain walling.
- 2.3 The extension to the front of the college would provide a triple height glazed space that incorporates the existing façade. The extension would provide a new entrance to the college. The proposed front extension would lead into the proposed internal pedestrian street. The purpose of this street is to improve way-finding, provide a social and study space, improve circulation, provide an exhibition space and provide access to college facilities.
- 2.4 The proposed hospitality suite would be situated to the front of the College, adjacent to the main entrance and would replace the existing sports hall. The proposed hospitality suite would comprise training kitchens, an ancillary restaurant and bar which would be open to the public providing 40 covers, toilets and changing rooms, and a hotel training facility.
- 2.5 A separate double height entrance to the hospitality suite is proposed.
- 2.6 The proposed sports centre would comprise a purpose built facility

to the west of the site. The size of the sports centre has been reduced by 156 square metres from 1,686 square metres as initially submitted to 1,530 square metres. The proposed sports centre would provide a four court sports hall, two classrooms, changing facilities, a reception and a separate public entrance. It is proposed to make the sports centre available for local users, when the facility is not required by the College.

- 2.7 The proposed MUGA would provide for outdoor games. The MUGA would be 1,435 square metres in area. It would be enclosed with high fencing and would be floodlit. The proposed MUGA would similarly be made available for local users.
- 2.8 The proposal would involve the demolition of the former care home known as Longcroft and the Phoenix Centre which was in use as a day care centre and offices to the south west of the site. The applicant has submitted a prior notification for the proposed demolition of the Longcroft building. The Local Planning Authority granted this application on 26th March 2012 and determined that such prior approval is not required. A new car park is proposed, on the site of the demolished Longcroft and Phoenix Centre building.
- 2.9 In conjunction with the proposed alteration and extension of the existing college buildings, landscaped areas to provide outside social space and an attractive setting to the buildings to improve the image of the College are proposed.
- 3.0 The College are understood to have been successful in their application for an Enhanced Renewal Grant from the Skills Funding Agency.
- 3.1 The proposed improvements at the College are forecast to result in a net increase of around 66 full time equivalent day time students and 19 full time equivalent part time students on a daily basis (85 full time equivalent students in total). The applicant submits that there would be no net increase in staff associated with the proposed development. It is anticipated that the works comprising the first project will be completed in the Autumn of 2013.
- 3.2 By way of background, it should be noted that the College's Windsor Campus on St Leonards Road in Windsor (in the Royal Borough of Windsor and Maidenhead administrative area) has recently been developed to provide a new campus building providing state-of-the-art facilities for both staff and students. It is understood that this development opened in September 2006.
- 3.3 A scheme was considered by the College in 2009. The development proposed at that time envisaged the wholesale redevelopment of the site and included a new College building fronting Station Road. Pre-application advice was sought, however

a number of concerns were raised and the proposal did not progress to the formal planning application stage.

- 3.4 This proposal has been the subject of pre-application discussions under the Planning Department's pre-application advice service. The applicant submits that the submission reflects the pre-application discussions that have been held.
- 3.5 Environmental Impact Assessment
- 3.6 The proposed development is of a type described in Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as the proposal is for an urban development project where the area of the development exceeds 0.5 hectare.
- 3.7 The Council issued a screening opinion pursuant to Regulation 5 on 11th January 2012. The applicant was advised that it was the opinion of the Local Planning Authority that an Environmental Statement was not required as the nature of the proposed development would be such that it would not be likely to have significant effects upon the environment having regard to the characteristics of the development, the location of the development and the characteristics of the potential impact.
- 3.8 It was considered that issues such as impact on amenity, traffic and parking, and noise and other disturbances could be adequately covered by supplementary supporting information to accompany a planning application or by way of condition.

4.0 Application Site

- 4.1 The application site is 2.5 hectares in area and is located within the centre of Langley Village. The site is in use as a Class D1 Non-Residential Institution operated by East Berkshire College providing further education courses. The site is known as Langley Campus. East Berkshire College also operate a second, smaller campus in Windsor; however the majority of vocational courses are understood to be delivered at Langley Campus.
- 4.2 The College caters for part time and full time students aged 16-19 as well as adult learners. There are currently around 2,300 full time equivalent students enrolled on daytime courses at Langley Campus. There were around 4,900 students in total enrolled in the last academic year. There are around 295 full time equivalent staff members.
- 4.3 The application site is situated adjacent to the corner of Station Road and Langley Road.

- 4.4 To the east of the site is Station Road. On the opposite side of Station Road there is a mixture of residential properties and commercial premises. Towards the north there is a row of predominantly two storey semi-detached properties fronting the road. To the south there is a parade of shops known as Harrow Market. Shops within Harrow Market form part of the Langley Village shopping centre. The shopping centre is identified as a district centre under Policy S1 of The Adopted Local Plan for Slough. The defined shopping area continues to the south east along the High Street. The district centre provides goods and other services to the local population.
- 4.5 To the south of the site, immediately adjacent to the roundabout is Langley Hall. Langley Hall is a grade II listed building (as are the boundary walls to Langley Hall) and is in use as a free school. On the opposite side of Langley Road to the south is the Memorial Ground. The Memorial Ground provides public open space and is designated as such under The Adopted Local Plan for Slough and The Slough Local Development Framework.
- 4.6 The site of the former British Telecomm Telephone Engineering Centre is located immediately to the west of the site. The site is currently vacant and the buildings associated with the Engineering Centre have been demolished. Under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document, the site is allocated for the creation of a residential development with a substantial proportion of family houses in a sustainable location and to provide for healthcare facilities. The site is accessed off Langley Road and the depth of the site is similar to that of the College site.
- 4.7 Beyond the northern boundary of the application site is a residential development known as Scholars Walk. The site of this development formerly formed part of the East Berkshire College site. Permission was granted under outline application P/04239/020 dated 7th March 2001 and the subsequent reserved matters application P/04239/022 dated 22nd October 2001 for 54 flats and 61 dwellinghouses.
- 4.8 Scholars Walk is accessed off Station Road. Buildings comprising flats of three stories in height are situated on either side of the entrance to the development, and there are three story townhouses and flats adjacent to the northern boundary of the application site.
- 4.9 Neighbouring the site to the north western corner are the residential properties of Barton Road. These properties are semi-detached and have rear gardens which back onto the application site.
- 4.10 The application site is accessible and is considered to benefit from good transport links. The nearest bus stop is situated on Station

Road. There are 13 bus stops within 400 metres of the site. These bus stops are understood to serve the number 58, 583, 75 and 76 services. Furthermore, Langley Station is located approximately 350 metres to the north of the site. The station is within walking distance and there are pedestrian footways between the college and station. Regular services to London Paddington and stations via Slough including Swindon, Bristol, Cardiff and Swansea can be accessed from Langley Station.

- 4.11 The principal point of vehicular access is from Langley Road, to the south of the site. This access serves the existing staff car parking area. A vehicular and pedestrian access is provided from Station Road, to the north east of the site.
- 4.12 At present, it is understood that 342 car parking spaces are provided on site. This existing provision includes bays and garaging for minibuses as well as nine disabled bays. A total of 80 cycle parking spaces are currently provided and there are 24 motorcycle parking spaces.
- 4.13 There are a number of education-related buildings on the site. The height of the existing buildings ranges from one to three stories. It is understood that the existing main buildings were constructed in 1976.
- 4.14 To the south west of the site there are two buildings which it is proposed to demolish. The building known as Longcroft was formerly in use as a care home for the elderly. This use has ceased, and it is understood that residents have been accommodated in a home as part of a Council strategy. The Phoenix Centre was formerly in use as a Day Care Centre and associated offices. The Phoenix Centre is currently in use by the College.
- 4.15 The Community Centre building was recently acquired by East Berkshire College. This building is located immediately to the rear of Langley Hall and to the south of the southern wing of the main College building.
- 4.16 There are trees subject to protection order (order no. 2 of 2002) situated along the Station Road frontage.
- 4.17 The site is located within Flood Zone 1. Flood Zone 1 includes all land falling outside Zones 2 and 3 and as such covers land which has the lowest probability of flooding.

5.0 Site History

- 5.1 East Berkshire College, Langley Campus

Recent applications relating to the site are as follows:

P/04239/034 – PRIOR NOTIFICATION FOR THE DEMOLITION OF EXISTING FORMER CARE HOME – Prior Approval Granted 26-Mar-2012

P/04239/033 – Application under consideration

P/04239/032 – INSTALLATION OF AND EXTENSION TO EXISTING MEZZANINE FLOOR WITHIN THE COVERED AREA ADJACENT TO THE BRICK WORKSHOP. PROVISION OF NEW STAIRCASE – Approved with Conditions 26-May-2011

P/04239/031 – INSTALLATION OF NEW WINDOW AND DOOR AT FIRST FLOOR LEVEL OF NORTH ELEVATION OF EXISTING COLLEGE (CLASS D1). – Approved with Conditions 12-Jul-2010

P/04239/030 – ERECTION OF NEW STORAGE UNITS TO REPLACE EXISTING TRANSPORTABLE STORES – Approved with Conditions 20-Dec-2007

P/04239/029 – CONSTRUCTION OF 2NO. STORAGE SHEDS AND PALISADE FENCE TO REPLACE EXISTING CHAIN LINK FENCING – Approved with Conditions 27-Jan-2006

P/04239/028 – REPLACEMENT OF AIR CONDITIONING UNITS SERVING EXISTING KITCHENS – Approved with Conditions 23-Aug-2005

P/04239/027 – CONSTRUCTION OF NEW LIBRARY / LRC BUILDING IN COURTYARD (A BLOCK) – Approved with Conditions 23-May-2005

P/04239/026 – ERECTION OF SINGLE STOREY FLAT ROOF EXTENSION TO COLLEGE GYMNASIUM. – Approved with Conditions 26-Apr-2005

P/04239/025 – ERECTION OF 124 DWELLINGS COMPRISING 61 HOUSES, 63 FLATS. RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION GRANTED ON 7TH MARCH 2001. (THE ERECTION OF NINE ADDITIONAL FLATS IN THE ROOFSpace OF THE BUILDINGS GRANTED EARLIER RESERVED MATTER APPROVAL UNDER P/04239/022) (DUPLICATE) – Refused 20-Feb-2002

P/04239/024 – ERECTION OF 124 DWELLINGS COMPRISING 61 HOUSES, 63 FLATS. RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING PERMISSION GRANTED ON 7TH MARCH 2001. (THE ERECTION OF NINE ADDITIONAL FLATS IN THE ROOFSpace OF THE BUILDINGS GRANTED

EARLIER RESERVED MATTERS APPROVAL UNDER
P/04239/022) – Refused 20-Feb-2002

P/04239/023 – EXTENSION OF EXISTING COLLEGE BUILDING
TO CREATE A NEW PERFORMING ARTS FACILITIES – Refused
28-Jan-2002

P/04239/021 – ERECTION OF 64 FLATS, 61 HOUSES,
GARAGES, PARKING SPACES, ROAD AND ASSOCIATED
SEWERS. (RESERVED MATTERS PURSUANT TO OUTLINE
PLANNING PERMISSION P/04239/020 GRANTED 7/3/01
(AMENDED PLANS 01/05/01, 01/06/01 AND 18/06/01 AND
22/06/01) – Not Determined, Appeal Dismissed

P/04239/020 – RESIDENTIAL DEVELOPMENT
(OUTLINE)(AMENDED PLANS 08/12/00) – Approved with
Conditions 07-Mar-2001

P/04239/019 – ERECTION OF FRONT EXTENSION TO PROVIDE
ENLARGED RECEPTION FACILITIES – Approved with Conditions
31-Jul-1998

P/04239/018 – DEMOLITION OF SINGLE STOREY
CLASSROOMS AND ERECTION OF A NEW PERFORMING
ARTS BUILDING (OUTLINE) – Withdrawn 05-Nov-1998

P/04239/015 – ERECTION OF BUILDING FOR CRAFT PROJECT
TEACHING SPACE. (APPROVAL OF RESERVED MATTERS
PURSUANT TO CONDITION NOS. 1-5 OF PLANNING
PERMISSION P/04239/014 DATED 24.01.95 – Approved with
Conditions 01-Dec-1995

P/04239/014 – ERECTION OF BUILDING FOR CRAFT PROJECT
USED FOR APPRENTICE TRAINING (AS AMENDED 23.12.94) –
Approved with Conditions 24-Jan-1995

P/04239/013 – ERECTION OF NON ILLUMINATED SIGN ABOVE
MAIN ENTRANCE, 5 NO. FREE STANDING NON ILLUMINATED
SIGNS AND 1 NO. NON ILLUMINATED WALL SIGN. – Approved
with Conditions 16-Jun-1993

P/04239/012 – ERECTION OF A SINGLE STOREY STORE FOR
SPORTS HALL (REG 4) – Approved with Conditions 04-Jan-1990

P/04239/011 – CONSTRUCTION OF A SYNTHETIC PITCH AND
REPLACEMENT CAR PARKING AREA. (REG.4) (AMENDED
PLANS RECEIVED ON 06.10.89) – Withdrawn 30-Sep-1992

P/04239/010 – ERECTION OF A PORTABLE GARAGE (AS
AMENDED ON 23.05.89) – Approved with Conditions 02-Jun-1989

P/04239/009 – RENEWAL OF TEMPORARY PLANNING PERMISSION FOR FOUR CLASSROOMS. – Approved with Conditions 26-Nov-1987

P/04239/008 – ERECTION OF PORCH – Approved with Conditions 10-Jul-1986

P/04239/007 – RENEWAL OF TEMPORARY PERMISSION FOR FOUR CLASSROOMS (REG.4). – Approved with Conditions 07-May-1986

P/04239/006 – ERECTION OF A NEW DOUBLE GARAGE FOR MINIBUSES – Approved with Conditions 11-Mar-1986

P/04239/005 – RENEWAL OF PERMISSION FOR FOUR TEMPORARY CLASSROOMS (REGULATION 4) – Approved with Conditions 03-Apr-1985

P/04239/004 – ERECTION OF 3 NO TEMPORARY CLASSROOM BUILDINGS – Approved with Conditions 27-Oct-1981

British Telecomm Telephone Engineering Centre

Relevant recent planning history relating to the neighbouring British Telecomm Telephone Engineering Centre to the west of the site (site SSA22 in the Slough Local Development Framework Site Allocations Development Plan Document) is as follows:

P/02684/009 – ERECTION OF A 2.4M HIGH STEEL PALISADE FENCE TO THE SOUTH PERIMETER OF THE SITE WITH CONCRETE BASE. – Approved with Conditions 29-Jun-2009

P/02684/008 – RESIDENTIAL DEVELOPMENT AND DOCTORS SURGERY (OUTLINE PLANNING APPLICATION). – Under Consideration

P/02684/007 – RESIDENTIAL DEVELOPMENT AND A DOCTORS SURGERY (OUTLINE) – Refused 01-Aug-2006

Langley Hall

Relevant recent planning history relating to the neighbouring Langley Hall site to the south east of the site following its severance from the College is as follows:

P/03835/023 – LANDSCAPING WORKS TO FORM A NETBALL COURT / PLAYGROUND AND ACTIVITY AREAS TO THE FRONT OF THE SITE, NEW FENCE AND PARKING AREAS TO THE REAR OF THE SITE – Approved with Conditions 31-May-2011

P/03835/022 – LISTED BUILDING CONSENT FOR LANDSCAPING WORKS TO FORM A NETBALL COURT / PLAYGROUND AND ACTIVITY AREAS TO THE FRONT OF THE SITE, NEW FENCE AND PARKING AREAS TO THE REAR OF THE SITE – Approved with Conditions 31-May-2011

P/03835/021 – EXTERNAL WORKS TO INCLUDE REPLACEMENT OF REAR FIRE ESCAPE STAIRS, FORMATION OF NEW DOOR WITH RAMPED ACCESS IN FRONT ELEVATION, VIDEO ENTRY FACILITY TO MAIN DOOR ENTRANCE, SKY LIGHTS TO REAR ROOF OF MAIN BUILDING, NEW EXTERNAL DOORS TO WEST WING AND DEMOLITION OF STORAGE BUILDINGS – Approved with Conditions 31-May-2011

P/03835/020 – LISTED BUILDING CONSENT FOR EXTERNAL WORKS TO INCLUDE REPLACEMENT OF REAR FIRE ESCAPE STAIRS, FORMATION OF NEW DOOR WITH RAMPED ACCESS IN FRONT ELEVATION, VIDEO ENTRY FACILITY TO MAIN DOOR ENTRANCE, SKY LIGHTS TO REAR ROOF OF MAIN BUILDING, NEW EXTERNAL DOORS TO WEST WING AND DEMOLITION OF STORAGE BUILDINGS – Approved with Conditions 31-May-2011

P/03835/019 – LISTED BUILDING CONSENT FOR INTERNAL WORKS TO REMOVE PARTITION WALLS, SUSPENDED CEILINGS, NEW DOORS, NEW FLOORING, ALTERATIONS TO BALUSTRADE OF MAIN STAIRCASE AND STRUCTURE WORK TO REMOVE 2 NO. COLUMNS AND INSTALL 2 NO. NEW DOOR OPENINGS – Approved with Conditions 26-May-2011

P/03835/018 – APPLICATION FOR CERTIFICATE OF LAWFULNESS FOR THE PROPOSED USE OF THE PREMISES AS A PRIMARY SCHOOL (CLASS D1) – Approval 08-Feb-2011

Langley Business Centre

It should be noted that land has been allocated for the erection of a supermarket on land forming part of the Langley Business Centre to meet an identified need for additional convenience floorspace within the eastern part of the borough in an edge of centre location (site allocation SSA23 of the Slough Local Development Framework Site Allocations Development Plan Document). Whilst pre-application discussions are on-going in relation to this proposal, at the time of writing no formal planning application has been received.

6.0 Neighbour Notification

6.1 Scholars Walk nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 14, 16, 17, 18,

19, 20, 21, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42

Station Road nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, Langley Hall

Harrow Market nos. 1, 1a, 2a, 3a, 3b, 4, 4a, 5, 5a, 6, 6a, 7a, 8a, 9a, 10a, 11a, 12a, 13, 13a, 14, 14a, 15, 15a, 16, 16a, 17, 17a, Budgens Stores, Bifolco & Matty

Langley Road nos. 290, 292, 334, 336, 338, 340, 342, 344, 346, 348, 350, Sea Cadet Corps, Slough Telephone Engineering Centre

Barton Road nos. 30, 32

- 6.2 In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, two site notices were displayed at the site on 17th February 2012. Notices were displayed on the Station Road and Langley Road frontages. The application was advertised in the 24th February 2012 edition of The Slough Express.
- 6.3 No representations have been received.
- 6.4 Prior to the submission of the application, the applicant sought to ensure that a wide ranging and inclusive consultation exercise was undertaken so that the views of stakeholders and the local community were fully understood. Methods adopted in pursuance of the consultation exercise included publicising the proposal in the local press, the creation of a website to publish progress on the proposal and the setting up of an email address to respond to queries. Local residents were also invited to attend a 'drop in' exhibition event at the College on 13th January (2-4pm and 6-8pm), and 14th January 2011 (10-12pm). The applicant is also understood to have met with the Langley Neighbourhood Action Group to discuss the proposal.
- 6.5 The exhibition was attended by 20 members of the public. 12 attendees provided their feedback on the proposals. 9 of the 12 respondents supported the proposal, with 2 undecided and 1 against. Comments in support of the proposal cited improvements in appearance, learning facilities and the provision of community facilities. Comments objecting to the proposal related to transport matters, pressure on car parking and congestion. The applicant submits that the comments received have informed the application. The application is supported by a Statement of Community Involvement.

7.0 Consultation

- 7.1 Public Protection Services, Neighbourhood Enforcement

7.2 Conditions recommended regarding:

- Submission of a working method statement to control environmental affects during construction phase covering:
 - (i) control of noise
 - (ii) control of dust, smell and other effluvia
 - (iii) control of surface water run off
 - (iv) site security arrangements including hoardings
 - (v) proposed method of piling for foundations
 - (vi) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site.
- Limiting hours of construction so that no construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.
- Submission of a site lighting scheme in order to prevent loss of amenity to the area through the introduction of sky glow, glare or light into windows.
- Submission of details to control waste during construction phase in respect of:
 - (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
 - (b) Minimise the pollution potential of unavoidable waste;
 - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
 - (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

7.3 Traffic and Road Safety/Highways Development

7.4 Concerns have been raised that overspill car parking will continue in surrounding streets and that the measures in the current travel plan are insufficient to encourage a change of travel mode by staff and students such that the status quo will continue. It is considered that the development does provide an opportunity to significantly enhance the Station road facilities for vulnerable road users.

Subject to the developer revising and re-submitting the Travel Plan together with agreement on the Section 106 Agreement Transport schedule and planning conditions, a highway objection would not be raised to this proposal. Comments are as follows in summary:

Site Accessibility – It is noted that there are a number of bus services serving the site, although this declines in the evening when we see a greater number of students arriving by car. It is unclear as to how well the current services serve locations where staff and

students live.

Trip Generation – The trip generation assessment set out in the Transport Statement is considered to be difficult to follow as the trip rates presented are not supported by any additional information explaining how they have been derived.

It is considered that site is generating significant additional vehicle trips over and above those that are parking on-site.

Trip rates have been derived from the TRICS database for the Longcroft and Phoenix Centres. The trip rates for the Phoenix Centre are not considered to be appropriate, as the comparison site within TRICS is a hospice and not a day centre for people with physical disabilities. It is queried whether data has been collected regarding these vehicle movements.

The new gym, sports hall and MUGA facilities would be used by members of the public/community groups in the evenings and weekends and therefore one would expect further trips to be generated for these uses.

It is considered that at best, the number of vehicular trips is likely to be neutral, but given that the increase in student numbers is expressed in terms of full time equivalents, then it is suspected that on some days of the week there will be considerably more than 85 additional students on campus.

Access – The existing accesses are proposed to remain the same. The landscaping on the corner of the junction could be removed or set back such that a visibility splay of 2.4m x 43m can be achieved.

Car Parking – It is stated within the application that the existing site has a 342 car parking spaces. It would appear that there is currently a noticeable amount of parking outside of bays, on the access road and on verges.

The provision of parking is below the Adopted Local Plan for Slough Parking Standards, given the accessibility of the site it is considered that further provision of parking at the development should not be encouraged, as this is likely to only further encourage trips to be made by car. Access to the on-site car parks is to be barrier controlled. A car park management plan should form part of the Travel Plan.

Cycle Parking – 169 cycle spaces are proposed at the site which is significantly below the parking standard set out in the Slough Local Plan 2004, which would require 316 spaces. Given that current travel to the site by bicycle is still relatively low, this provision is considered to be acceptable, on the basis that should demand

increase then additional parking would be funded as part of the Travel Plan.

Highway Safety and Vulnerable Road User Accessibility – Over the last 5 years 16 accidents have occurred in the vicinity of the site with 10 casualties, 8 of these casualties were pedestrians and two were cyclists. It is considered that this is a higher number of accidents than one would wish in the immediate proximity of the College and would appear that some of the accidents may have involved College students.

As part of the College's development proposals it is noted that they are seeking to enhance the pedestrian environment at the front of the building creating an enhanced and enlarged paved area connecting the street to the main entrance. It is considered that works to the existing crossing should be sought to give much greater priority to pedestrians, enable a step change in the provision of facilities for vulnerable road users to be provided and improve the linkage between the College and Harrow Market shopping centre.

Given that in the immediate area of the site there is an adopted highway widening line, which the Council is still pursuing, then it is the Local Highway Authority's view that this land should be secured and used to enhance the Station Road environment for vulnerable road users.

Travel Plan – A robust Travel Plan should be prepared. Unless the Travel Plan is made more robust then car parking will continue to overspill into the surrounding streets at the expense of the amenity of local residents and the benefits of the good accessibility of the site will be lost.

Revisions and queries regarding targets, Travel Plan measures covering parking, public transport, cycling, car sharing, alternative work/ learning practices, marketing and promotion, appointment of a travel plan coordinator and management support and an action plan have been raised.

A meeting has been held with the applicant's Planning and Transport consultant to discuss these issues. Officers consider that these discussions were positive in terms of seeking to address those areas of concern and further information is expected to be submitted for consideration in due course.

- 7.5 Thames Water
- 7.6 No comments received.
- 7.7 Thames Valley Police Crime Prevention Design Officer

7.8 No police objections to the application. Comments on crime prevention are as follows in summary:

Crime Overview – For 2011 there were 46 confirmed crimes recorded by the police for the East Berkshire College site. These include 6 burglaries, 9 theft of pedal cycles, 5 thefts from motor vehicles and 15 thefts other which mostly involved theft of personal property such as handbags, phones etc.

Cycle Storage – Cycle parking provision must be positioned where there is good natural surveillance from the main building to make suspicious behaviour easily recognised. The store should be at least partially covered to encourage use but must be visually permeable to maintain natural surveillance.

The cycle store must be covered by the college CCTV system. The design of cycle stands will be important and the present recommendation is that cycles are locked through the frame and both wheels.

ICT Location – The location of the IT section of the college on the second floor is supported. This makes theft much harder and increases the chances of offenders being arrested. The college should have a secure room where all portable IT, laptops etc, can be stored out of hours. This is best situated as part of the ICT floor and can usually be provided by installing a security grade door to one of the classrooms. This should be certificated to BS PAS24 door of enhanced security.

Access Control – There is no mention of any access control systems being in place. These can be very useful to the college in reducing crime opportunities, controlling higher risk areas and monitoring who accesses which areas.

CCTV – The college should have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that will need to be covered are the reception area, the internal street, the entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. This is the ideal time for the college to reassess their CCTV system and ensure that along with the new refurbished buildings they have a system that is fit for purpose. To assist with this they should complete an Operational Requirement. The Home Office have produced a guide for this.

Car Parking – The new proposed parking area on the Longcroft Building location will be lacking in natural surveillance from the main college buildings with reduced pedestrian movement. This will be a vulnerable area for vehicle crime and must be one of the priority areas for CCTV coverage. There is no indication as to what

the boundary treatment onto Langley Road will be. The existing treatment is hedging and wire mesh fencing. There must be clear boundary definition here to direct all persons into the car park by the roadway. A railing fence, preferably open topped, and/or hedging to height of around 1.2m, as a minimum, would be sufficient to restrict open access.

Secured By Design Standards – It is strongly recommend that the physical standards for Secured by Design are used. Briefly these would be all ground floor exterior doors and windows certificated to BS PAS24 and BS7950 respectively. All ground floor glazing to include one pane of laminate glass. Not only do these greatly increase the buildings resistance to attack but because of their robust construction they usually stand up to heavy wear very well extending replacement times.

7.9 Slough Borough Council Education

8.0 No comments received.

8.1 Environment Agency

8.2 An objection was received from the Environment Agency on the grounds that insufficient evidence had been submitted to demonstrate that infiltration will work or provide enough evidence to show that the proposed backup attenuation scheme is a viable alternative. Furthermore, the applicant hadn't provided design details regarding the construction of the proposed Multi Use Gaming Area (MUGA) to demonstrate that this area is permeable. Further information was provided by the applicant in response to these concerns.

A further consultation response has now been received from the Environment Agency stating that they are now able to withdraw their objection and have no objection to the application as submitted, subject to the inclusion of conditions on any subsequent planning permission granted.

Further information regarding the design of the MUGA shows that it is designed to be free draining with underlying aggregate and a permeable asphalt surface. The information submitted shows that infiltrations rates through the MUGA should be relatively high ($2.7 \times 10^{-3} \text{ m}^3/\text{s}$).

Furthermore, the applicant has confirmed that the existing soakaways have had no problems historically and, whilst it is not possible at this stage to under take soakage tests, these will be undertaken before construction. The Flood Risk Assessment (FRA) used the worst case infiltration rate ($1.38 \times 10^{-5} \text{ m}^3/\text{s}$) in order to design the drainage scheme. Sufficient storage will be provided

within the infiltration devices to contain up to the 1 in 100 plus climate change storm event without flooding. Should infiltration prove not to be possible, the storage being provided under the proposed permeable paving can be converted to attenuation storage and will provide sufficient attenuation to discharge all storm events at 5 l/s. This is below the existing runoff rate during the 1 in 100 storm event of 10 l/s/Ha for the 3.66 ha site. Further attenuation storage can be provided beneath the MUGA and car parking areas if needed.

Given the above it is considered that the proposal would not increase flooding risk.

The recommended conditions cover the following matters:

- The submission of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development.
- No further development to be carried out if contamination not previously identified until the developer has submitted, and obtained written approval from the LPA for a remediation strategy.
- Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the LPA, where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

8.3 Heritage Consultant

8.4 Langley Hall was formerly part of the College but is now a separate use as a free school. It is noted that there were several meetings with the College some three years ago now, that envisaged considerably more change with new blocks following the curve of Langley High Street. The current proposals are considered to be less ambitious and utilise and adapt the existing mostly mid-1970s buildings that are now looking somewhat dated. It is considered that the proposals will significantly enhance the appearance of the buildings and render them a more attractive element in the setting of Langley Hall than at present.

Accordingly it is considered there need be no objection to this scheme in terms of its impact on the setting of the adjacent listed buildings.

8.5 Tree Management Officer

8.6 It is noted that the application proposes the removal of trees from the centre of the site and trees between the building and the Station Road boundary. These trees are relatively young but mostly in good

condition and health. Some of the trees are subject to TPO 02/2002. It is noted that these are also young and are considered to be preserved mainly for the amenity they will afford rather than the amenity they offer at present.

It is considered that the loss of the trees is undesirable as they supply a much needed 'green' element in to the landscape of the college. The trees between the building and Station Road which include the TPO trees are considered to be an important feature in the street scene. However as the trees are young it is considered possible to mitigate the loss of these trees by planting good sized replacements as part of a landscape scheme. With good species selection it would be possible to establish a better tree stock to enhance the area than that removed.

In light of the proposed tree loss it is recommended that if planning permission were granted, a condition requiring the submission of a landscape plan for the written approval of the Council should be attached. This plan must include full details of tree planting and the scheme should be implemented before completion of the development. As an informative it is recommended that trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.

In reference to tree protection, as the trees to be retained are mainly on the boundaries and full protection can be achieved relatively simply by fencing, a tree protection condition is recommended requiring that the tree protection methods described in the tree report by Broad Oak Tree Consultants Ltd Dated 26 Jan 2012 sections 11-14 inclusive and shown on the tree protection plan within that report are used.

8.7 Principal Engineer - Drainage

8.8 No comments received.

PART B: PLANNING APPRAISAL

9.0 Policy Background

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

National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework

Building a strong, competitive economy
Promoting sustainable transport
Requiring good design
Promoting healthy communities

Meeting the challenge of climate change, flooding and coastal change

Conserving and enhancing the natural environment

Conserving and enhancing the historic environment

Facilitating the sustainable use of minerals

The National Planning Policy Framework sets out that for the purposes of decision-taking, the policies in the Local Plan (which would include The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and policies contained within The Adopted Local Plan for Slough 2004 saved by way of direction under the Planning and Compulsory Purchase Act 2004) should not be considered out of date simply because they were adopted prior to the publication of the Framework.

The Framework states that for 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this Framework.

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN2 – Extensions

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy T13 – Road Widening Lines

Policy OSC8 – Green Spaces

Policy OSC13 – Floodlighting

Other Relevant Documents/Statements

Slough Local Development Framework Site Allocations

Development Plan Document

Slough Borough Council Developer's Guide Parts 1-4

Ministerial Statement, Planning for Growth, (March 2010)

9.2 There are considered to be a number of issues relevant to the assessment of this application. The main issues are considered to be as follows:

- Principle of development
- Design and Impact on street scene
- Highways and traffic
- Impact on neighbour amenity
- Drainage and flood risk
- Impact on heritage assets
- Trees and landscaping
- Sustainability
- Ecology
- Planning obligations

10.0 Principle of Development

- 10.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site as a college for education purposes. The main building on the site is understood to have been built in 1976 and the use of the site to provide further education courses has been long established.
- 10.2 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”
- 10.3 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.
- 10.4 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges.
- 10.5 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.

- 10.6 Whilst the proposal would involve the demolition of the existing Longcroft and Phoenix Centre building, which formerly provided accommodation for the elderly; residents are understood to have been accommodated in an alternative care home as part of a Council strategy and no objection is therefore raised in principle to the loss of this type of accommodation.
- 10.7 Whilst East Berkshire College have recently acquired the Langley Community Centre, this application does not propose alterations to this building and issues relating to the use of this building are not considered to be of relevance to the assessment of this application. In any event, it should be noted that community facilities are provided nearby at Langley Pavilion.
- 10.8 The proposed enhancement and improvement of the campus is considered to support the ongoing and established use of the site as a college to provide further education courses and contribute towards improving skills and employment opportunities. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11.0 Design and Impact on Street Scene

- 11.1 The submitted design and access statement details how the proposed design has evolved from an understanding of the College's aspirations through the consideration of options to the proposal as submitted.
- 11.2 Core Policy 8 of The Slough Local Development Framework and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 11.3 Layout
- 11.4 The layout of the proposed extensions is considered to generally respect the existing layout of the college. The proposed extensions would be well-sited in relation to existing buildings and the extent of the built-up area of the site would be in keeping with the layout of the site as existing.

- 11.5 Importantly in street scene terms, the front of the main building and the proposed entrance would be set-back from Station Road and a visual buffer would therefore be maintained. The public realm would be enhanced.
- 11.6 Design and Materials
- 11.7 The submitted design and access statement sets out how the materials proposed have been carefully selected in order to provide a high quality contemporary appearance which is sympathetic to the character and appearance of the existing buildings on the site.
- 11.8 It is proposed that the elevations are treated in a palette of materials including multi-stock brickwork and terracotta rain screen cladding coloured graphite grey to blend in with the charcoal colours found within the existing multi-stock brickwork.
- 11.9 Elements such as the proposed front extension, the internal pedestrian street and the hospitality suite would be accentuated by vibrant coloured panels. There would be large panes of curtain walling and powder coated brise soleils would be provided to the south and east facing façades.
- 11.10 In design terms, it is considered that the proposal constitutes a well thought-out scheme. It is considered that the materials proposed would provide a high quality contemporary visual appearance.
- 11.11 Impact on Street Scene
- 11.12 It is considered that the proposal would have a positive impact on the street scene, when the site is viewed from both the Langley Road and Station Road frontages. As noted, the proposed layout, design and materials would be of a high quality and would be sympathetic to the character and appearance of the surrounding area. Furthermore, the well-considered hard and soft landscaping proposal is considered to enhance the appearance of the college buildings and the street scene.
- 11.13 Demolition of Existing Building
- 11.14 There is considered to be no objection to the demolition of the Longcroft and Phoenix Centre building. This building is considered to be of no significant architectural merit and as such no objection is raised to its loss, in design and street scene terms.
- 11.15 Phasing
- 11.16 The proposed development has been designed so that its implementation would be phased in order that the College's ongoing operations are not adversely affected and no students are

disadvantaged.

11.17 In order for the College to meet its planned completion date of September 2013 it will be necessary to commence the construction of the proposed front extension and internal pedestrian street in summer 2012. It is proposed to provide a temporary reception area whilst these works are ongoing.

11.18 The submitted phasing plan indicates that the proposed development would be carried out in the following phases:

11.19	Phase	Timescale	Description
	A	February 2012 – May 2012	Demolition of Longcroft and provision of car park
	B	June 2012 – February 2013	New sports hall including changing facilities and gym
	C	June 2012 – June 2013	Erection of front extension to provide entrance, internal pedestrian street and landscaping to Station Road frontage
	D	July 2012 – August 2012	Internal works to central core, toilets, risers, formation of temporary entrance and works to motor vehicle education area
	E	February 2013 – August 2013	Hospitality and catering facility
	F	July 2013 – August 2013	Internal works to form Learning Resource Centre / Student Services

11.20 In terms of design and impact on the street scene, it is concluded that the proposal would be acceptable having regard to the proposed design, materials, building layout, scale and visual impact. The proposal would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies EN1 and EN2 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 Highways and Traffic

12.1 The main issues in relation to highway and traffic matters are considered to be with regard to trip generation, parking provision and overspill parking on surrounding streets, improving pedestrian and cycle accessibility, and encouraging a change of travel mode for staff and students.

12.2 Whilst negotiations are ongoing in relation to these matters; in principle, no objection is raised to the proposal on highway and traffic grounds subject to the applicant revising and re-submitting the Travel Plan, and agreement being reached on the Section 106

Agreement transport schedule and planning conditions. An update in relation to these matters will be provided on the Planning Committee Amendment Sheet.

- 12.3 Trip Generation
- 12.4 The applicant submits that of the 85 additional full time equivalent students associated with the proposed development, 78 additional daily vehicle trips will be generated. The applicant submits that the actual impact of the new car traffic will however be less than the additional 78 vehicle trips estimated, as parking levels on the site are not proposed to be increased.
- 12.5 The accuracy of these figures has however been questioned by the Council's Transport officer. It is considered that the likely impact would at best be neutral. Given that the increase in student numbers is expressed in terms of full time equivalents, it is considered that there will likely be more than 85 additional students on campus as this figure will include part time students. Furthermore, the new gym, sports hall and MUGA facilities would be used by members of the public/community groups in the evenings and at weekends, and further trips are therefore expected to be generated for these uses.
- 12.6 It is noted that the College's travel survey shows that a significant number of students driving to the site by car do not park on the site. Therefore, it is considered that the site is generating additional vehicle trips over and above those drivers parking on the site.
- 12.7 Whilst the accuracy of the likely trip generation is therefore questioned, it is considered in summary that the proposal would constitute an expansion of an acceptable scale when considered against the College's existing operations.
- 12.8 The applicant has agreed to provide the Council's Transport officer with the raw travel survey data for further analysis. Having access to this data will ensure that the extent of likely trip generation is accurate and the targets proposed in the Travel Plan will be robust.
- 12.9 Car parking
- 12.10 At present, it is understood that 342 car parking spaces are provided on site. This existing provision includes bays and garaging for minibuses as well as nine disabled bays. A total of 80 cycle parking spaces are currently provided and there are 24 motorcycle parking spaces.
- 12.11 A barrier-controlled access is provided to the north-east corner of the site from Station Road. The access is used as a staff and visitor entrance and currently serves 83 car parking spaces.

- 12.12 A second access point is located to the south of the site from Langley Road where a one-way internal loop road is provided. The access is open to all staff, visitors and students. A total of 259 car parking spaces are accessed from Langley Road. An internal road provides access to the largest of the car parking areas which comprises 120 spaces. Barriers control access to the staff only car park which comprises 58 car parking spaces.
- 12.13 The number of car parking spaces proposed would remain as existing. The provision of parking is below the Adopted Local Plan for Slough Parking Standards, however given the accessibility of the site it is not considered appropriate to seek an increase in parking provision at the site, as this is likely to only further encourage trips to be made by car. It is considered that a modal shift away from the use of the car, to non-car modes should be sought, given the sustainable location of the site.
- 12.14 A plan has been requested showing the proposed position of the barrier controls. A car park management plan has also been requested which will form part of the Travel Plan.
- 12.15 The applicant has set out how it is proposed to phase the proposed development. Phase A involves the demolition of Longcroft and the provision of a car park. This would be the first phase to be carried out and the formation of the new car would ensure that continuity can be maintained in on-site parking provision during the construction phase. A condition is recommended in relation to parking provision during the construction phase.
- 12.16 Cycle Storage
- 12.17 169 cycle spaces are proposed at the site which would be below the parking standard set out in Adopted Local Plan for Slough, which would require 316 spaces. Given that current travel to the site by bicycle is still relatively low however, it is considered that this provision would be acceptable, on the basis that should demand increase then additional cycle parking would be funded as part of the College's Travel Plan.
- 12.18 Access and Servicing Arrangements
- 12.19 The position of the existing points of access to the site from Langley Road and Station Road respectively would be retained.
- 12.20 It has however been requested that an improved visibility splay is provided for motorists egressing from the Langley Road junction. A drawing has been submitted showing that a visibility splay of 2.4m x 43m can be achieved which is considered to be acceptable. Clarification will be required as to the position of the hedge in order

to ensure that its position does not impede visibility; however it is considered that this can be controlled by way of condition.

- 12.21 The proposed servicing arrangements are to remain as existing. Deliveries are currently made to the loading bay to the north of the campus. The access off Station Road is thus currently utilised for deliveries and this will remain as existing. Deliveries to the proposed hospitality suite will be made directly to the kitchens from the existing delivery area.
- 12.22 Travel Plan
- 12.23 The key objectives of the Travel Plan would be to reduce the overall amount of car travel to the site, particularly sole use; to increase the use of sustainable transport, and to promote a healthier lifestyle for staff, students, visitors and the wider community.
- 12.24 A number of measures for consideration have been proposed in the submitted travel plan, including:
- The provision of cycle shelters;
 - The provision of shower/changing facilities within the College;
 - The appointment of a Travel Plan co-ordinator;
 - The preparation of a Travel Plan survey and establishment of monitoring targets;
 - The production of promotional material and provision of other travel information;
 - Car parking management;
 - Dedicated bus service;
 - Student bus passes.
- 12.25 The submitted travel plan has been reviewed by the Council's Transport officer. It is considered that the submitted Travel Plan lacks robustness in its current form. It has been requested that the Travel Plan is revised in accordance with the Council's Travel Plan guidance. Definitive measures are required in order to address issues such as overspill parking and to seek to change travel behaviour by encouraging those travelling to the site to do so using non-car modes of transport. It is anticipated that a revised Travel Plan will be submitted for consideration in due course.
- 12.26 The applicant will be required to undertake to pay the Council a Travel Plan monitoring fee to facilitate the monitoring process. This will be secured through a Section 106 Agreement.
- 12.27 Highway Works and Road Widening Line

- 12.28 There is an approved road widening line for the B470 Langley High Street and Station Road. Policy T13 of The Adopted Local Plan for Slough relates to development where sites are affected by road widening lines.
- 12.29 It is noted that the footways to the west side of Station Road are below 2 metres in width and there are no cycle lanes. It is envisaged that this road widening line could be utilised to provide a cycle lane and improve routes for vulnerable road users. The applicant would be required to dedicate this land to the Council through a Section 106 Agreement so that the Council, at a later date, can re-align the road to widen the footway and provide full width, high quality cycle lanes along Station Road.
- 12.30 In addition, it has been requested that the applicant either fund or undertake to carryout improvements to the Station Road pedestrian crossing. It is noted that the College is seeking to enhance the pedestrian environment to the front of the site to create an enhanced and enlarged paved area connecting the street to the main entrance. The street scene is currently dominated by the guard rail fencing around the pelican crossing. It is considered that this would detract from the College's improvements in street scene terms, however in transport terms; it is considered that an improved crossing would improve connectivity and give greater priority to pedestrians whilst also improve the linkage between the College and Harrow Market. Negotiations are ongoing in relation to the extent of these works.

13.0 Impact on Neighbour Amenity

13.1 Floodlighting

13.2 The proposed MUGA includes the provision of floodlighting. The proposed flood lights would be 10 metres in height. The submitted drawings show that a total of six floodlighting columns are proposed to illuminate the proposed MUGA.

13.3 Properties most likely to be potential affected by the proposed floodlighting are those likely to be built sometime in the future on the neighbouring vacant British Telecomm Telephone Engineering Centre site, under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document when this allocation comes forward. The allocation is for the creation of a residential development with a substantial proportion of family houses.

13.4 Whilst the outline application for residential development on the British Telecomm Telephone Engineering Centre site (application reference P/02684/008) reserved the proposed layout of the site for future consideration, the indicative drawing submitted with the

application appears to envisage residential properties and a buffer of landscaping and car parking areas situated adjacent to the boundary the College. It would appear therefore that there would be scope to develop the site with a reasonable buffer provided between residential properties and the boundary with the College. As such, it is considered that the future delivery of this site for residential purposes would not be prejudiced by the position and height of the proposed floodlighting.

- 13.5 In terms of the relationship of the proposed floodlighting with existing properties, numbers 344-350 Langley Road are closest to the position of the proposed MUGA.
- 13.6 Policy OSC13 of The Adopted Local Plan for Slough relates to proposals involving floodlighting. This policy sets out that “proposals for new or enhanced outdoor sports facilities which require floodlighting will not be permitted unless it can be demonstrated by means of a floodlighting impact assessment that the operation of floodlights would have minimal environmental impact on adjoining uses or the character of any nearby open land.”
- 13.7 A condition is therefore proposed requiring the submission of a floodlighting impact assessment. Subject to this being found satisfactory, it is considered that the proposal would be consistent with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.
- 13.8 Noise
- 13.9 It will be necessary to limit the hours of use of the proposed MUGA in order to ensure that sports and other activities taking place on this facility in the evening cease at an acceptable time in order to ensure that no detriment to the amenity of neighbouring residents as a result of noise arises.
- 13.10 Plant is proposed to the roof of the proposed hospitality suite and sports hall. The proposed plant would comprise condensing units, extraction units and condensers. The submitted drawings indicate that the proposed plant would not be readily visible as they would be screened by acoustic louvered plant screens. These screens would lessen any potential acoustic impact arising from the proposed plant.
- 3.11 A Noise Impact Assessment undertaken in accordance with British Standard (BS) 4142: 1997 *Method for rating industrial noise affecting mixed residential and industrial areas* has been submitted. A noise survey was undertaken to determine typical background noise levels around the site. The assessment demonstrates that in

principle, cumulative noise emission levels at sensitive facades can be compliant with relevant limitations. It is considered that subject to conditions regarding the operation of the proposed plant, the plant would be acceptable in noise terms.

- 13.11 Control During Construction
- 13.12 The Council's Environmental Health section have requested that conditions are applied requiring the submission of a working method statement to control environmental affects during the construction phase and details to control waste. In addition, hours of construction are to be limited so that no construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.
- 13.13 It is considered that subject to the imposition of conditions covering these matters and the receipt of satisfactory details, the potential impact on the amenity of neighbouring occupiers would not be undue. The proposal would therefore comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document; Policies EN1, EN2 and OSC13; and the National Planning Policy Framework in this regard.

14.0 Drainage and Flood Risk

- 14.1 The application site is located within Flood Zone 1. Flood Zone 1 includes all land falling outside Zones 2 and 3 and as such covers land which has the lowest probability of flooding (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding [$<0.1\%$]). As the site area is greater than 1 hectare however, a flood risk assessment has been submitted, as required in support of the application. The submitted flood risk assessment considers the site and its context within the local area and flood risk to and from the site associated with the proposed development.
- 14.2 The Environment Agency has been consulted. It will be noted that an objection was initially raised however following the submission of further information, this objection has now been withdrawn and there are no objections to the proposal subject to conditions.
- 14.3 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain; and that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

- 14.4 The National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework sets out that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 14.5 The site is located in a low flood risk area and the applicant has demonstrated that surface water drainage issues can be satisfactorily resolved. The proposal would comply with these policies and is thus considered to be acceptable in flood risk and drainage terms. The proposal is consistent with Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework in this regard.

15.0 Impact on Heritage Assets

- 15.1 The National Planning Policy Framework requires that applicants describe the significance of any heritage assets affected, including any contribution made by their setting. The applicant has submitted a Listed Building Commentary which sets out consideration of the proposal in relation to listed buildings.
- 15.2 Nearby listed buildings which could potentially be affected by the proposal are as follows:

15.3	List Entry Number	Description	Grade
	1313117	LANGLEY HALL	II
	1135739	WALL ADJOINING LANGLEY HALL	II
	1113388	WALL APPROXIMATELY 5 METRES TO EAST OF LANGLEY HALL (Q.V.)	II
	1135764	WALL APPROXIMATELY 20 METRES TO NORTH-WEST OF LANGLEY HALL (Q.V.)	II

- 15.4 The grade II listed walls form the boundary between Langley Hall and the application site. No works to the listed walls are proposed as part of this application.
- 15.5 The proposal is not considered to have an adverse impact on the setting of adjacent listed buildings. As such, having special regard to the desirability of preserving the listed buildings or their setting or any features of special architectural or historic interest which they possess, the proposed development is considered to be acceptable.

15.6 The Council's conservation consultant has been consulted. The conservation consultant has commented that the proposals will significantly enhance the appearance of the buildings and render them a more attractive element in the setting of Langley Hall than at present. Accordingly, there is considered to be no objection to this scheme in terms of its impact on the setting of the adjacent listed buildings.

15.7 It is therefore considered that the proposal would comply with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 which requires development to protect and enhance the historic environment, and the National Planning Policy Framework.

16.0 Trees and Landscaping

16.1 Existing Trees

16.2 There are trees subject to protection order (order no. 2 of 2002) situated along the Station Road frontage.

16.3 An Arboricultural Implications Assessment which includes a Tree Constraints Plan has been submitted. The assessment includes an inspection of all trees on the site, save for those to the north west corner of the site as this area which would not be affected by the proposed development. Trees were inspected in accordance with BS5837:2005 *Trees in Relation to Construction – Recommendations*.

16.4 The inspection indicates that the majority of the trees on the site have been planted over the past 50 years as part of various landscaping schemes for the College as it has developed.

16.5 The Council's Tree Officer has been consulted. It is noted that the proposal would involve the removal of a substantial number of trees from the centre of the site and between the building and Station Road. The trees are observed as being young but mostly in good condition. Some are covered by tree protection order no. 2 of 2002 however their preservation is considered to be mainly for the amenity they will afford in the future.

16.6 The Council's Tree Officer considers that the loss of these trees is undesirable as they supply a much needed 'green' element. The trees between the building and Station Road are considered to be an important feature in the street scene.

16.7 However, as the trees are young it is considered that it is possible to mitigate the loss of these trees by planting good sized replacement trees as part of a landscaping scheme. With good species selection it is considered that it would be possible to

establish a better tree stock to enhance the area than that removed.

- 16.8 A condition is therefore recommended requiring the submission of a comprehensive landscape and tree planting plan. It is recommended that trees of 40-45cm in stem girth are planted in prominent positions along the Station Road frontage.
- 16.9 With regard to tree protection, it is noted that the trees to be retained are situated towards the site boundaries and full protection during construction can therefore be achieved through the use of appropriate fencing. It is recommended that a condition be applied requiring the tree protection methods described in the tree report by Broad Oak Tree Consultants Ltd Dated 26 Jan 2012 to be implemented during construction.
- 16.10 Proposed Landscaping
- 16.11 Turning to the proposed landscaping scheme, the applicant is proposing to enhance the hard and soft landscaping to the Station Road frontage, provide outside landscaped areas within the College site and additional planting to supplement the retained trees to the Langley Road frontage to screen the proposed car park.
- 16.12 The hard landscaping to the front of the building would comprise benches and table seats, with feature lighting columns and ornamental trees. The proposals seek to address issues identified with students congregating on Station Road and provide a gathering space within the College site. To the front of the car park, the existing hedging and mounding would be removed and the area would be laid to lawn with informally planted birch trees proposed. It is considered that the proposals would provide a high quality landscaped area to this frontage.
- 16.13 An external social space is proposed which would be accessed off of the internal pedestrian street. The landscaping would comprise a grid of ornamental trees with seating, a raised lawn and structured tree planting.
- 16.14 Whilst the proposed removal of trees on the site is regrettable, it is considered that appropriate replacement planting could be secured by condition. As such the proposal presents an opportunity to secure replacement planting to enhance the Station Road frontage and improve the setting of the College buildings.
- 16.15 Matters regarding trees and landscaping are therefore considered to be acceptable. The proposal would comply with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

17.0 Sustainability

- 17.1 The submitted design and access statement states that designing for sustainability is integral to all aspects of the proposed design. A sustainability statement and building services strategy has also been submitted with the application. This statement sets out that the College have sought to incorporate sustainability improvements and achieve a significant improvement in the overall sustainability of the college. Strategies to reduce energy consumption and incorporate low and zero carbon technologies have been considered.
- 17.2 The proposal would feature sustainability technologies including natural ventilation, low-energy photo-voltaic driven ventilation, high efficiency heat recovery ventilation and air source heat pumps.
- 17.3 It is understood that an expectation of the Skills Funding Agency is that new build projects achieve a BREEAM rating of 'excellent' with refurbished facilities achieving a rating of 'very good'. The aspiration of the applicant is that the proposed development achieves a BREEAM rating of excellent; however as a minimum, a rating of very good will be achieved. This will be included as part of the Section 106 Agreement.
- 17.4 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 requires that proposed development includes sustainable design and construction measures to minimise the consumption and unnecessary use of energy, particularly from non-renewable sources. It is considered that the proposal would incorporate appropriate sustainable design and construction techniques. The proposal is therefore considered to comply with Core Policy 8 and the National Planning Policy Framework in this regard.

18.0 Ecology

- 18.1 A report covering ecology matters has been prepared and submitted in support of the application.
- 18.2 The report concludes that the site is not covered or adjacent to any statutory designation relating to nature conservation, and it is considered to be of negligible ecological value due to the built/urban nature of the existing use.
- 18.3 With regard to the potential for protected species, in isolation some of the buildings have the potential to support roosting bats by virtue of their design and structure – more modern buildings are considered to have a low potential for roosting bats. However, it is considered that there is limited habitat availability for foraging and

as such bats are not likely to be a significant constraint to any redevelopment. Furthermore, the proposed redevelopment could make a positive contribution to enhancing the ecological interest of the site through landscape planting.

- 18.4 The proposal is considered to be acceptable in ecological terms. Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development will not be permitted unless it preserves natural habitats and the biodiversity of the Borough. The submitted report demonstrates that the proposal will comply with this policy, and the National Planning Policy Framework.

19.0 Planning Obligations

- 19.1 As identified in the highways and traffic, and sustainability sections above, matters for inclusion in a Section 106 Agreement are considered to be as follows:

- Dedicate land within adopted widening line to allow improvements for vulnerable road users;
- Fund or undertake improvement works to the existing crossing on Station Road;
- Submit a Travel Plan;
- Pay a Travel Plan monitoring contribution of £6,000;
- Achieve a minimum BREEAM rating of very good.

12.0 Summary

- 12.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received from consultees and other interested parties, and all other relevant material considerations.
- 12.3 It is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following resolution of outstanding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

13.0 Recommendation

- 13.1 Delegate to the Head of Planning Policy and Projects for formal determination following resolution of outstanding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

13.2 PART D: LIST OF CONDITIONS

CONDITIONS:

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

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

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

- (a) Drawing No. (01)001 Existing Site Plan, Dated 17/12/11, Recd On 01/02/2012
- (b) Drawing No. (01)002 Site Location Plan, Dated 23/01/2012, Recd On 01/02/2012
- (c) Drawing No. (01)003 Topographical Survey, Dated 09/01/2012, Recd On 01/02/2012
- (d) Drawing No. (02)001 Existing Ground Floor, Dated 30/01/2012, Recd On 01/02/2012
- (e) Drawing No. (02)002 Existing First Floor, Dated 30/01/2012, Recd On 01/02/2012
- (f) Drawing No. (02)003 Existing Second Floor, Dated 30/01/2012, Recd On 01/02/2012
- (g) Drawing No. (02)004 Existing Roof Plan, Dated 30/01/2012, Recd On 01/02/2012
- (h) Drawing No. (03)001 Existing Elevations (1 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (i) Drawing No. (03)002 Existing Elevations (2 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (j) Drawing No. (03)003 Existing Elevations (3 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (k) Drawing No. (04)001 Existing Sections, Dated 06/01/2012, Recd On 01/02/2012
- (l) Drawing No. (07)001 Revision PL1 Proposed Ground Floor, Dated 30/01/2012, Recd On 23/02/2012
- (m) Drawing No. (07)002 Revision PL1 Proposed First Floor, Dated 30/01/2012, Recd On 23/02/2012
- (n) Drawing No. (07)003 Revision PL1 Proposed Second Floor, Dated 30/01/2012, Recd On 23/02/2012
- (o) Drawing No. (07)004 Revision PL1 Proposed Roof Plan, Dated 30/01/2012, Recd On 23/02/2012
- (p) Drawing No. (08)001 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (q) Drawing No. (08)002 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (r) Drawing No. (09)001 Revision PL1 Proposed GA Sections,

Dated 30/01/2012, Recd On 23/02/2012
 (s) Drawing No. (21)001 Detail Part Elevation and Profile Street, Dated 27/01/2012, Recd On 01/02/2012
 (t) Drawing No. (21)002 Detail Part Elevation and Profile Entrance, Dated 27/01/2012, Recd On 01/02/2012
 (u) Drawing No. (21)003 Detail Part Elevation and Profile Hospitality, Dated 27/01/2012, Recd On 01/02/2012
 (v) Drawing No. (21)004 Detail Part Elevation and Profile Sports Hall, Dated 27/01/2012, Recd On 01/02/2012
 (w) Drawing No. (21)005 Detail Part Elevation and Profile South Wing, Dated 27/01/2012, Recd On 01/02/2012
 (x) Drawing No.110250L03 Landscape Masterplan, Dated Feb 2012, Recd On 03/02/2012
 (y) Drawing No.110250L01 Retained and Removed Trees, Dated 27/01/2012, Recd On 01/02/2012
 (z) Drawing No.J44.72/01 Tree Constraints Plan, Dated 25/01/2012, Recd On 01/02/2012
 (aa) Drawing No.J44.72/02 Tree Protection Plan, Dated 27/01/2012, Recd On 01/02/2012

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local

Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Implications Assessment prepared by Broad Oak Tree Consultants Limited dated 26th January 2012 have been implemented, in accordance with the recommendations set out in BS 5837:2005 – Trees in Relation to Construction. These measures shall be

implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.
- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

9. No development shall be undertaken until an environmental search has been carried out to identify all possible sources of contamination and a report has been submitted in writing to the Local Planning Authority. If contamination is identified then a remediation statement shall be produced to and agreed in writing with the Local Planning Authority.

If no sources of contamination are identified then the developer

shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied

REASON To ensure that any contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON To ensure that deep penetrative foundation methods do not coincide with potentially contaminated land in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. The development hereby approved shall be carried out in accordance with the Flood Risk Assessment produced by Sinclair Knight Merz Pty Ltd Dated 31st January 2012 and the following supplementary details:

- Letter dated 28 March 2012
- Datasheet Leisuretex plus, Issue 3, dated January 2006.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

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

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

13. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. 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 safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

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

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

18. No additional external plant or equipment shall be installed or used without the prior written consent of the local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring properties is protected.

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

19. The development hereby approved shall be carried out in accordance with the Noise Impact Assessment produced by Hoare Lea Acoustics.

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

20. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

21. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the

National Planning Policy Framework.

22. Prior to first occupation of the development hereby approved, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

23. No development shall be commenced until visibility splays of 2.4 metres by 43 metres have been provided at the Langley Road site egress junction with the public highway. The visibility splays shall thereafter be kept free of all obstruction higher than 900mm above the adjoining carriageway level.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

24. Prior to the commencement of the development hereby approved, a Travel Plan shall be submitted to the Local Planning Authority for approval in writing. This plan shall set out measures and targets to reduce car travel to the school, based on Slough Borough Council guidance. The Travel Plan shall set out a five year programme of scheme and initiatives, identified in conjunction with Slough Borough Council and it shall be reviewed on an annual basis in accordance with the timescale laid out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

25. In accordance with the approved plans, 342 no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities

of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

26. During the construction phase of the development hereby approved, 342 no. car parking spaces shall be provided on-site for the parking of motor vehicles, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

27. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall only be used as a hospitality suite associated with East Berkshire College and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON To ensure that the site is developed in accordance with the submitted planning application and to ensure that the development hereby approved does not prejudice the vitality and viability of the Langley district shopping centre in accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

28. Prior to the commencement of the development hereby approved, a community use statement for the sports centre and multi use games arena (MUGA) shall be submitted to the Local Planning Authority and approved in writing. Once approved, the sports centre and multi use games arena (MUGA) shall only be used for purposes in accordance with the approved community use statement and/or for purposes in association with East Berkshire College, and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing with the Local Planning Authority.

REASON To secure wider community benefits in accordance with Core Policy 11 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy

Framework and to ensure that the site is developed in accordance with the submitted planning application in the interests of providing sufficient parking provision to safeguard the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

29. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 12:00 hours to 20:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

30. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays-Fridays, 10:00 hours to 18:00 hours on Saturdays. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site 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, and the National Planning Policy Framework.

31. The sports centre hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 10:00 hours to 23:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

32. The multi use games arena (MUGA) hereby approved shall not

be open to members of the public / customers outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

33. Prior to the commencement of the development hereby approved, a floodlighting impact assessment for the floodlights and associated emergency lighting to the multi use games arena (MUGA) shall be submitted to the Local Planning Authority and agreed in writing. The floodlighting shall be installed and operated thereafter strictly in accordance with the approved floodlighting impact assessment and not subsequently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

34. The floodlighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

Emergency lighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 07:30 hours to 21:30 hours on Mondays-Saturdays, 10:00 hours to 18:30 hours on Sundays and Bank/Public Holidays.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

35. Prior to the development hereby approved first being brought into use, full details of a CCTV system, including details of its management and maintenance, shall have been submitted to and approved by the local planning authority in writing. The

approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and to reflect the guidance contained in the National Planning Policy Framework.

36. The development hereby approved shall be carried out in accordance with the Sustainability Statement Incl. Building Services Strategy produced by Pick Everard Dated January 2012.

REASON In the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

37. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Ecology Update produced by The Environmental Dimension Partnership Dated 30th January 2012.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is recommended that the college have a secure room where all portable IT equipment can be stored out of hours. This should be certificated to BS PAS24 door of enhanced security.
3. It is recommended that the have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that should be covered are the reception area, the internal street, the

entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. The Home Office have produced guidance which can be found at:
http://tna.europarchive.org/20100413151426/http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/cctv-publications/28_09_CCTV_OR_Manual2835.pdf?view=Binary

4. In accordance with the recommendations of Secured by Design, all ground floor exterior doors and windows should be certificated to BS PAS24 and BS7950 respectively. All ground floor glazing should include one pane of laminate glass.
5. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.
6. In accordance with the requirements of condition 5, it is recommended that new trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.
7. 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, and to all relevant material considerations.

Policies:- EN1, EN2, EN3, EN5, T2, T8, T9, T13, OSC8 and OSC13 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 5, 6, 7, 8, 9, 10, 11, and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework, and the Technical Guidance to the National Planning Policy Framework

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.

PLANNING COMMITTEE

10th May 2012

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

AGENDA ITEM 4

P/03504/006 – Marish Primary School, Swabey Road, Slough

The applicant has submitted a copy of the school's Travel Plan. This Travel Plan is currently under consideration.

The Travel Plan contains a school travel survey which includes data taken from a random sample of questionnaires completed by pupils and staff. The Travel Plan also identifies problems and opportunities, school aims, targets and a plan setting out the timescale for the implementation of actions.

Whilst the submitted Travel Plan is considered to demonstrate the school's positive commitment to the reduction in the number of car trips to and from the school and the reduction in congestion, it is considered that the robustness and measures of the Travel Plan needs to be improved in order to meet the Council's Standard in relation to the preparation of Travel Plans.

This is considered to require further consideration in order that the travel behaviour of staff can be properly understood and the parking requirements can be addressed.

It is understood that there are 43 no. parking spaces and 3 no. disability splay to the front of the school.

The submitted application states that there are 27 full time employees and 59 part time employees at the school. The applicant has subsequently advised that if the bulge classes materialise, there would be up to four additional staff. Two staff would be in post this coming September and two further staff would be in post by September 2013.

It is unclear however at this stage however as to how many full time equivalent staff the number of part time staff equate to and what the existing parking demand is so the need for any additional provision in association with the additional four staff being required in conjunction with the bulge classes can be assessed.

As such, the officer recommendation remains to delegate to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 5

P/04239/033 – East Berkshire College, Station Road, Langley, Slough

Additional information has been received regarding transport matters and the background to the proposal. A further meeting has been held with the applicant, their agent and their transport consultant to discuss the additional information submitted. A temporary disabled pedestrian access arrangement during construction has been proposed. Comments have also been made in respect of the list of conditions recommended in the officer report. These matters are assessed below.

Highways and Traffic

The proposal is considered to be acceptable in terms of highways and traffic.

Accordingly, it is proposed to change the officer recommendation. It is recommended that the application be delegated to the head of planning policy and projects for finalising of conditions, completion of a section 106 agreement and final determination.

It was stated in the officer report that no objection to the proposal was raised on highway and traffic grounds subject to the applicant revising and re-submitting the Travel Plan and agreement being reached on the Section 106 Agreement transport schedule.

A revised Travel Plan has been submitted. The package of measures set out in the Travel Plan is considered to comprise a combination of good and robust measures to promote sustainable travel to and from the site and reduce reliance on the car.

Agreement has also been reached in respect of the Section 106 transport schedule.

The College have agreed to dedicate land within the adopted widening line to allow improvements for vulnerable road users; pay a contribution of £40,000 to fund improvement works to the existing crossing on Station Road; implement the submitted Travel Plan and pay a Travel Plan monitoring contribution of £6,000.

The Council's Transport consultant has provided further comments on the above and has raised no objection subject to suggested conditions and the completion of a Section 106 Agreement.

The additional transport related information received is assessed in detail below.

Travel Plan

Revisions to the Travel Plan have been undertaken in consultation with the Council's Transport consultant and in accordance with the Slough Borough Council Travel Plan Guidance. The revised document has now been approved by the Council's Transport consultant.

The travel plan includes targets to reduce staff single occupancy vehicle trips by 10%, full time student single occupancy vehicle trips by 10% and part-time student single occupancy vehicle trips by 5%. The travel plan also contains a range of measures and initiatives to encourage student and staff travel by bicycle and public transport. The College is currently in negotiation with public transport operators to negotiate reduced tickets for student travel and the College will be trialing a mini-bus service to pick up and drop off students on dedicated routes. A car park management plan forms part of the Travel Plan and includes permit parking control of the parking spaces. Measures are proposed to promote car sharing to the campus. The College has agreed to fund a part-time travel plan coordinator and set up a Travel Plan Forum.

The measures contained within the Travel Plan are considered to be sound and robust, and would likely bring about a significant behavioural change in travel to and from the site and promote non-car modes of transport. The College are understood to have been successful in reducing the number of car drivers through the Travel Plan implemented in conjunction with the development of their Windsor Campus.

The implementation of the Travel Plan and the associated monitoring fee of £6,000 will be secured through the Section 106 Agreement.

Highway Works and Road Widening Line

The College have agreed to fund an improvement to the existing crossing on Station Road. The existing crossing would be upgraded to either a raised zebra crossing or a raised signal controlled crossing. A £40,000 contribution to fund this measure would be provided by the College. The College's agreement to fund this improvement, and to extend and enhance the public realm is welcomed by the Council. This would be secured through the Section 106 Agreement.

Furthermore, the College have agreed to dedicate the part of the land falling within the approved road widening line for the B470 Langley High Street and Station which the Council considers would be required in order that improved footway and cycleway provision could be implemented. The College's agreement to dedicate this land to provide improvements is similarly welcomed. This would also be secured through the Section 106 Agreement.

Trip Generation

As requested, the College have provided traffic counts that were conducted in 2007 of the parking accumulation and vehicle movements arriving and departing from the Station Road and Langley Road entrances. This information has helped clarify how many trip movements were being made when the two social services centres were operational.

Having regard to this supplementary information, it is considered that the proposed scheme is unlikely to cause material impact on the local highway network and the trip generation would thus be acceptable.

It is considered that the former and proposed uses would attract a similar number of trips and they would therefore in effect cancel each other out.

Car Parking

It was previously commented that the travel survey results suggested that there might have been students driving to the site who were not parking within the site. Further information regarding car parking has been provided. It is understood that the College have not received any recent complaints about overspill parking on surrounding streets.

The College have clarified how their car park permit system operates. It is understood that permits are distributed to all members of staff and students who make a valid application and whilst this does not guarantee them a space, as attendance by students at the College is predominantly part-time, there is a much greater chance that permit holders will be able to park on campus.

The Travel Plan contains a number of measures that seeks to make bus use cheaper and more attractive for students and the College is also trialing a minibus collection service for some students. It is understood that this will likely commence in September. Two routes will be piloted initially with of an inter-campus route likely being run.

Furthermore, as part of this proposed scheme, the College is proposing to rationalise the location of car parking on site making it more legible for staff and students to find a space. Additional drawings have been submitted showing the car park layouts. Whilst the location of proposed barriers has not been shown at this stage, details will be required by condition to ensure that operation and circulation is acceptable.

Given the relatively modest number of additional students attending the College in connection with the proposed development, it is considered that the proposal would not have the potential to cause detriment through parking on surrounding streets. The Council's Transport consultant considers that through the combination of these measures, the proposed car parking arrangements are considered to be acceptable.

Temporary Pedestrian Access Arrangements

A temporary reception area is proposed to be provided whilst the works are ongoing.

In conjunction with this temporary reception, the applicant is proposing to upgrade an existing disabled access ramp to provide an entrance compliant with current Building Regulations. Additional plans have been received relating to the proposed ramp.

The proposed amendment is not considered to be so significant in the context of the wider scheme to warrant reconsultation given the location of the temporary reception area has been shown and there is a ramp in situ at present. The proposal is considered to be acceptable and would allow the temporary reception to be accessible for disabled users of the site during the construction phase.

Background to the Proposal

Further information has been provided by the College with respect to the eligibility criteria for the Enhanced Renewal Grant of £2 million which they have secured from the Skills Funding Agency.

Attention has been drawn to the eligibility condition which states that the development must be complete and operational by September 2013, ready for the 2013/14 academic year.

Furthermore, it is understood that there is a requirement for a final reconciliation statement to be submitted at the end of the project by October 2013. It is understood that the Chief Executive of the Skills Funding Agency reserves the right to recover funds by clawback.

Given the funding conditions and the tight timescales involved, it is understood to be critical for the College that they secure planning permission at the earliest opportunity in order that they can begin the construction phases as set out in the officer report to meet their completion and operational deadline.

The College have engaged in active and positive discussions during the pre-application stage and throughout the course of the application. The development proposed along with the package of transport measures and associated highway improvements are considered to constitute a well thought-out scheme which would be acceptable in planning terms. The proposal is considered to provide educational and employment opportunities and be of a high quality in design terms which would bring about street scene enhancements to the area. The proposed car parking arrangements along with the good package of measures proposed to promote sustainable travel contained within the Travel Plan are considered to be acceptable in transport terms. The development would contribute towards improving pedestrian and cycle linkages in the area. It is considered that the funding available to the College presents an opportunity for a high quality development to be secured which would respect and enhance the character of the area and surrounding properties and would contribute positively to the local area.

Planning Obligations and Conditions

Planning Obligations

Matters for inclusion in the Section 106 Agreement are as follows:

- Dedicate land within adopted widening line to allow improvements for vulnerable road users;
- Pay a contribution of £40,000 to fund improvement works to the existing crossing on Station Road;
- Implement the submitted Travel Plan;
- Pay a Travel Plan monitoring contribution of £6,000;
- Achieve a minimum BREEAM rating of very good.

Conditions

It is necessary to revise the list of recommended conditions set out on pages 57-70 of the officer report to reflect the amendments to the scheme, the additional information that has been provided and the further comments from the Council's Transport consultant.

Comments have been received from the applicant in respect of the list of recommended conditions set out in the officer report. It has been requested that certain conditions requiring details to be submitted and agreed in writing prior to the commencement of the development be reworded to allow for details to be submitted and agreed in writing prior to the development being first occupied/brought into use instead.

The rewording of the conditions would still allow the Local Planning Authority to consider the requisite details and retain control without unnecessarily delaying the commencement of the development where information which is required to be submitted relates to parts of the development which would follow during a later phase.

It is considered that there is no objection in principle to considering the applicant's request for the rewording of some of the conditions on this basis having regard to the advice contained in *Circular 11/95: The Use of Conditions in Planning Permissions*. Those which go to the heart of the permission would remain as pre-commencement conditions.

The conditions are as follows:

The applicant has requested that condition 9 relating to the submission of a report following an environmental search to identify possible sources of contamination is removed, as they submit that the information has been prepared and will be submitted.

Officer comment: Officers have yet to receive this information and this condition is therefore considered reasonable, necessary and relevant to the development permitted.

The applicant has requested that condition 14 relating to the submission and approval of a lighting scheme is reworded so the information is required to be submitted and approved prior to first occupation.

Officer comment: There is considered to be no objection to the comprehensive lighting scheme for the site being submitted for approval prior to first occupation; however it is considered that details relating to site lighting during the construction phase are necessary in the interests of safeguarding neighbour amenity. Details of site lighting during construction has been incorporated into the

condition relating to the submission of a Working Method Statement to control the environmental effects of construction.

The applicant has requested that condition 20 relating to the provision of pedestrian visibility splays is reworded to require these to be provided prior to first occupation.

Officer comment: In the interests of pedestrian safety and convenience, it is considered necessary to provide pedestrian visibility splays throughout the construction and occupation phase.

The applicant has requested that condition 21 relating to the provision of details of cycle parking is reworded to require these details to be provided prior to first occupation.

Officer comment: The location of the cycle parking is shown on drawing SK02 dated 26.04.12 received 01/05/2012 contained within the revised Travel Plan, however details of the housing and cycle stand will be necessary. It is considered that this could be provided prior to first occupation.

The applicant has requested that condition 23 relating to the provision of a visibility splay on Langley Road is reworded to require this to be provided prior to first occupation of the development.

Officer comment: The Langley Road visibility splay is shown on drawing SK01 Revision A dated 02.04.12 received 01/05/2012 contained within the revised Travel Plan. This condition has therefore been reworded to refer to the visibility splay and hedge realignment as shown on this submitted drawing. There is considered to be no objection to this being provided prior to the first occupation of the development.

The applicant has requested that condition 24 relating to the submission of a Travel Plan is removed as a Travel Plan has already been submitted.

Officer comment: Given that the applicant has submitted a revised Travel Plan prepared by Transport Planning Associates, Report Number 1201-06/TP/01B, dated April 2012, received 01/05/2012 which is considered to be acceptable, it is recommended that this condition be reworded to ensure that prior to the first occupation of the development, the Travel Plan is implemented in accordance with the initiatives, measures, action plan and targets to reduce car travel to the College set out. The Travel Plan contains actions proposed prior to the first occupation of the development and the monitoring and review of the Travel Plan should be in accordance with the timescale set out in the plan.

The applicant has requested that conditions 28 and 33 relating to the submission of a Community Use Statement and Floodlighting Impact Assessment is reworded to require a these details to be provided prior to first occupation the development as the provision of the MUGA will be following the Phase 1 works and details relating to this are therefore unlikely to be known at this time.

Officer comment: There is considered to be no objection to the Community Use Statement and Floodlighting Impact Assessment being provided prior to the first occupation of the development once relevant details are known.

The applicant has requested that conditions 32 and 34 relating to the hours of use of the proposed MUGA and the associated floodlighting and emergency lighting on Mondays-Saturdays are extended. The applicant has requested that the use of the MUGA is extended from 21:00 hours until 22:00, the operation of the floodlighting is extended from 21:00 hours until 22:00, and the operation of the emergency lighting is extended from 21:30 until 22:30.

Officer comment: It is noted that the applicant has made reference to the 'Power League' facility in Slough. They have stated that the 9-10pm slot is well used. Whilst the applicant has suggested that any potential neighbour amenity concerns would be addressed through the floodlighting impact assessment, limiting the hours of use to 21:00 is considered to be necessary based on the potential impact of floodlighting and light spill in the evening, as well as noise arising from activities taking place on the MUGA taking account of background noise levels.

It is considered that it would be for the applicant to demonstrate through the floodlighting impact assessment and a noise impact assessment that extending the hours of use until 22:00 would be

acceptable given the relatively close proximity of existing nearby residential properties on Langley Road. As noted in the officer report, the properties most likely to be potential affected by the proposed MUGA and floodlighting are those likely to be built sometime in the future on the neighbouring vacant British Telecom Telephone Engineering Centre site, under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document when this allocation comes forward. It would need to be established that the future delivery of this site for residential development as allocated is not prejudiced through unacceptable noise levels from the proposed MUGA.

The Power League facility is situated to the rear of Slough and Eton School. This facility appears to be located further away from residential properties than the site of the proposed MUGA. In addition, the M4 motorway is situated in close proximity which would likely have a bearing on background noise levels and the extent to which noise generated by the Power League pitches would be audible. In summary, based on the information available at present, the 21:00 cut-off time is considered to be necessary and reasonable.

The applicant has requested that condition 35 relating to the provision of CCTV details is reworded to require these to be provided prior to first occupation.

Officer comment: The condition was worded to allow details to be submitted prior to the development first being brought into use.

For the purposes of clarity, the full list of recommended conditions is therefore as follows:

CONDITIONS:

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

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

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

- (a) Drawing No. (01)001 Revision D2 Existing Site Plan, Dated 17/12/11, Recd On 01/05/2012
- (b) Drawing No. (01)002 Site Location Plan, Dated 23/01/2012, Recd On 01/02/2012
- (c) Drawing No. (01)003 Topographical Survey, Dated 09/01/2012, Recd On 01/02/2012
- (d) Drawing No. (02)001 Existing Ground Floor, Dated 30/01/2012, Recd On 01/02/2012
- (e) Drawing No. (02)002 Existing First Floor, Dated 30/01/2012, Recd On 01/02/2012
- (f) Drawing No. (02)003 Existing Second Floor, Dated 30/01/2012, Recd On 01/02/2012
- (g) Drawing No. (02)004 Existing Roof Plan, Dated 30/01/2012, Recd On 01/02/2012
- (h) Drawing No. (03)001 Existing Elevations (1 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (i) Drawing No. (03)002 Existing Elevations (2 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (j) Drawing No. (03)003 Existing Elevations (3 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (k) Drawing No. (04)001 Existing Sections, Dated 06/01/2012, Recd On 01/02/2012
- (l) Drawing No. (07)001 Revision PL1 Proposed Ground Floor, Dated 30/01/2012, Recd On 23/02/2012
- (m) Drawing No. (07)002 Revision PL1 Proposed First Floor, Dated 30/01/2012, Recd On 23/02/2012
- (n) Drawing No. (07)003 Revision PL1 Proposed Second Floor, Dated 30/01/2012, Recd On 23/02/2012
- (o) Drawing No. (07)004 Revision PL1 Proposed Roof Plan, Dated 30/01/2012, Recd On 23/02/2012
- (p) Drawing No. (08)001 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (q) Drawing No. (08)002 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (r) Drawing No. (09)001 Revision PL1 Proposed GA Sections, Dated 30/01/2012, Recd On 23/02/2012
- (s) Drawing No. (21)001 Detail Part Elevation and Profile Street, Dated 27/01/2012, Recd On 01/02/2012
- (t) Drawing No. (21)002 Detail Part Elevation and Profile Entrance, Dated 27/01/2012, Recd On 01/02/2012
- (u) Drawing No. (21)003 Detail Part Elevation and Profile Hospitality, Dated 27/01/2012, Recd On 01/02/2012
- (v) Drawing No. (21)004 Detail Part Elevation and Profile Sports Hall, Dated 27/01/2012, Recd On 01/02/2012
- (w) Drawing No. (21)005 Detail Part Elevation and Profile South Wing, Dated 27/01/2012, Recd On 01/02/2012
- (x) Drawing No.110250L03 Landscape Masterplan, Dated Feb 2012, Recd On 03/02/2012
- (y) Drawing No.110250L01 Retained and Removed Trees, Dated 27/01/2012, Recd On 01/02/2012
- (z) Drawing No.J44.72/01 Tree Constraints Plan, Dated 25/01/2012, Recd On 01/02/2012

- (aa) Drawing No.J44.72/02 Tree Protection Plan, Dated 27/01/2012, Recd On 01/02/2012
- (bb) Drawing No.110250L09 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (cc) Drawing No.110250D05 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (dd) Drawing No.110250D06 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (ee) Drawing No.110250D07 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (ff) Drawing No.SK01 Revision A Existing Site Egress Junction Visibility Splays, Dated 02.04.12, Recd On 01/05/2012
- (gg) Drawing No.SK02 Proposed Car Park Spaces, Dated 26.04.12, Recd On 01/05/2012

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Implications Assessment prepared by Broad Oak Tree Consultants Limited dated 26th January 2012 have been implemented, in accordance with the recommendations set out in BS 5837:2005 – Trees in Relation to Construction. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.
- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

10. No development shall be undertaken until an environmental search has been carried out to identify all possible sources of contamination and a report has been submitted in writing to the Local Planning Authority. If contamination is identified then a remediation statement shall be produced to and agreed in writing with the Local Planning Authority.

If no sources of contamination are identified then the developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied

REASON To ensure that any contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON To ensure that deep penetrative foundation methods do not coincide with potentially contaminated land in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

12. The development hereby approved shall be carried out in accordance with the Flood Risk Assessment produced by Sinclair Knight Merz Pty Ltd Dated 31st January 2012 and the following supplementary details:

- Letter dated 28 March 2012
- Datasheet Leisuretex plus, Issue 3, dated January 2006.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

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

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. Prior to the development hereby approved first being brought into use, a scheme shall be 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 safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall

be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

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

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

19. No additional external plant or equipment shall be installed or used without the prior written consent of the local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring properties is protected.

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

20. The development hereby approved shall be carried out in accordance with the Noise Impact Assessment produced by Hoare Lea Acoustics.

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

21. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

22. Prior to the development hereby approved first being brought into use, details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

23. Prior to first occupation of the development hereby approved, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Core Policy 7 of The Slough Local Development

Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

24. Prior to the development hereby approved first being brought into use, the vehicle visibility splays shown on the approved drawing TPA 1201-06 SK01 Revision A, dated 02.04.12, received 01/05/2012 have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the carriageway.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

25. Prior to the first occupation of the development hereby approved, the initiatives, measures, action plan and targets to reduce car travel to the College contained within the submitted Travel Plan prepared by Transport Planning Associates, Report Number 1201-06/TP/01B, dated April 2012, received 01/05/2012 shall be implemented as set out in the submitted Travel Plan unless otherwise agreed in writing with the Local Planning Authority. The Travel Plan shall be monitored and reviewed in accordance with the timescale set out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

26. In accordance with the approved plans, 342 no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

27. During the construction phase of the development hereby approved, 342 no. car parking spaces shall be provided on-site for the parking of motor vehicles, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

28. Prior to the development hereby approved first being brought into use, a detailed scheme for car parking including the location of car park access barriers and details of their operation shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and retained in that form thereafter.

REASON To enable vehicles to draw off, park and turn clear of the highway to minimize danger, obstruction and inconvenience to users of the adjoining highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

29. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall only be used as a hospitality suite associated with East Berkshire College and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON To ensure that the site is developed in accordance with the submitted planning application and to ensure that the development hereby approved does not prejudice the vitality and viability of the Langley district shopping centre in accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

30. Prior to the first occupation of the sports centre and multi use games arena (MUGA) hereby approved, a community use statement for the sports centre and multi use games arena (MUGA) shall be submitted to the Local

Planning Authority and approved in writing. Once approved, the sports centre and multi use games arena (MUGA) shall only be used for purposes in accordance with the approved community use statement and/or for purposes in association with East Berkshire College, and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing with the Local Planning Authority.

REASON To secure wider community benefits in accordance with Core Policy 11 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework and to ensure that the site is developed in accordance with the submitted planning application in the interests of providing sufficient parking provision to safeguard the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

31. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 12:00 hours to 20:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

32. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays-Fridays, 10:00 hours to 18:00 hours on Saturdays. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site 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, and the National Planning Policy Framework.

33. The sports centre hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 10:00 hours to 23:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

34. The multi use games arena (MUGA) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

35. Prior to the multi use games arena (MUGA) hereby approved first being brought into use, a floodlighting impact assessment for the floodlights and associated emergency lighting to the multi use games arena (MUGA) shall be submitted to the Local Planning Authority and agreed in writing. The floodlighting shall be installed and operated thereafter strictly in accordance with the approved floodlighting impact assessment and not subsequently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

36. The floodlighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

Emergency lighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 07:30 hours to 21:30 hours on Mondays-Saturdays, 10:00 hours to 18:30 hours on Sundays and Bank/Public Holidays.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

37. Prior to the development hereby approved first being brought into use, full details of a CCTV system, including details of its management and maintenance, shall have been submitted to and approved by the local planning authority in writing. The approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and to reflect the guidance contained in the National Planning Policy Framework.

38. The development hereby approved shall be carried out in accordance with the Sustainability Statement Incl. Building Services Strategy produced by Pick Everard Dated January 2012.

REASON In the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

39. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Ecology Update produced by The Environmental Dimension Partnership Dated 30th January 2012.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is recommended that the college have a secure room where all portable IT equipment can be stored out of hours. This should be certificated to BS PAS24 door of enhanced security.
3. It is recommended that the have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that should be covered are the reception area, the internal street, the entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. The Home Office have produced guidance which can be found at:
http://tna.europarchive.org/20100413151426/http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/cctv-publications/28_09_CCTV_OR_Manual2835.pdf?view=Binary
4. In accordance with the recommendations of Secured by Design, all ground floor exterior doors and windows should be certificated to BS PAS24 and BS7950 respectively. All ground floor glazing should include one pane of laminate glass.
5. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

6. In accordance with the requirements of condition 5, it is recommended that new trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.
7. 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, and to all relevant material considerations.

Policies:- EN1, EN2, EN3, EN5, T2, T8, T9, T13, OSC8 and OSC13 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 5, 6, 7, 8, 9, 10, 11, and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework, and the Technical Guidance to the National Planning Policy Framework

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.

CHANGE OF RECOMMENDATION: DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR FINALISING OF CONDITIONS, COMPLETION OF A SECTION 106 AGREEMENT AND FINAL DETERMINATION.

AGENDA ITEM 6

P/10755/003 – Poyle Place, Horton Road, Colnbrook, Slough

1. The applicant has been requested to amend the red line application site to include the private access road. Amendments to the red line are normally permitted if it relates to access.
2. Notwithstanding earlier legal advice, whereby no specific issues were raised, more recent legal advice advises that the grant of a temporary planning permission could weaken the Council's case in the future should it prove necessary to pursue further planning enforcement action. More specifically the following advice is given:

With regard to the planning enforcement history for this site and how it will affect the Council's position if enforcement action is needed in the future, I advise that if you grant temporary planning permission for the proposed development for this will prejudice the Council's position and this will be contradictory. It will result in immunity from future enforcement action. The Council will not be able to seek future enforcement action or injunctive relief as the owner could challenge the Council's decision based on the fact that temporary planning permission was granted now. This would be a weakness in any potential enforcement case in the future. You also need to consider the period of any breach of planning control and whether there will be a break in the period as a result of the Council grant temporary planning permission.

The Head of Legal Services agrees that the Olympics would be considered "very special circumstances" only because it is the Olympics event. However, the advice on enforcement action is still the same.

Response: The views of the legal section are acknowledged. It is recognised that a number of planning enforcement notices and an injunction have been served on the owner of the site stretching back over a period of years, relating mainly to the unauthorised parking of lorries on the land. More recently in 2010 the site was used for unauthorised storage of cars in connection with airport parking which was operating out a site known as Theale. That operation ceased and the cars were removed.

With the exception of the recent breach in 2010, the Council has not been particularly pro active in dealing with the breaches beyond the serving of the notices. With respect to the current application, it is considered that it is in the national interest, being related to the London Olympics, that following a comprehensive site search, this is the only suitable site available, that it is for a temporary period only for the period of the Olympics and Paralympics and the Council is seeking some planning gain by securing improvements to the site by requiring an ecological corridor to be provided as part of the

restoration works and that these factors together, provide the “very special circumstances” necessary for permitting this use within the Green Belt. Whilst accepting the legal view, Officers are of the opinion that, in the light of these facts, that an exception can be made to the application of normal Green Belt policy on the basis that such a set of circumstances are unlikely to be repeated.

3. Comments have been received from British Airports Authority Environment Agency who raise no objections to the planning application and provided further advice with regards to the use of cranes and lighting in close proximity to the airport.
4. Comments have been received from the Council’s Land Contamination Officer who has stated that no further investigation is necessary at this time although a condition should be added to any permission stipulating that what action should be taken if any contamination is found. These comments also confirm that there will be no implications under the Petroleum Licensing Regulations.
5. Comments have been received from the Environment Agency who have no objections to the scheme subject to conditions requiring that all works must be carried out in accordance with the Flood Risk Assessment, that a minimum 4 metre buffer be maintained alongside the river and appropriate site mitigation be carried out. Appropriate conditions are proposed. They make further comment that they are disappointed to note that a full 8m ecological corridor appropriately cleared and landscaped next the river is not being provided. Further comments are made with regards to this point below.
6. Comments have been received from the Council’s Transport Engineer’s who raise no objections to the planning application subject to the existing Horton Road entrance only being used for cars entering the site. Egress for cars from the site using the existing access on Horton Road will not be permitted due to inadequate sight lines and concerns about highway safety. This will require an amended site layout plan to be submitted and is covered by planning condition.
7. Through on going discussions with the applicant, Planning Officers have raised several queries with regards to the submitted Acoustic Study.
 - ***It is noted that the numbers of coach movements in the traffic assessment and noise assessment are different. A correct set of coach movements will need to be provided with confirmation as to if this would impact upon the findings of the noise assessment.***

Applicants Response: *The calculations of the worst-case hour noise levels at the NNSL for day and night were based on 293 and 157 respectively. This was taken from the proposed maximum vehicle movement data we were provided with, understood to be the most accurate available at the time. The data shown in the traffic assessment is based on more recent information about the scheduled movements. The worst-case hour data is 254 and 155. Therefore the data used in the report was prudent and the calculated worst-case hour noise levels are also prudent (over estimating).*

- ***It is also noted that the noise assessment has not included the hours between 2.00 to 4.00 am when there is likely to be sufficient coach movements. As the noise from the planes and motorway will be lessened during this time the survey will need to include these hours.***

Applicants Response: *The L_{A90} remained steady from around 23:45hrs. It was noted onsite that the source of background noise was from traffic on the M25 motorway. The lowest night time $L_{A90, 15 \text{ minutes}}$ noise level of 46 dB occurred twice starting at 23:45 hrs and at 00:30 hrs. It is considered representative of night-time background noise at the NNSL. The background noise is not anticipated to fall by any significant amount between 02:00hrs and 04:00hrs.*

- ***Some of the ambient noise figures are 10db over the background noise levels, which it is stated in the report could indicate that complaints will be likely. Please confirm why it is considered acceptable on this site and the difference that would be achieved if an acoustic barrier is installed.***

Applicant’s Response: *Several of the measured existing ambient $L_{Aeq, 15 \text{ minute}}$ noise levels are indeed above the background $L_{Aeq, 15 \text{ minute}}$ noise levels as shown in Table 1 and Table 2 of our report. The dominant ambient noise sources were noted to be aircraft passing overhead and road traffic on the M25 motorway. However, in a BS 4142 assessment, as outlined in Appendix 1 of the report, it is the rating level which is to be compared against the calculated noise level as shown in Table 8. The rating level is calculated from the specific noise level by adding a 5 dB correction if certain characteristics are present. This was done and is prudent. The specific noise was taken to be the level calculated for the worst-case*

hour for both day and night, which is prudent. As Table 8 shows the rating level does not exceed the measured background noise.

- **The acoustic barrier has been mentioned in the report but does not state what level of benefit it would bring.**

Applicant's Response: A noise barrier was mentioned in the conclusion as a possibility if a lower impact were sought. The level of noise reduction from a barrier depends on the height of the barrier and several other variables. A barrier was not included in the model as it is calculated that it would not be necessary to achieve acceptable levels at the NNSL. Additionally the model included only a small number of stationary coaches. This was another prudent assumption made in the calculations. In practise there may be significantly more coaches parked and their arrangement is likely to act as an effective noise barrier, the effect of which is disregarded in these calculations.

With respect to issues of noise further consultations have been undertaken with the Council's Neighbourhood Enforcement Team, who in turn have been in discussions with the applicant. The following advice is given:

If this was to be a permanent coach park I would raise issues with respect of the noise survey – there's no figures for peak noise events and the existing back ground levels seem high.

However for a temporary arrangement I believe the majority of issues will be resolved with a noise management plan to control short duration peak noise events such as vehicles starting, reversing, left idling, drivers waiting to start/leave and also traffic management to avoid queues of coaches of the service roads coming in or going out.

I would seek that a condition be placed on the consent that "A noise management plan must be submitted and agreed with the Council so as to control noise from the operation of the coaches from becoming of significant detriment to the amenities of local residents".

Although I have discussed this plan with the applicant, his view is that it will be provided by the site operators and that he would refer the matter to them

In line with the advice received it is proposed that a condition be applied which requires submission of a Noise Management Plan.

8. The applicant was consulted on proposed draft planning conditions, albeit these are not the same as contained within the officer's report which has been the subject of on going refinement. The applicant responded as follows:

Condition 4 Site Restoration

The condition will have the effect of stopping the job. As written and taken in context with #15 our client TGM will be responsible for the remediation of the existing hardstanding areas that will add considerable costs that could easily reach £1.5M - £2.0M depending on the quality of that remediation. This would be on top of costs that already substantially exceed the budget and would make the whole project unviable. We have said all along that we would remediate the site back to the current state although that in itself has proved to be a considerable expense.

Notwithstanding the above it is also very doubtful whether the landlord will grant a lease for the 8 week occupation if the whole site were rendered back to a previous condition.

Response: Besides being a site within the Green Belt, there is a history of planning enforcement notices and an injunction on the site, so there must be some clear justification as to why this site is being considered for a use which would not normally be permitted on Green Belt land. The Colnbrook area of Slough, being located close to Heathrow airport is under enormous pressure for green belt releases to meet the requirements of the commercial sector and the Council needs to be satisfied that an approval here would not create an undesirable precedent.

In addition to the sequential test which provides some justification in terms of site selection, plus its temporary nature and it being of national significance, there must be some identifiable benefit by allowing such use. Simply restoring the site back to its current position is not enough.

Condition 4 refers to a total restoration of the site. It is understood that this may not be a financially viable option and that it would require the permission of the land owner which may not be forthcoming. If this is not a feasible option then as a minimum it is considered that an 8 metre wide ecological buffer, to be cleared prepared and planted in accordance with the advice of the Environment Agency. This would at least provide some planning benefit, which when considered in the context of the above could be taken as being the exceptional circumstances necessary to allow what would otherwise normally be regarded as unacceptable development within the Green Belt.

Condition 04 has been amended to reflect this.

Condition 05. Timing of Site Restoration

The time constraints highlighted within the clause are wholly unrealistic given the extent of the task highlighted in condition 4 above. However, should the remediation be limited to returning the site back to its current state then that would be acceptable.

Response: Given the changes to requirements under condition 04, the time limits set out in this condition would be appropriate.

Condition 08. Coach Parking Spaces at Western End to be Filled First

The site operation will require that the vehicle parked on site will be organised into blocks commensurate with the travel company that they serve. It would be disastrous to simply park up the vehicles at the west end of the site in the order of their return. The resulting chaos of allocated vehicles potentially being parked anywhere on the site dependant on their return time would result in a shambolic and disorganised operation with drivers wandering around the site looking for their vehicle that may or may not be readily retrievable. Whilst we appreciate the intent in this clause, operationally it would lead to a disaster.

Response: This was suggested in the Acoustic report as a means of reducing noise impact for the existing residential occupiers at Poyle Place, but was not made a requirement. Given the views of the Council's neighbourhood Enforcement Team and the requirements for a noise Management Plan to be submitted, this can be dropped as a specific condition.

Condition 11. Archaeology

This clause is a completely new requirement that could have been addressed much earlier. It will be impossible to implement this clause within the period between now and when the siteworks commence. To achieve the operational date the groundworks must start on 14th May, by which time we could not be expected to have commissioned an archaeological report and scheme of investigation, submitted it to you by way of Discharge of Condition and for you to approve it. Our works envisage only scraping off the rubbish and immediate top soil (if any), onto which we will make up any levels with hardcore and top off with road planings, using what is available on site where we can. It is very unlikely that we will get anywhere near any archaeological remains or indeed create any disturbance and I suspect that had there been any archaeological remains within our zone of operation then they will have already been destroyed by previous site uses. Notwithstanding this if somehow a find was discovered then the consequences of interrupting the project with an archaeological dig would result in an Olympic disaster.

Response: Discussion have been carried out with Berkshire Archaeology who have revised their original condition, to allow compliance on a phased basis and to allow work to commence on site at an earlier stage, but with a qualified Archaeologist on site to keep a watching brief .

Condition 12. Requirements for an Acoustic Fence

There is no requirement for an acoustic fence within the project and the Acoustic report specifically precludes this requirement. I passed your previous comments contained in your e-mail of 19th April to our acoustic consultant who's response I have copied below. I understand that the Council's Environmental Health Officer, Mr Palacio concurs with the content and conclusion of the Acoustic Report. He did however, ask for a noise management strategy, which our client is currently producing as part of the overall site management systems. I will forward a copy of this as soon as I have it.

Response: The acoustic report states that "if a lower noise impact is sort, a noise barrier could be constructed on the west boundary of the site". However, in terms of mitigation it has not been made a requirement in the Acoustic Study. Given the views of the Council's neighbourhood Enforcement Team

and the requirements for a noise Management Plan to be submitted, this can be dropped as a specific condition.

Condition 13, Further Ecological Survey

This item was anticipated from the Ecological Report and will be implemented.

Response: noted.

Condition 14, Spills

Spills from vehicles outside of the fuelling area is highly unlikely and is doubtful whether any spill would be noticed given the porosity of the surfacing and therefore no action could be taken.

Response: The wording of the condition has been amended but which still requires spill kits to be kept on site for use outside of the refuelling area(s) and other measures to be put in place in relation to the refuelling areas.

Conditions 18 and 19, Access

Access to the car park is via the existing entrance from Horton Road next to the Sub Station Site. This clause precludes that use. We do not want to have any conflict between cars and coaches on this confined site, besides the layout does not allow access from the main coach park to the car park. Also, for security reasons the gate will be closed for the short period when the site is not operational including the period between the Olympics and Paralympics.

As discussed in relation to condition 11 above, development must start on 14th May and to comply with this condition is unreasonable. Details of this nature could have been provided earlier if required so as to obviate the need to have the condition. The gates shown quite clearly demonstrate that there is free access through them and #18 ought to ensure that the gates are open at all operational times. It certainly isn't in the interests of the operation that there is any restriction to flow.

Response: The Council's Transport Engineer's who raise no objections to the planning application subject to the existing Horton Road entrance only being used for cars entering the site. Egress for cars from the site using the existing access on Horton Road will not be permitted due to inadequate sight lines and concerns about highway safety. This will require an amended site layout plan to be submitted and is covered by planning condition.

9. A letter has been sent to Councillor Rasib by solicitors acting on behalf of the applicant. The letter is attached for Members consideration. The letter refers to guidance given in Circular 11/95 relating to the use of planning conditions: On the basis of such guidance the writer recommends:

In view of the clear guidance, we would therefore respectfully ask on behalf of our client that conditions 1, 4 and 5 are amended as indicated below:

Condition 1 – "The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive"

Response: Noted. Condition 01 will be amended accordingly.

Condition 4 – "Any works carried out, or temporary buildings erected, pursuant to this permission shall be removed and the land restored to its condition that existed immediately prior to the implementation of this permission before 11 December 2012"

Response: The writer was advised as follows:

"You may not be aware of the history on this site relating to matters of planning enforcement and an injunction. To justify use of the Green Belt for a use which under normal circumstances would not be supported in planning terms, requires justification. It is on this basis that some improvement to the original site is being sought. It is acknowledged that full site restoration may render the project non viable, as a compromise the Council is seeking works to create an ecological corridor alongside the stream, very much in line with the objectives of the Environment Agency. It is not considered that the costs would be anything like those necessitated by full restoration".

The enhancements works to the riverside corridor within the site are considered proportionate to the scale of the scheme. Condition 04 has been suitably reworded.

Condition 5 should be deleted.

Response: Not agreed it is essential that time limits be set for restoration works to be undertaken otherwise it would be open ended. No change to the wording of condition 05.

10. A further response has been received from the agent:

Condition 4. We are willing to accept that we will remove all the hardstanding brought into the site for the development.

As regards the enhancement to the river bank we are not sure it is within our ability to deliver the improvements requested being land outside of the lease area and in the ownership of others, who may not necessarily be the owner of our site. We would consider it more expedient if a sum of money were set aside for environmental improvements that the Council could then allocate against specific projects. We appreciate that an agreement will need to be formulated but this needs to be completed without delay but such completion of that agreement must not hinder the approval and to allow the site to become operational on time.

Response: The wording of the condition requires clarifying such that it relates only to that part of the streamside which falls within the application site:

Condition 04

A scheme for the restoration of the site, to include removal of all hard surfacing laid out as part of this application and enhancements to the river corridor within the boundaries of the application site shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission and which shall include any relevant licences necessary for the disposal of spoli from the site. The enhancements shall include:

- Removal of vegetation along the river bank as appropriate in order to provide more sunlight
- Improvement of vegetation along the top and the toe of the bank to provide further shade
- Application of wild seed mix at the top of the bank
- Coir rolls of pre planted sods placed at the toe of the bank
- Planting of native hedges, locally native species or specimen trees

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policies 2 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

Condition 11. We are disappointed that this condition is proposed at this late stage in the planning process. We specifically went through the requirements with Ian Hann last November, the object of which was to obviate the need to have any post approval submissions as we all recognised that the timescales would preclude those submissions and approvals. I cannot believe that this requirement was not known much earlier and therefore we should have been notified sooner. We do not believe that we will be able to comply with this clause within acceptable timescales especially since we must start the groundworks that are affected by this condition on Monday 14th May. To get an agreed scheme and programme for the archaeological work will take at least 4 weeks assuming that we can find an archaeologist at short notice. It should be noted that the operational dates for the facility are sacrosanct and cannot be delayed and clearly all the site facilities must be in place for that date. The proposed phased completion of the archaeological work has no relevance in that the completion of Stage A is impossible to meet our construction programme and therefore B & C stages similarly fail.

We therefore require this clause to be struck out.

To assist with the archaeological monitoring of the site we offer to allow the County Archaeologist reasonable access during the works to view any of the excavations and record any interests and finds.

Response: This condition cannot be discarded. Through further discussions with Berkshire Archaeology, there appears to be no further flexibility with respect to the condition being imposed.

Condition 21 We note that this condition is brand new and has been included since the original conditions were proposed. This condition seeks to impose a wholesale redesign of the facility at an unacceptably late stage. It is clearly a poorly thought out requirement as it seeks to use a site entrance outside of the application site beyond Slough BC boundaries that will then need a further planning application from another Authority. Even a cursory investigation will show that the existing gates are simply not wide enough to manoeuvre coaches through. The proposed temporary site access is clearly shown on the application drawing that was submitted at the beginning of February. The position and size of this opening as well as the diagrammatic plot of the vehicle tracking to prove its efficacy is purposefully identified and to date we were not advised of any issues with this temporary opening. This condition is clearly unworkable and ought to be removed.

We understand the comments about the exit from the site for departing cars via the private access road and we will accept such a condition and amend the site layout accordingly.

There may be some misunderstanding as it had been assumed that the access shown is existing. The wording of the condition can be suitably amended.

Notwithstanding the deposited plan as hereby approved, all coaches and delivery vehicles shall enter and leave the site via the proposed entrance onto the private access road in the south western corner of the site. Cars only can access the site via the existing Horton Road entrance, but must egress the site via the private access road and the main gates to the private access road shall be kept open at all times. Prior to the commencement of works on site an amended site layout plan shall be submitted to the Local Planning Authority for its written approval and shall be implemented in accordance with the details approved.

REASON The existing entrance onto Horton Road has sub standard visibility and is not suitable for vehicles egressing the site, therefore all egressing vehicles must leave the site via the private access road to the south west, so as not to prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance core policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document

11. A letter has been received and circulated to Members of the Planning Committee from The London Organising Committee of the Olympic Games and Paralympic Games Ltd which is attached for Members consideration. On behalf of the applicant the reasonableness of some of the conditions being proposed is being questioned, although the specific conditions being referred to are not identified.

Response: Since the letter was written changes have been made to a number of the conditions which in the view of officers makes them less onerous, particularly with reference to conditions 1, 4, 11 and 21. The one remaining sticking point relates to condition 11 in relation to archaeology,

In light of the above changes the draft planning conditions have been amended as set out below:

1. The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive and all buildings, equipment and hard surfaces shall be removed upon the cessation of the use.

Reason: To ensure the temporary use is discontinued and the site can be restored.

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 1105-04A Dated October 2011 Recd On 09/02/2012

(b) Drawing No 1105-06 Dated October 2010 Recd On 09/02/2012

(c) Drawing No 1105-07 Dated October 2010 Recd On 09/02/2012

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

3. The development hereby approved shall be implemented only in accordance with the details and recommendations contained in the following reports hereby approved by the Local Planning Authority:

- (a) Design and Access Statement Dated 08/02/2012 Recd On 09/02/2012
- (b) Lighting Details Dated 06/02/2012 Recd On 13/03/2012
- (c) Transport Assessment Dated January 2012 Recd On 14/02/2012
- (d) Noise Impact Assessment Dated 03/02/2012 Recd On 14/02/2012
- (e) Flood Risk Assessment Dated January 2012 Recd On 14/02/2012
- (f) Tree Survey Dated January 2012 Recd On 14/02/2012
- (g) Habitat Survey Report Dated January 2012 Recd On 14/02/2012
- (h) Phase 1 Site Appraisal (desk Survey) Dated January 2012 Recd On 14/02/2012

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

4. A scheme for the restoration of the site, to include removal of all hard surfacing laid out as part of this application and enhancements to the river corridor within the boundaries of the application site shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission and which shall include any relevant licences necessary for the disposal of spoli from the site. The enhancements shall include:
 - Removal of vegetation along the river bank as appropriate in order to provide more sunlight
 - Improvement of vegetation along the top and the toe of the bank to provide further shade
 - Application of wild seed mix at the top of the bank
 - Coir rolls of pre planted sods placed at the toe of the bank
 - Planting of native hedges, locally native species or specimen trees

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policies 2 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

5. Restoration of the site in accordance with any scheme approved pursuant to Condition 4 shall be commenced within 1 month of the cessation of the use hereby permitted. Restoration works shall be completed within 3 months of commencement of restoration. Imported materials used on the site shall come from a recognised source and details of the licences confirming this shall be provided prior to the completion of the restoration works

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policy 2 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

6. Reversing alarms shall be switched off when the coaches are in the park and a banksman shall be used to ensure safe manoeuvring.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

7. There shall be no external tannoys or loud speakers in use at the site.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

8. Prior to the commencement of the use on site a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority and the findings and recommendations of the approved Noise Management Plan shall be implemented in full to the satisfaction of the Local Planning Authority

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

9. All delivery vehicles (other than small vans) and coaches shall not be left with engines running while in the coach park or on the access road leaving / entering the site and there shall not be excessive revving of

engines.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

10. Coaches leaving and arriving the site shall do so from junction 14 of the M25 and along Horton Road only as stipulated in the Transport Assessment Dated January 2012 Recd On 14/02/2012.

REASON To protect amenities of neighbouring residents and to comply with core policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

11. Prior to the start of each phase of work, the applicant, or their agents or successors in title, will secure and implement a programme of archaeological work (which may comprise more than one phase of work). Each phase will require adherence to stages A, B and C as follows-
A) No development shall commence until a Written Scheme of Investigation for a programme of archaeological work has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of the significance of the archaeology and related research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with core policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

12. A further survey of all vegetation by a suitably qualified ecologist shall be carried out prior to any clearance works at the site during the bird breeding season (March to August).

REASON To ensure that protection of ecology and to comply with Policy EN22 of The Local Plan for Slough 2004.

13. Spill kits shall be kept on site and shall be used in the event of spills from vehicles parked in areas outside of the refueling areas. Within the refueling area(s) storm water run off and diesel spills shall drain to a sump and then pumped to a suitable receptacle for subsequent disposal.

REASON To protect against land and groundwater contamination in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

14. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 26392/001 dated January 2012 and drawing number 1105-04A dated October 2011, and the following mitigation measures detailed within the FRA:

No change to the permeability of the land so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

REASON: To comply with the National Planning Policy guidance and Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 15 Throughout the period of use of the site as a coach park an access strip of at least 4m wide shall be provided and maintained between the coach park and the top of bank of the River Wraysbury main river, as shown on the plan, reference 1105-04A, dated October 2011. The buffer zone should be measured from the bank top, defined as where the surrounding ground level meets the slope of the channel bank and must be free of any structures, hardstanding, formal planting or parking. Following cessation of the use the measures set out in condition 04 shall be implemented in accordance with the requirements of that condition.

REASON: To maintain a wildlife corridor and to comply with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 16 The site will be returned to current condition subsequent to the cessation of the temporary use as stated in section 2.4 of the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority

REASON: To prevent increased risk of flooding due to impedance of flood flows and to ensure that adequate access can be provided for any maintenance works required in accordance with the National Planning Policy guidance and Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008

17. There shall be no washing or repairing of vehicles on site.

REASON: To protect against land or groundwater pollution in accordance with Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

18. This permission is for the personal benefit of TM Group only and shall not endure for the benefit of the land, nor for any other person or persons for the time being having an interest in the land.

REASON But for the special circumstances of the case, planning permission would not have been granted for the use in accordance with Policy EN1 of The Local Plan for Slough 2004.

19. There shall be a maximum of 387 coaches and 25 car parking spaces parked on the site.

REASON To protect amenities of neighbouring residents and to maintain highway capacity in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 20 Details of the buildings and structures to be placed on the site shall be submitted to and agreed in writing by the Local Planning Authority prior to the use commencing.

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

21. Notwithstanding the deposited plan as hereby approved, all coaches and delivery vehicles shall enter and leave the site via the proposed entrance onto the private access road in the south western corner of the site. Cars only can access the site via the existing Horton Road entrance, but must egress the site via the private access road and the main gates to the private access road shall be kept open at all times. Prior to the commencement of works on site an amended site layout plan shall be submitted to the Local Planning Authority for its written approval and shall be implemented in accordance with the details approved.

REASON The existing entrance onto Horton Road has sub standard visibility and is not suitable for vehicles egressing the site, therefore all egressing vehicles must leave the site via the private access road to the south west, so as not to prejudice the free flow of traffic or conditions of general pedestrian safety

along the neighbouring highway in accordance core policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

22. Deliveries from large vehicles, including fuel and removal of waste from the site shall be done between the hours of 0800 hours to 1800 hours on Mondays- Saturdays, and 1000 hours to 1600 hours 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.

23. The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

INFORMATIVE(S):

1. The applicant is reminded that an appropriate fire safety and evacuation plan should be in place for the operation of the site.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

3. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

4. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

National guidance

- National Planning Policy Framework

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

- Core Policy 10 (Infrastructure)
- Adopted Local Plan for Slough
- OSC1 (Protection of Public Open Space)
- T2 (Parking Restraint)

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.

CHANGE OF RECOMMENDATION: DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR CONDITIONAL APPROVAL SUBJECT TO CONFIRMATION OF ACCESS DETAILS.

Councillor Mr Mohammed Rasib
Slough Borough Council

Date 9 May 2012
Your ref
Our ref GRIMBLRJ/068041-NEW
Direct dial 0845 497 4983
johngrimbley@eversheds.com

Dear Councillor Rasib,

Temporary Coach Park for the Olympic and Paralympics Game at Poyle Place, Horton Road, Colnbrook, Slough, Berkshire

We have been consulted by our client, TGM Group Limited in respect of the above application, which is due to be considered at the meeting of the Council's Planning Committee on 10th May. The application represents a key element in the transportation arrangement for the Olympic and Paralympic Games and the site was identified following an exhaustive search for suitable locations. The Organising Committee for the Games, LOCOG, strongly supports the proposal.

Although our client has been in close negotiations with officers since last November, they first learned of the proposed restoration conditions for the site only at the end of last week and the content has caused significant alarm. The conditions in question (namely 1, 4 and 5 as they appear in the officer's report) go significantly beyond what would be needed to restore the land to its present condition. The seven figure cost of the works would make the development unviable, leaving our client with the very difficult task of identifying, acquiring and preparing an alternative site with only two months to go before the Games begin.

The five hectare application site is mainly made up of compacted hard-core with approximately one hectare being grassland vegetation, scrubland and ditch. Our client's application proposals will entail adding some relatively small areas of hard-core and a number of temporary buildings for the duration of the coach park use. Our client fully accepts that a condition requiring the removal of these additional work and buildings would be entirely legitimate and fair.

However, the proposed restoration conditions go well beyond this and would require complete restoration of the site to a green field condition. The conditions plainly conflict with long established case law and government policy (Circular 11/95, “*The Use of Planning Conditions in Planning Permissions*”) that conditions should be restricted to the effects of the temporary permission and not require the developer to remedy pre-existing matters. For example, the courts have held that it is wrong for councils to impose conditions requiring the removal of existing aircraft hangers where the permission only permitted a change of use of the hangars, or to require the removal of buildings and gravel from a site where such buildings and gravel has nothing to do with the permission granted. The principle has also been consistently supported by Ministers and Inspectors in planning appeal decisions.

The relevant paragraph of circular 11/95, paragraph 113, states:

“If the temporary permission is for development consisting of or including the carrying out of operations, it is important to make provision by condition for the removal of any buildings and works permitted- not merely for the cessation of the use- and for the reinstatement of the land, when the permission expires (model condition 41).

The model condition, referred to above, makes it clear that the restoration must be limited to the restoring the land to its condition before the permitted works began:

“[The building hereby permitted shall be removed] [The use hereby permitted shall be discontinued] and the land restored to its former condition on or before.[date] in accordance with a scheme of work submitted to and approved by the local planning authority (paragraph 113).

An agreed note showing the condition of the site before works begin [our emphasis] should be attached to a permission granted subject to this condition.”

In view of the clear guidance, we would therefore respectfully ask on behalf of our client that conditions 1, 4 and 5 are amended as indicated below:

Condition 1 – “The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive”

Condition 4 – “Any works carried out, or temporary buildings erected, pursuant to this permission shall be removed and the land restored to its condition that existed immediately prior to the implementation of this permission before 11 December 2012”

Condition 5 should be deleted.

We would therefore be very grateful if you would take the contents of this letter into account when deciding our client’s application in order that this very important application is not frustrated.

Yours faithfully,

Eversheds LLP

NO CHANGE TO RECOMMENDATION

Ref: P/10755/003 – Proposed TGW Coach Park, Poyle Place, Horton Road

Hi Wesley,

I am writing in regards to planning application P/10755/003, which will be heard by the Planning Committee tonight. Unfortunately, due to other commitments, I will be unable to attend the meeting but hope that my comments as ward member can be taken into consideration. I'll aim to keep it brief for sake of brevity.

- 1) As you will be aware, the site to which the application pertains is greenbelt land adjacent to junction 14 of the M25. It has a long history of illegal development, primarily the installation of hardstanding which has been regularly used as an informal car park.
- 2) While I am not wholly convinced of the viability of an Olympics coach park in Colnbrook on the grounds of the local road infrastructure, should permission be granted, I would like the committee to consider putting measures in place to avoid the coach park becoming a permanent feature after July 2012. I believe that approval should only be given with provisos that the land be returned to greenbelt use after July 2012.
- 3) We have a big problem with drivers using the "Access Only" High Street as a rat-run. Ideally, any approval of this scheme might come with a proviso that two large "Access Only – No Entry to Colnbrook High Street" signs be erected. One could go at the junction of Old Bath Road and Park Street and the other at the junction of London Road and Colnbrook Bypass.
- 4) The committee should consider the special nature of the site and the need to return it to greenbelt use subsequent to this "one-off" use – and this should be done in conjunction with organisations such as the Environment Agency and the Colne Valley Partnership. A condition should be considered whereby the landowner must take measures to remove the hardstanding by a specific date after the coach park closes. This has been one of Colnbrook's "running sores" for several years and – as approval for this scheme will financially benefit the landowner – they must in return adhere to law once the coach park is closed. I don't see how the Council can approve this application without an enforceable provision that leads to this outcome.

Kind Regards,

Cllr James Walsh

AGENDA ITEM 7

P/00861/012 – Arbor Hill House, 39, Windsor Road, Slough

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 8

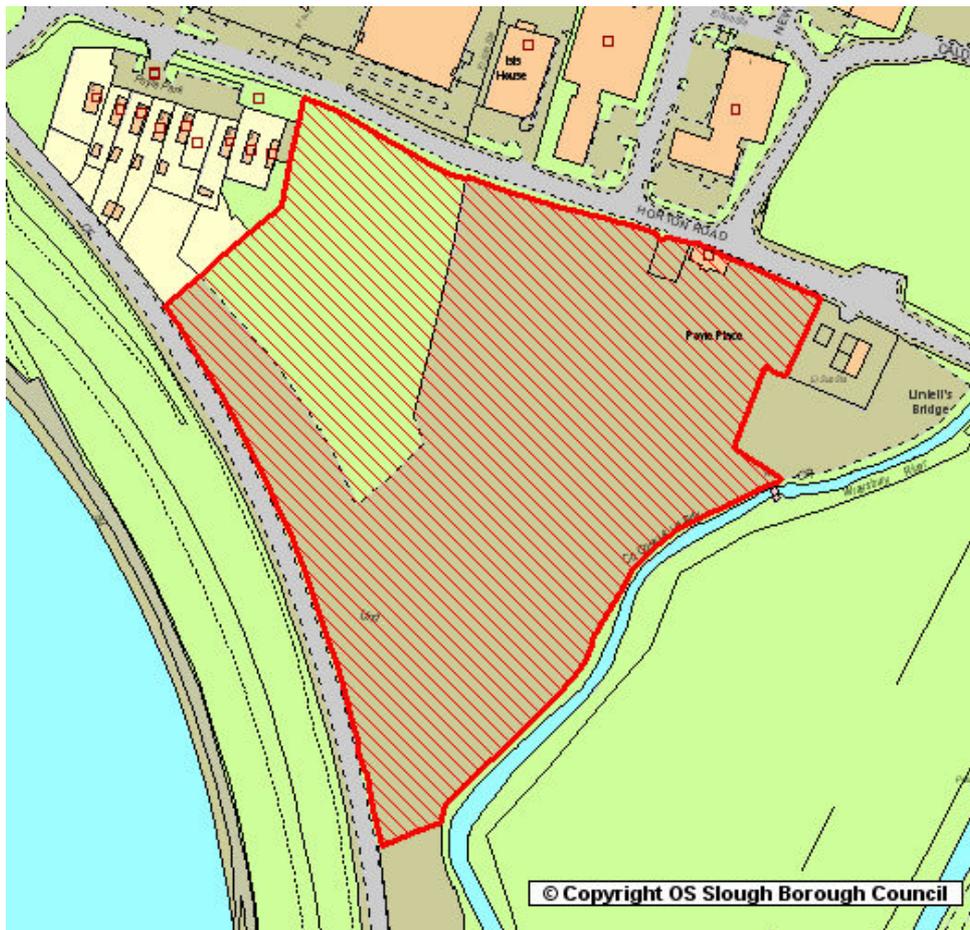
**P/02441/010 – Land at Wyeth Pharmaceuticals
Huntercombe Lane South, Slough**

NO CHANGE TO RECOMMENDATION

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Registration Date:	14-Feb-2012	Applic. No:	P/10755/003
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
		Applic type:	Major
		13 week date:	15th May 2012
Applicant:	TGM Group Ltd		
Agent:	Clive Williams, bwd Ltd 9/11, REGENT STREET, HINCKLEY, LEICESTER, LE10 0AZ		
Location:	Poyle Place, Horton Road, Colnbrook, Slough, Berkshire		
Proposal:	APPLICATION FOR THE TEMPORARY USE OF LAND FOR USE AS A TEMPORARY COACH PARK WITH PARKING FOR 387 COACHES AND 25 CAR PARKING SPACES, INCLUDING TEMPORARY INSTALLATION OF, HARD SURFACING, ASSOCIATED BUILDINGS TO PROVIDE TOILETS, OFFICES AND DRIVER FACILITIES FOR THE PERIOD OF THE OLYMPIC AND PARALYMPIC GAMES.		

Recommendation: Delegate to the Head of Planning, Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies it is considered that the application be delegated to the Head of Planning, Policy and Projects for consideration of any late substantive objections, finalising conditions and final determination.
- 1.2 This application is before Planning Committee as the proposals form part of a major application due to the size of the site area.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This planning application is in relation to the temporary use of the site as a coach park in relation to the Olympic and Paralympic Games in July, August and September 2012. The site will be run by Arriva on behalf of the London Organising Committee of the Olympic Games and Paralympic Games as part of the Coach Charter Programme. This will provide coach transport for VIPs and officials from the principle transport hub of Heathrow Airport to their Central London Hotels and then from here to their daily attendance at the Games sites. To achieve this a fleet of around 390 luxury coaches from as far afield as Northern Ireland are basing them close to Heathrow Airport, which is the subject of this application.
- 2.2 The proposals involve the use of the existing access, with the one on Horton Road for car parking and the one at the rear of the site accessed off of the private road from the Horton Road / Poyle Road / Stanwell Road round a bout for the coaches. Additional hardstanding will be laid for the parking of 387 coaches and 25 cars as well as allowing the movement of vehicles around the site. Four fuel tanks will be provided towards the centre of the site, within the coach storage area, where vehicles will be refuelled upon a reinforced concrete pad where any spillages will be via a central gully to a sump where it will be pumped to a standing tanker trailer, which will be removed off site by an approved waste management company when required. Facilities will need to be provided for the running of the site in the form of 3 sets of temporary toilets (in portakabins measuring 6.1m x 2.74m (two buildings of this size) and 9.75m x 2.74m) scheduling / dispatch office (in portakabins measuring 9.75m x 5.49m), drivers VN office (in portakabins measuring 9.75m x 2.74m), drivers lounge (in a marquee measuring 400 m²) and a security kiosk. These additional portakabins and marquee will be positioned by the existing entrance and staff car park at the north of the site. The waste created from these facilities will be removed from site by appropriately approved contractors.

- 2.3 The proposal is temporary in nature and will be in operation between 27th July 2012 and 12th August 2012 (inclusive) for the Olympic Games, with coaches arriving from 20th July 2012 till 13th – 28th August 2012 and from 29th August 2012 and 9th September 2012 (inclusive) coaches will return for the Paralympic Games with coaches leaving on 10th September. Any enabling works that may be required will take place from 2nd July 2012 and site set up will take place from 13th July 2012. Demobilisation works will be implemented from 14th September 2012.
- 2.4 The proposed temporary coach park is anticipated to accommodate 386 coaches with an additional 25 car parking spaces for staff who will be involved in the operation of the site. Coach drivers will be collected and dropped off by coach from their accommodation, in local halls of residence each day. The site will be open 24 hours with coaches departing between 4.00am at the earliest and returning by midnight. There will be between 683 and 1374 two way coach trips a day averaging 1000 trips a day during the Olympic Games and an average 200 trips a day for the Paralympic Games. The proposed scheme has been set up so that cars will enter via the existing entrance at the northern part of the site, closest to Horton Road, with coaches using the rear entrance to the south west accessed from the private road.
- 2.5 The application is accompanied with plans showing the locations and layout of the area.

In addition the following supporting statements have been submitted

- Design and Access Statement
- Transport Assessment
- Arboricultural Report
- Flood Risk Assessment
- Habitat Survey
- Contaminated Land Survey
- Noise Impact Assessment
- Olympic Coach Park Site Search

3.0 Application Site

- 3.1 The site is to the south of Horton Road, Colnbrook and has an area of approximately 5ha, 4ha of which is made up with compacted hardcore with the remainder being made up of grassland, vegetation, scrubland and a ditch and is located within the Metropolitan Green Belt. The application site is currently an area of open land following the clearance of the site as storage area during the M25 construction works and other types of open air storage. An existing single storey building is still in situ on the site but appears

to be disused, close to the main entrance to the north off of Horton Road.

- 3.2 The site is bordered by Horton Road to the northern boundary with a trading estate beyond, Wraysbury Reservoir to the south beyond an existing private access road, residential properties on a static caravan park to the western boundary and Wraysbury River to the eastern boundary with an area of open green land beyond. Within 200m to the east of the site is Junction 14 of the M25 with Terminal 5 of Heathrow Airport beyond this. The entire site is bounded by metal palisade fencing. Wraysbury River is a Special Protected Area and a Site of Specific Scientific Interest, approximately 15m south west of the site.

4.0 Site History and Background

- 4.1 Planning permission was refused for a 5 year temporary permission for trailer and car parking in April 1999 for the impact upon Green Belt, Colne Valley Park, being out of keeping with the local area and impact upon the highway (P/10755/000). A further application was refused in August 2000 for the use of the land for parking of articulated trailers / vehicles and portakabin storage for the for the impact upon Green Belt, Colne Valley Park, being out of keeping with the local area and impact upon flooding (P/10755/002). Further applications were withdrawn for the 3 year temporary use of parking for haulage vehicles, trailers and car parking in October 2003 (P/10755/002) and for temporary use as a training school with associated portakabins in September 1998 and June 1999 (P/10625/000 and P/10625/001).
- 4.2 The site has also been subject to various enforcement action, including injunction action for the use of the land as parking for HGV's, trailers and temporary buildings. Legal advice has been sought to determine whether or not a grant of planning permission for use of the site as a temporary coach park for the duration of the Olympic and Paralympic Games would weaken the Council's case in the future if it needs to enforce the existing injunction or take further planning enforcement action. The advice given is that it would not. Further clarification of this advice is sort and members will be updated via the Committee Amendment Sheet.

5.0 Neighbour Notification

- 5.1 Unit 14, Newlands Drive, Colnbrook, Slough

Isis House, Horton Road, Colnbrook, Slough

Jupiter House, Horton Road, Colnbrook, Slough

2, 3, 4, 5, 6, 7, 8, 9, 10, Poyle Park, Horton Road, Colnbrook,

Slough

Travelodge, Calder Way, Colnbrook, Slough

Notices placed on site

Notice placed in local press

No responses have been received from the neighbour consultations to date. Any additional responses will be reported on the Committee Amendment Sheet.

6.0 Consultation

6.1 Transport and Highways:

Any comments will be reported on the amendment sheet.

6.2 Land Contamination Officer:

Any comments will be reported on the amendment sheet.

6.3 Environmental Services and Quality / Parks:

Any comments will be reported on the amendment sheet.

6.4 Environment Agency

Any comments will be reported on the amendment sheet.

6.5 Arboricultural Officer

The application proposal will have little effect on the trees in or around the site as much of the potentially damaging surfacing has already been installed for previous uses of the site. Further the trees which are positioned on the site or near enough to the site to be affected are of mainly poor quality and therefore should not be considered to be a restriction to development; even where the trees are of better quality the degree of new root disturbance will be minimal.

There is no arboricultural reason to object to the application.

6.6 Thames Valley Police

After reviewing the plans and being consulted by the applicant regarding the proposed security measures for the site and as a result there are no police objections to this application.

6.7 Highways Agency

Offers no objection

6.8 Archaeology Officer

This site is located in an area of archaeological potential, not only in relation to prehistoric archaeology which would be affected by the clearing of scrub and any other clearance of areas and to Post-Medieval heritage. A wind pump is noted within the red line area in 1914.

Little investigation has taken place within the immediate vicinity of the site with one exception which was a two trench investigation at the Fulcrum Building, Horton Road. That investigation demonstrated areas of lesser and greater disturbance and it is likely that no archaeology would have survived those previous impacts. However, this entire area has potential for archaeology as seen from previous excavation in the wider area. And this includes Iron Age and Romano-British activity represented by gullies, pits, post-holes and ditches at Berkyn Manor and Bronze Age archaeology south of Stanwell Moor. Crop marks are recorded closer to the site but they have yet to be investigated so their date and significance remains unknown. And the clearing of the area of scrub is likely to disturb such prehistoric archaeology. It is unclear in the application what type of surface is currently on the site. They refer to hard standing but say it is permeable so it might be gravel. So any ground preparation on such a surface will impact on any archaeology below the surface. The temporary facilities are unlikely to cause an impact if on current hard standing and is likely that this area of the site has been impacted in the past due to previous buildings mapped on 1914 OS map. Whether those buildings are of historic interest is unknown and this information should be researched so that we can make a decision as to their importance. But the wind pump is of historic/heritage interest and any remains from this demolished building should be recorded prior to any further impact (located at c.TQ03367550). The fuelling area is likely to require excavation and should be investigated to allow mitigation to take place prior to impact, if appropriate.

Therefore, the following condition is recommended in any planning permission granted to be implemented:

Condition:

No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a

written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason:

To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

6.9 South Bucks District Council

No objections subject to the views of Buckinghamshire County Council being sort as the relevant Highway Authority for South Bucks. South Bucks District Council also concurs with the views of the Parish Council in seeking assurance that neither construction vehicles nor coaches are routed through Iver.

6.10 Colnbrook with Poyle parish Council

Any comments will be reported on the amendment sheet.

6.11 Spelthorne Borough Council

Any comments will be reported on the amendment sheet.

6.12 British Airports Authority

Any comments will be reported on the amendment sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1

National guidance

- National Planning Policy Framework and supporting technical guidance.

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- T2 (Parking Restraint)
- CG9 (Strategic Gap)

7.2 The planning considerations for this proposal are:

- The design and appearance/ impact on the street scene and appearance of the local area and the Green Belt
- The impact on the living conditions of the adjoining residential properties
- Traffic and highway implications
- Flooding implications
- Ecological and tree implications

8.0 Sequential Test and Site Selection

8.1 A site search was undertaken by GVA on behalf of the applicants. A search area was established on the basis that certain criteria could be met, which was set at any site within a 20 minute drive of Heathrow Airport and a 10 minute drive from a junction of the M25 and/or A4/M4, to ensure that the site was in a location with good access (Olympic Road network) to central London and Heathrow. A number of different data bases were used and through an initial desk top study a selection of 54 sites were identified.

Having regard to the following criteria:

- Size (Sites under 12 acres excluded)
- Current Use (sites in conflicting use excluded)
- Proposed use (sites not proposed or designated for employment or a mix of uses excluded)

The original list was reduced to 24 sites which met all three criteria. These sites were further evaluated having regard to the following refined criteria:

- The site was within the more defined study area
- The site was still available
- The site did not have planning permission for an alternative use
- The site was not subject to any constraints as outlined in the National land Use database.

These checks resulted in a final shortlist of 8 no. sites:

Site	Green Belt	Site Available	Available Area Suitable Size	Suitable Access Including onto Olympic Road Network
Poyle Lodge	Yes	Yes	Yes	Yes
Former Guinness Brewery Site, Park Royal	No	Yes	Yes	No
Former master Brewer Site Hillingdon	Yes (Formerly developed site within the Green Belt)	Yes	Yes	No
Cape Boards site Uxbridge	Yes (Formerly developed site within the Green Belt)	No	No	No
Thorney Lane Iver	No (developed Site Surrounded by Green Belt)	No	No	No
Poyal Manor Poyle	Yes Formerly developed site within the Green Belt)	No	No	Yes
Ascot Road, Bedfont	No (developed Site surrounded by Green Belt)	Yes	No	yes
British Gas Site, Southall	No (Bounded by Green Belt to the west)	No	Yes	No
British Rail Sidings	No	No	No	yes

9.0 The design and appearance/ impact on the street scene and appearance of the local area and the Green Belt

- 9.1 Design and external appearance is assessed against National Planning Policy Framework, Core Policy 8 and Local Plan Policy EN1, while Green Belt policy is assessed against National Planning Policy Framework and Core Policy 2.
- 9.2 The National Planning Policy Framework advises that ‘Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people’. With further reference to Green Belt areas the National Planning Policy Framework states that “the essential characteristics of Green Belts are their openness and the permanence”. This policy goes further to state that “certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. There are ... local transport infrastructure which can demonstrate a requirement for a Green Belt location”.
- 9.3 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”.
- 9.4 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.
- 9.5 Core Policy 2 Green Belt and open spaces states that existing areas of the Metropolitan Green Belt will be maintained.
- 9.6 The proposals under this application will see the temporary laying of hardstanding as well as 7 temporary buildings for a limited time of 9 weeks, including the set up and demobilisation works. Once the use upon the site has ended the site shall be restored so that the site is restored to a suitable condition to improve on the situation as it was before the use commenced.

- 9.7 As the site will only be used for a short temporary time period with minor layout works and temporary buildings required and with no permanent changes to the site no objections are raised to the impact on the character of the area or the street scene. Any impact upon the street scene during the time of the coach park will be mitigated by the fact that a majority of the coaches will be in use and therefore not stored on the site during the day and the proposed temporary buildings will be stationed around one small defined area, which combined with the limited amount of works required for the use will ensure that the proposals will have no real detrimental impact upon the street scene.
- 9.8 An assessment has been carried out by the applicants who have confirmed that 24 other sites were assessed and considered with eight sites being short listed and actively considered at The Former Guinness Brewery Park Royal, Former Master Brewer site Hillingdon, Cape Boards site Uxbridge, Thorney Lane Iver, Poyle Manor Poyle, Ascot Road Bedfont, British Gas site Southall and British Rail sidings Southall. These sites were not considered to be suitable due to various reasons such as its availability, if it is a suitable size and if it had suitable access including onto the Olympic Road Network. Therefore it is considered that there are no suitable or viable sites for the proposed use that would be available and able to provide the required objectives.
- 9.9 The proposed scheme will not seriously compromise the purposes of designating land as Green Belt as the proposals will not increase the sprawl of large built up areas, prevent towns from merging into one another, encroach upon the county side, preserve historic towns or assist in urban regeneration by encouraging the recycling of other urban land by the fact that the proposals include small scale temporary works and portakabins in relation to the use for a limited time period only.
- 9.10 It should further be considered that there will be no more permanent built development upon the site. Once the temporary structures have been removed and there would be no further harm upon the Green Belt.
- 9.11 No objection is therefore raised in terms of the design, scale, Green Belt and external appearance of the development. The proposal is considered to be consistent with guidance given in National Planning Policy Framework, Core Policies 2 and 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.

10.0 Impact on Adjoining Residential Properties

- 10.1 The impact on adjacent residential properties is assessed against

the National Planning Policy Framework, Core Policy 8 and Local Plan Policy EN1.

- 10.2 The National Planning Policy Framework states that “design policies should concentrate on ... new development in relation to neighbouring buildings and the local area more generally”.
- 10.3 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.”
- 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 The proposals will not have a detrimental impact upon the amenities of neighbouring residential properties at Poyle Park in terms of loss of privacy or being overbearing due to the limited nature of the works, and buildings and the fact that the nearest residential property is approximately 185m away.
- 10.6 While it is noted that the site will be operate on a 24 hour basis most movements will be from 04:00 and the Travel Assessment indicates that most movements will be between 14:00 and 21:00. A noise survey was undertaken between 21:00 (12th January 2012) and again at 04:00 to 08:00 on 13th January 2012 at the nearest noise sensitive boundary and Poyle Place which covers in part the two busiest periods for coach numbers which occur between 01:00 to 03:00 and 06:00 to 07:00. The noise report states that the noise levels from the coach park will not exceed the measured background noise level and that the potential noise impact is considered as being acceptable. Additional measures can be put in place to protect residents from noise by filling parking bays closest to the residential area first, which could act as a noise buffer for residents and has been taken into account in the noise calculations and ensuring that reversing alarms shall be switched off when the coaches are in the coach park. Noise from the temporary buildings should not be an issue with the generous separation distances to the residential dwellings.
- 10.7 Coaches that will be operating from the site will be fairly new and will comply with relevant standards with regards to noise and emission standards to ensure that they will be clean and will reduce noise and pollution emissions to a minimum. Although it is acknowledged that the proposals will have a temporary impact on air quality this will be a limited increase for a temporary period and will not have a detrimental impact upon the amenity of local residents. Coaches will follow the proposed routing will not have to pass through and Air Quality Management Areas.

10.8 Floodlighting that will be required for security purposes on the site will be directed so that no light spill will occur outside of the site and therefore have no impact upon the amenity of neighbouring residential occupiers.

10.9 No objection is therefore raised in terms of the impacts on adjoining residential properties. The proposal is considered to be consistent with 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 Core Policies 7 and 10, Local Plan Policy T2 and the adopted parking standards.

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 Core Policy 10 states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs. Infrastructure includes transportation. There have been extensive pre application discussions between the applicant's consulting engineers and the Council's own consulting Transport / Highway engineers.

11.4 Local Plan Policy T2 stipulates the number of parking spaces that will need to be provided for developments.

11.5 During the AM peak period the site will have a two way flow of 7-10 vehicles on the network per hour, peaking at 23 vehicles on the busiest day (which will be a Saturday) and PM peak the flow will be 36-53 vehicles an hour peaking at 127 on the busiest day of the games (which will be a Saturday), although this will be substantially lower for the Paralympic Games. It should also be noted that the use will be during the school summer holidays where trip numbers on local roads are reduced. The additional trips will not cause an unreasonable increase in traffic movements.

11.6 Coaches will access and leave the site via the entrance to the rear of the site using the existing private access linking directly to the Horton Road / Poyle Road / Stanwell Road roundabout where they will turn right along Horton Road to Junction 14 of the M25. This will ensure that the coaches will not enter Colnbrook, Horton or Iver, so that additional traffic movements will not have an impact upon to road network in the local area as the coaches will head directly to the M25 where they will merge into existing motorway traffic.

11.7 It is considered that these proposals will not have a materially detrimental impact upon highway safety or the local road network.

12.0 Flooding implications

12.1 The site falls within Flood Zones 2 and 3 as identified on the Council's Flood Map. Pre application discussions have already taken place between the applicant's consulting engineers and the Environment Agency and the Council's drainage engineer.

12.2 The levels will remain as existing and the use is considered to be an appropriate land use within a flood zone. A surface water run off strategy would ensure that there would not be an increased risk of flooding else where.

12.3 Suitable pollution control measures will be put in place around the refuelling area to ensure that any spillages are collected on a concrete slab running into a gully that will drain to a separate tank and be removed of the site by licensed waste specialists.

12.4 Therefore it is considered that these proposals would not result in additional flood risk issues.

13.0 Ecological and tree implications

13.1 These proposals have been considered from an ecological view point and with the proposed temporary works and buildings will result in a loss of grassland, tall ruderal and short perennial habitats. However these areas are considered to be habitats of low quality typical of urban and disturbed habitats and will not compromise limited floral diversity. All vegetation should be surveyed prior to its removal to ensure that no nesting birds are present and a buffer created around any such nests. The Habitat Survey Report considers that there will be no disruptive effects on the Wraybury River Special Protection Area

13.2 The proposal will have little impact on the limited trees around the site and any trees that would be effected are of poor quality and are not worthy of retention should they become damaged during the coach parking period.

13.3 The Council's Archaeology consultants have stated that the site has the potential to contain archaeology remain and as some excavation works will be required for the concrete refuelling pad a survey should be undertaken to ensure that any archaeological remains are investigated and recorded or preserved in situ.

13.4 These proposals are not considered to impact upon the ecology or the trees within the site.

14.0 Summary

14.1 This application seeks to change the use of site into an area for a coach park for a temporary period associated with the Olympic and Paralympic Games with the associated erection of temporary works and buildings. Having considered the relevant policies it is considered that the application be delegated to the Head of Planning, Policy and Projects for consideration of any late substantive objections, finalising conditions and final determination.

15.0 PART C: RECOMMENDATION

15.1 Having considered the relevant policies it is considered that the application be delegated to the Head of Planning, Policy and Projects for consideration of any late substantive objections, finalising conditions and final determination.

16.0 PART D: LIST OF CONDITIONS

CONDITION(S):

1. The use hereby permitted shall be carried out between 2nd July 2012 to 10th September 2012 inclusive and, all buildings, equipment and hard surfaces shall be removed from the site no later than 1st October 2012.

Reason: To ensure the temporary use is discontinued and the site can be restored.

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 1105-04A Dated October 2011 Recd On 09/02/2012

(b) Drawing No 1105-06 Dated October 2010 Recd On 09/02/2012

(c) Drawing No 1105-07 Dated October 2010 Recd On 09/02/2012

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

3. The development hereby approved shall be implemented only in accordance with the details and recommendations contained in the following reports hereby approved by the Local Planning Authority:

- (a) Design and Access Statement Dated 08/02/2012 Recd On 09/02/2012
- (b) Lighting Details Dated 06/02/2012 Recd On 13/03/2012
- (c) Transport Assessment Dated January 2012 Recd On 14/02/2012
- (d) Noise Impact Assessment Dated 03/02/2012 Recd On 14/02/2012
- (e) Flood Risk Assessment Dated January 2012 Recd On 14/02/2012
- (f) Tree Survey Dated January 2012 Recd On 14/02/2012
- (g) Habitat Survey Report Dated January 2012 Recd On 14/02/2012
- (h) Phase 1 Site Appraisal (desk Survey) Dated January 2012 Recd On 14/02/2012

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

4. A scheme for the restoration of the site, to include removal of existing hardstanding shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission.

Reason: To ensure that the restoration of the site contributes to the amenities of the Upton Court Park.

5. Restoration of the site in accordance with any scheme approved pursuant to Condition 4 shall be commenced within 1 month of the cessation of the use hereby permitted. Restoration works shall be completed within 3 months of commencement of restoration.

Reason: To ensure that the restoration of the site contributes to the amenities of Upton Court Park.

6. Reversing alarms shall be switched off when the coaches are in the park and a banksman shall be used to ensure safe manoeuvring.

REASON To protect amenities of neighbouring residents.

7. There shall be no external tannoys or loud speakers in use at the site.

REASON To protect amenities of neighbouring residents.

8. Spaces at the western end of the coach park shall be filled as a priority.

REASON To protect amenities of neighbouring residents.

9. Coaches shall not be left with engines running while in the coach park or on the access road leaving / entering the site and there shall not be excessive revving of engines.

REASON To protect amenities of neighbouring residents.

10. Coaches leaving and arriving to the site shall do so from junction 14 of the M25 and along Horton Road only as stipulated in the Transport Assessment Dated January 2012 Recd On 14/02/2012.

REASON To protect amenities of neighbouring residents and to maintain highway capacity.

11. No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

REASON To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

12. Details of an acoustic fence to be created along the western boundary shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of operations on the site.

REASON To protect amenities of neighbouring residents.

13. A further survey of all vegetation by a suitably qualified ecologist shall be carried out prior to any clearance works at the site during the bird breeding season (March to August).

REASON To ensure that protection of ecology and to comply with Policy EN22 of The Local Plan for Slough 2004.

14. Details of spill kits and how spills from vehicles will be dealt with on areas outside of the refuelling areas shall be submitted to and agreed in writing prior to the commencement of the use.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use.

INFORMATIVE(S):

1. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

National guidance

- National Planning Policy Framework

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- OSC1 (Protection of Public Open Space)
- T2 (Parking Restraint)

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.

PLANNING COMMITTEE **10th May 2012**

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

AGENDA ITEM 4

P/03504/006 – Marish Primary School, Swabey Road, Slough

The applicant has submitted a copy of the school's Travel Plan. This Travel Plan is currently under consideration.

The Travel Plan contains a school travel survey which includes data taken from a random sample of questionnaires completed by pupils and staff. The Travel Plan also identifies problems and opportunities, school aims, targets and a plan setting out the timescale for the implementation of actions.

Whilst the submitted Travel Plan is considered to demonstrate the school's positive commitment to the reduction in the number of car trips to and from the school and the reduction in congestion, it is considered that the robustness and measures of the Travel Plan needs to be improved in order to meet the Council's Standard in relation to the preparation of Travel Plans.

This is considered to require further consideration in order that the travel behaviour of staff can be properly understood and the parking requirements can be addressed.

It is understood that there are 43 no. parking spaces and 3 no. disability splays to the front of the school.

The submitted application states that there are 27 full time employees and 59 part time employees at the school. The applicant has subsequently advised that if the bulge classes materialise, there would be up to four additional staff. Two staff would be in post this coming September and two further staff would be in post by September 2013.

It is unclear however at this stage however as to how many full time equivalent staff the number of part time staff equate to and what the existing parking demand is so the need for any additional provision in association with the additional four staff being required in conjunction with the bulge classes can be assessed.

As such, the officer recommendation remains to delegate to the Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions and final determination.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 5

P/04239/033 – East Berkshire College, Station Road, Langley, Slough

Additional information has been received regarding transport matters and the background to the proposal. A further meeting has been held with the applicant, their agent and their transport consultant to discuss the additional information submitted. A temporary disabled pedestrian access arrangement during construction has been proposed. Comments have also been made in respect of the list of conditions recommended in the officer report. These matters are assessed below.

Highways and Traffic

The proposal is considered to be acceptable in terms of highways and traffic.

Accordingly, it is proposed to change the officer recommendation. It is recommended that the application be delegated to the head of planning policy and projects for finalising of conditions, completion of a section 106 agreement and final determination.

It was stated in the officer report that no objection to the proposal was raised on highway and traffic grounds subject to the applicant revising and re-submitting the Travel Plan and agreement being reached on the Section 106 Agreement transport schedule.

A revised Travel Plan has been submitted. The package of measures set out in the Travel Plan is considered to comprise a combination of good and robust measures to promote sustainable travel to and from the site and reduce reliance on the car.

Agreement has also been reached in respect of the Section 106 transport schedule.

The College have agreed to dedicate land within the adopted widening line to allow improvements for vulnerable road users; pay a contribution of £40,000 to fund improvement works to the existing crossing on Station Road; implement the submitted Travel Plan and pay a Travel Plan monitoring contribution of £6,000.

The Council's Transport consultant has provided further comments on the above and has raised no objection subject to suggested conditions and the completion of a Section 106 Agreement.

The additional transport related information received is assessed in detail below.

Travel Plan

Revisions to the Travel Plan have been undertaken in consultation with the Council's Transport consultant and in accordance with the Slough Borough Council Travel Plan Guidance. The revised document has now been approved by the Council's Transport consultant.

The travel plan includes targets to reduce staff single occupancy vehicle trips by 10%, full time student single occupancy vehicle trips by 10% and part-time student single occupancy vehicle trips by 5%. The travel plan also contains a range of measures and initiatives to encourage student and staff travel by bicycle and public transport. The College is currently in negotiation with public transport operators to negotiate reduced tickets for student travel and the College will be trialing a mini-bus service to pick up and drop off students on dedicated routes. A car park management plan forms part of the Travel Plan and includes permit parking control of the parking spaces. Measures are proposed to promote car sharing to the campus. The College has agreed to fund a part-time travel plan coordinator and set up a Travel Plan Forum.

The measures contained within the Travel Plan are considered to be sound and robust, and would likely bring about a significant behavioural change in travel to and from the site and promote non-car modes of transport. The College are understood to have been successful in reducing the number of car drivers through the Travel Plan implemented in conjunction with the development of their Windsor Campus.

The implementation of the Travel Plan and the associated monitoring fee of £6,000 will be secured through the Section 106 Agreement.

Highway Works and Road Widening Line

The College have agreed to fund an improvement to the existing crossing on Station Road. The existing crossing would be upgraded to either a raised zebra crossing or a raised signal controlled crossing. A £40,000 contribution to fund this measure would be provided by the College. The College's agreement to fund this improvement, and to extend and enhance the public realm is welcomed by the Council. This would be secured through the Section 106 Agreement.

Furthermore, the College have agreed to dedicate the part of the land falling within the approved road widening line for the B470 Langley High Street and Station which the Council considers would be required in order that improved footway and cycleway provision could be implemented. The College's agreement to dedicate this land to provide improvements is similarly welcomed. This would also be secured through the Section 106 Agreement.

Trip Generation

As requested, the College have provided traffic counts that were conducted in 2007 of the parking accumulation and vehicle movements arriving and departing from the Station Road and Langley Road entrances. This information has helped clarify how many trip movements were being made when the two social services centres were operational.

Having regard to this supplementary information, it is considered that the proposed scheme is unlikely to cause material impact on the local highway network and the trip generation would thus be acceptable.

It is considered that the former and proposed uses would attract a similar number of trips and they would therefore in effect cancel each other out.

Car Parking

It was previously commented that the travel survey results suggested that there might have been students driving to the site who were not parking within the site. Further information regarding car parking has been provided. It is understood that the College have not received any recent complaints about overspill parking on surrounding streets.

The College have clarified how their car park permit system operates. It is understood that permits are distributed to all members of staff and students who make a valid application and whilst this does not guarantee them a space, as attendance by students at the College is predominantly part-time, there is a much greater chance that permit holders will be able to park on campus.

The Travel Plan contains a number of measures that seeks to make bus use cheaper and more attractive for students and the College is also trialing a minibus collection service for some students. It is understood that this will likely commence in September. Two routes will be piloted initially with of an inter-campus route likely being run.

Furthermore, as part of this proposed scheme, the College is proposing to rationalise the location of car parking on site making it more legible for staff and students to find a space. Additional drawings have been submitted showing the car park layouts. Whilst the location of proposed barriers has not been shown at this stage, details will be required by condition to ensure that operation and circulation is acceptable.

Given the relatively modest number of additional students attending the College in connection with the proposed development, it is considered that the proposal would not have the potential to cause detriment through parking on surrounding streets. The Council's Transport consultant considers that through the combination of these measures, the proposed car parking arrangements are considered to be acceptable.

Temporary Pedestrian Access Arrangements

A temporary reception area is proposed to be provided whilst the works are ongoing.

In conjunction with this temporary reception, the applicant is proposing to upgrade an existing disabled access ramp to provide an entrance compliant with current Building Regulations. Additional plans have been received relating to the proposed ramp.

The proposed amendment is not considered to be so significant in the context of the wider scheme to warrant reconsultation given the location of the temporary reception area has been shown and there is a ramp in situ at present. The proposal is considered to be acceptable and would allow the temporary reception to be accessible for disabled users of the site during the construction phase.

Background to the Proposal

Further information has been provided by the College with respect to the eligibility criteria for the Enhanced Renewal Grant of £2 million which they have secured from the Skills Funding Agency.

Attention has been drawn to the eligibility condition which states that the development must be complete and operational by September 2013, ready for the 2013/14 academic year.

Furthermore, it is understood that there is a requirement for a final reconciliation statement to be submitted at the end of the project by October 2013. It is understood that the Chief Executive of the Skills Funding Agency reserves the right to recover funds by clawback.

Given the funding conditions and the tight timescales involved, it is understood to be critical for the College that they secure planning permission at the earliest opportunity in order that they can begin the construction phases as set out in the officer report to meet their completion and operational deadline.

The College have engaged in active and positive discussions during the pre-application stage and throughout the course of the application. The development proposed along with the package of transport measures and associated highway improvements are considered to constitute a well thought-out scheme which would be acceptable in planning terms. The proposal is considered to provide educational and employment opportunities and be of a high quality in design terms which would bring about street scene enhancements to the area. The proposed car parking arrangements along with the good package of measures proposed to promote sustainable travel contained within the Travel Plan are considered to be acceptable in transport terms. The development would contribute towards improving pedestrian and cycle linkages in the area. It is considered that the funding available to the College presents an opportunity for a high quality development to be secured which would respect and enhance the character of the area and surrounding properties and would contribute positively to the local area.

Planning Obligations and Conditions

Planning Obligations

Matters for inclusion in the Section 106 Agreement are as follows:

- Dedicate land within adopted widening line to allow improvements for vulnerable road users;
- Pay a contribution of £40,000 to fund improvement works to the existing crossing on Station Road;
- Implement the submitted Travel Plan;
- Pay a Travel Plan monitoring contribution of £6,000;
- Achieve a minimum BREEAM rating of very good.

Conditions

It is necessary to revise the list of recommended conditions set out on pages 57-70 of the officer report to reflect the amendments to the scheme, the additional information that has been provided and the further comments from the Council's Transport consultant.

Comments have been received from the applicant in respect of the list of recommended conditions set out in the officer report. It has been requested that certain conditions requiring details to be submitted and agreed in writing prior to the commencement of the development be reworded to allow for details to be submitted and agreed in writing prior to the development being first occupied/brought into use instead.

The rewording of the conditions would still allow the Local Planning Authority to consider the requisite details and retain control without unnecessarily delaying the commencement of the development where information which is required to be submitted relates to parts of the development which would follow during a later phase.

It is considered that there is no objection in principle to considering the applicant's request for the rewording of some of the conditions on this basis having regard to the advice contained in *Circular 11/95: The Use of Conditions in Planning Permissions*. Those which go to the heart of the permission would remain as pre-commencement conditions.

The conditions are as follows:

The applicant has requested that condition 9 relating to the submission of a report following an environmental search to identify possible sources of contamination is removed, as they submit that the information has been prepared and will be submitted.

Officer comment: Officers have yet to receive this information and this condition is therefore considered reasonable, necessary and relevant to the development permitted.

The applicant has requested that condition 14 relating to the submission and approval of a lighting scheme is reworded so the information is required to be submitted and approved prior to first occupation.

Officer comment: There is considered to be no objection to the comprehensive lighting scheme for the site being submitted for approval prior to first occupation; however it is considered that details relating to site lighting during the construction phase are necessary in the interests of safeguarding neighbour amenity. Details of site lighting during construction has been incorporated into the

condition relating to the submission of a Working Method Statement to control the environmental effects of construction.

The applicant has requested that condition 20 relating to the provision of pedestrian visibility splays is reworded to require these to be provided prior to first occupation.

Officer comment: In the interests of pedestrian safety and convenience, it is considered necessary to provide pedestrian visibility splays throughout the construction and occupation phase.

The applicant has requested that condition 21 relating to the provision of details of cycle parking is reworded to require these details to be provided prior to first occupation.

Officer comment: The location of the cycle parking is shown on drawing SK02 dated 26.04.12 received 01/05/2012 contained within the revised Travel Plan, however details of the housing and cycle stand will be necessary. It is considered that this could be provided prior to first occupation.

The applicant has requested that condition 23 relating to the provision of a visibility splay on Langley Road is reworded to require this to be provided prior to first occupation of the development.

Officer comment: The Langley Road visibility splay is shown on drawing SK01 Revision A dated 02.04.12 received 01/05/2012 contained within the revised Travel Plan. This condition has therefore been reworded to refer to the visibility splay and hedge realignment as shown on this submitted drawing. There is considered to be no objection to this being provided prior to the first occupation of the development.

The applicant has requested that condition 24 relating to the submission of a Travel Plan is removed as a Travel Plan has already been submitted.

Officer comment: Given that the applicant has submitted a revised Travel Plan prepared by Transport Planning Associates, Report Number 1201-06/TP/01B, dated April 2012, received 01/05/2012 which is considered to be acceptable, it is recommended that this condition be reworded to ensure that prior to the first occupation of the development, the Travel Plan is implemented in accordance with the initiatives, measures, action plan and targets to reduce car travel to the College set out. The Travel Plan contains actions proposed prior to the first occupation of the development and the monitoring and review of the Travel Plan should be in accordance with the timescale set out in the plan.

The applicant has requested that conditions 28 and 33 relating to the submission of a Community Use Statement and Floodlighting Impact Assessment is reworded to require a these details to be provided prior to first occupation the development as the provision of the MUGA will be following the Phase 1 works and details relating to this are therefore unlikely to be known at this time.

Officer comment: There is considered to be no objection to the Community Use Statement and Floodlighting Impact Assessment being provided prior to the first occupation of the development once relevant details are known.

The applicant has requested that conditions 32 and 34 relating to the hours of use of the proposed MUGA and the associated floodlighting and emergency lighting on Mondays-Saturdays are extended. The applicant has requested that the use of the MUGA is extended from 21:00 hours until 22:00, the operation of the floodlighting is extended from 21:00 hours until 22:00, and the operation of the emergency lighting is extended from 21:30 until 22:30.

Officer comment: It is noted that the applicant has made reference to the 'Power League' facility in Slough. They have stated that the 9-10pm slot is well used. Whilst the applicant has suggested that any potential neighbour amenity concerns would be addressed through the floodlighting impact assessment, limiting the hours of use to 21:00 is considered to be necessary based on the potential impact of floodlighting and light spill in the evening, as well as noise arising from activities taking place on the MUGA taking account of background noise levels.

It is considered that it would be for the applicant to demonstrate through the floodlighting impact assessment and a noise impact assessment that extending the hours of use until 22:00 would be

acceptable given the relatively close proximity of existing nearby residential properties on Langley Road. As noted in the officer report, the properties most likely to be potential affected by the proposed MUGA and floodlighting are those likely to be built sometime in the future on the neighbouring vacant British Telecom Telephone Engineering Centre site, under site allocation SSA22 of the Slough Local Development Framework Site Allocations Development Plan Document when this allocation comes forward. It would need to be established that the future delivery of this site for residential development as allocated is not prejudiced through unacceptable noise levels from the proposed MUGA.

The Power League facility is situated to the rear of Slough and Eton School. This facility appears to be located further away from residential properties than the site of the proposed MUGA. In addition, the M4 motorway is situated in close proximity which would likely have a bearing on background noise levels and the extent to which noise generated by the Power League pitches would be audible. In summary, based on the information available at present, the 21:00 cut-off time is considered to be necessary and reasonable.

The applicant has requested that condition 35 relating to the provision of CCTV details is reworded to require these to be provided prior to first occupation.

Officer comment: The condition was worded to allow details to be submitted prior to the development first being brought into use.

For the purposes of clarity, the full list of recommended conditions is therefore as follows:

CONDITIONS:

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

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

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

- (a) Drawing No. (01)001 Revision D2 Existing Site Plan, Dated 17/12/11, Recd On 01/05/2012
- (b) Drawing No. (01)002 Site Location Plan, Dated 23/01/2012, Recd On 01/02/2012
- (c) Drawing No. (01)003 Topographical Survey, Dated 09/01/2012, Recd On 01/02/2012
- (d) Drawing No. (02)001 Existing Ground Floor, Dated 30/01/2012, Recd On 01/02/2012
- (e) Drawing No. (02)002 Existing First Floor, Dated 30/01/2012, Recd On 01/02/2012
- (f) Drawing No. (02)003 Existing Second Floor, Dated 30/01/2012, Recd On 01/02/2012
- (g) Drawing No. (02)004 Existing Roof Plan, Dated 30/01/2012, Recd On 01/02/2012
- (h) Drawing No. (03)001 Existing Elevations (1 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (i) Drawing No. (03)002 Existing Elevations (2 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (j) Drawing No. (03)003 Existing Elevations (3 of 3), Dated 06/01/2012, Recd On 01/02/2012
- (k) Drawing No. (04)001 Existing Sections, Dated 06/01/2012, Recd On 01/02/2012
- (l) Drawing No. (07)001 Revision PL1 Proposed Ground Floor, Dated 30/01/2012, Recd On 23/02/2012
- (m) Drawing No. (07)002 Revision PL1 Proposed First Floor, Dated 30/01/2012, Recd On 23/02/2012
- (n) Drawing No. (07)003 Revision PL1 Proposed Second Floor, Dated 30/01/2012, Recd On 23/02/2012
- (o) Drawing No. (07)004 Revision PL1 Proposed Roof Plan, Dated 30/01/2012, Recd On 23/02/2012
- (p) Drawing No. (08)001 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (q) Drawing No. (08)002 Revision PL2 Proposed GA Elevations, Dated 30/01/2012, Recd On 23/02/2012
- (r) Drawing No. (09)001 Revision PL1 Proposed GA Sections, Dated 30/01/2012, Recd On 23/02/2012
- (s) Drawing No. (21)001 Detail Part Elevation and Profile Street, Dated 27/01/2012, Recd On 01/02/2012
- (t) Drawing No. (21)002 Detail Part Elevation and Profile Entrance, Dated 27/01/2012, Recd On 01/02/2012
- (u) Drawing No. (21)003 Detail Part Elevation and Profile Hospitality, Dated 27/01/2012, Recd On 01/02/2012
- (v) Drawing No. (21)004 Detail Part Elevation and Profile Sports Hall, Dated 27/01/2012, Recd On 01/02/2012
- (w) Drawing No. (21)005 Detail Part Elevation and Profile South Wing, Dated 27/01/2012, Recd On 01/02/2012
- (x) Drawing No.110250L03 Landscape Masterplan, Dated Feb 2012, Recd On 03/02/2012
- (y) Drawing No.110250L01 Retained and Removed Trees, Dated 27/01/2012, Recd On 01/02/2012
- (z) Drawing No.J44.72/01 Tree Constraints Plan, Dated 25/01/2012, Recd On 01/02/2012

- (aa) Drawing No.J44.72/02 Tree Protection Plan, Dated 27/01/2012, Recd On 01/02/2012
- (bb) Drawing No.110250L09 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (cc) Drawing No.110250D05 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (dd) Drawing No.110250D06 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (ee) Drawing No.110250D07 North East Side Enabling Works, Dated April 2012, Recd On 27/04/2012
- (ff) Drawing No.SK01 Revision A Existing Site Egress Junction Visibility Splays, Dated 02.04.12, Recd On 01/05/2012
- (gg) Drawing No.SK02 Proposed Car Park Spaces, Dated 26.04.12, Recd On 01/05/2012

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. No development shall commence until the tree protection measures detailed in the submitted Arboricultural Implications Assessment prepared by Broad Oak Tree Consultants Limited dated 26th January 2012 have been implemented, in accordance with the recommendations set out in BS 5837:2005 – Trees in Relation to Construction. These measures shall be implemented prior to works beginning on site, and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory protection of trees to be retained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also:

- Include infiltration tests in accordance with BRE 365 for any proposed infiltration devices
- Demonstrate no increase in surface water rates and volumes leaving the site up to the 1 in 100 storm event with an appropriate allowance for climate change.
- Demonstrate that no onsite flooding will occur up to the 1 in 30 storm event and any flooding up to the 1 in 100 storm event with an appropriate allowance for climate change will be safely contained on site.
- Provide detail plans showing the location and pipe numbers of all drainage features
- Ensure that no soakaways are constructed in contaminated land.

REASON To prevent the increased risk of surface water flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

10. No development shall be undertaken until an environmental search has been carried out to identify all possible sources of contamination and a report has been submitted in writing to the Local Planning Authority. If contamination is identified then a remediation statement shall be produced to and agreed in writing with the Local Planning Authority.

If no sources of contamination are identified then the developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied

REASON To ensure that any contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON To ensure that deep penetrative foundation methods do not coincide with potentially contaminated land in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

12. The development hereby approved shall be carried out in accordance with the Flood Risk Assessment produced by Sinclair Knight Merz Pty Ltd Dated 31st January 2012 and the following supplementary details:

- Letter dated 28 March 2012
- Datasheet Leisuretex plus, Issue 3, dated January 2006.

REASON To prevent the increased risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

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

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

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

14. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. Prior to the development hereby approved first being brought into use, a scheme shall be 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 safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall

be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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

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

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

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

19. No additional external plant or equipment shall be installed or used without the prior written consent of the local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring properties is protected.

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

20. The development hereby approved shall be carried out in accordance with the Noise Impact Assessment produced by Hoare Lea Acoustics.

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

21. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

22. Prior to the development hereby approved first being brought into use, details of the cycle parking provision (including location, housing and cycle stand details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

23. Prior to first occupation of the development hereby approved, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Core Policy 7 of The Slough Local Development

Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

24. Prior to the development hereby approved first being brought into use, the vehicle visibility splays shown on the approved drawing TPA 1201-06 SK01 Revision A, dated 02.04.12, received 01/05/2012 have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the carriageway.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

25. Prior to the first occupation of the development hereby approved, the initiatives, measures, action plan and targets to reduce car travel to the College contained within the submitted Travel Plan prepared by Transport Planning Associates, Report Number 1201-06/TP/01B, dated April 2012, received 01/05/2012 shall be implemented as set out in the submitted Travel Plan unless otherwise agreed in writing with the Local Planning Authority. The Travel Plan shall be monitored and reviewed in accordance with the timescale set out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

26. In accordance with the approved plans, 342 no. car parking spaces shall be provided on-site prior to the first occupation of the development hereby approved and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

27. During the construction phase of the development hereby approved, 342 no. car parking spaces shall be provided on-site for the parking of motor vehicles, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

28. Prior to the development hereby approved first being brought into use, a detailed scheme for car parking including the location of car park access barriers and details of their operation shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and retained in that form thereafter.

REASON To enable vehicles to draw off, park and turn clear of the highway to minimize danger, obstruction and inconvenience to users of the adjoining highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

29. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall only be used as a hospitality suite associated with East Berkshire College and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON To ensure that the site is developed in accordance with the submitted planning application and to ensure that the development hereby approved does not prejudice the vitality and viability of the Langley district shopping centre in accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

30. Prior to the first occupation of the sports centre and multi use games arena (MUGA) hereby approved, a community use statement for the sports centre and multi use games arena (MUGA) shall be submitted to the Local

Planning Authority and approved in writing. Once approved, the sports centre and multi use games arena (MUGA) shall only be used for purposes in accordance with the approved community use statement and/or for purposes in association with East Berkshire College, and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing with the Local Planning Authority.

REASON To secure wider community benefits in accordance with Core Policy 11 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework and to ensure that the site is developed in accordance with the submitted planning application in the interests of providing sufficient parking provision to safeguard the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

31. The hospitality suite (including ancillary restaurant, private dining area and bar) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 12:00 hours to 20:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

32. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays-Fridays, 10:00 hours to 18:00 hours on Saturdays. There shall be no commercial deliveries in connection with the hospitality suite hereby approved visiting the site 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, and the National Planning Policy Framework.

33. The sports centre hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours on Mondays-Saturdays, 10:00 hours to 23:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

34. The multi use games arena (MUGA) hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

35. Prior to the multi use games arena (MUGA) hereby approved first being brought into use, a floodlighting impact assessment for the floodlights and associated emergency lighting to the multi use games arena (MUGA) shall be submitted to the Local Planning Authority and agreed in writing. The floodlighting shall be installed and operated thereafter strictly in accordance with the approved floodlighting impact assessment and not subsequently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

36. The floodlighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 08:00 hours to 21:00 hours on Mondays-Saturdays, 10:00 hours to 18:00 hours on Sundays and Bank/Public Holidays.

Emergency lighting to the multi use games arena (MUGA) hereby approved shall at no time be operated outside the hours of 07:30 hours to 21:30 hours on Mondays-Saturdays, 10:00 hours to 18:30 hours on Sundays and Bank/Public Holidays.

REASON To safeguard the amenity of neighbouring properties from light pollution in accordance with Policy OSC13 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

37. Prior to the development hereby approved first being brought into use, full details of a CCTV system, including details of its management and maintenance, shall have been submitted to and approved by the local planning authority in writing. The approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and to reflect the guidance contained in the National Planning Policy Framework.

38. The development hereby approved shall be carried out in accordance with the Sustainability Statement Incl. Building Services Strategy produced by Pick Everard Dated January 2012.

REASON In the interests of sustainability in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

39. The development hereby approved shall be carried out in accordance with the findings and recommendations set out in the Ecology Update produced by The Environmental Dimension Partnership Dated 30th January 2012.

REASON In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is recommended that the college have a secure room where all portable IT equipment can be stored out of hours. This should be certificated to BS PAS24 door of enhanced security.
3. It is recommended that the have a comprehensive CCTV system that covers all vulnerable areas. Some basic areas that should be covered are the reception area, the internal street, the entrance to the hospitality/public restaurant, cycle and vehicle parking areas and any other high risk areas. The Home Office have produced guidance which can be found at:
http://tna.europarchive.org/20100413151426/http://scienceandresearch.homeoffice.gov.uk/hosdb/publications/cctv-publications/28_09_CCTV_OR_Manual2835.pdf?view=Binary
4. In accordance with the recommendations of Secured by Design, all ground floor exterior doors and windows should be certificated to BS PAS24 and BS7950 respectively. All ground floor glazing should include one pane of laminate glass.
5. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

6. In accordance with the requirements of condition 5, it is recommended that new trees of 40-45cm in stem girth are used in prominent positions in the Station Road area of the site.
7. 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, and to all relevant material considerations.

Policies:- EN1, EN2, EN3, EN5, T2, T8, T9, T13, OSC8 and OSC13 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 5, 6, 7, 8, 9, 10, 11, and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework, and the Technical Guidance to the National Planning Policy Framework

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.

CHANGE OF RECOMMENDATION: DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR FINALISING OF CONDITIONS, COMPLETION OF A SECTION 106 AGREEMENT AND FINAL DETERMINATION.

AGENDA ITEM 6

P/10755/003 – Poyle Place, Horton Road, Colnbrook, Slough

1. The applicant has been requested to amend the red line application site to include the private access road. Amendments to the red line are normally permitted if it relates to access.
2. Notwithstanding earlier legal advice, whereby no specific issues were raised, more recent legal advice advises that the grant of a temporary planning permission could weaken the Council's case in the future should it prove necessary to pursue further planning enforcement action. More specifically the following advice is given:

With regard to the planning enforcement history for this site and how it will affect the Council's position if enforcement action is needed in the future, I advise that if you grant temporary planning permission for the proposed development for this will prejudice the Council's position and this will be contradictory. It will result in immunity from future enforcement action. The Council will not be able to seek future enforcement action or injunctive relief as the owner could challenge the Council's decision based on the fact that temporary planning permission was granted now. This would be a weakness in any potential enforcement case in the future. You also need to consider the period of any breach of planning control and whether there will be a break in the period as a result of the Council grant temporary planning permission.

The Head of Legal Services agrees that the Olympics would be considered "very special circumstances" only because it is the Olympics event. However, the advice on enforcement action is still the same.

Response: The views of the legal section are acknowledged. It is recognised that a number of planning enforcement notices and an injunction have been served on the owner of the site stretching back over a period of years, relating mainly to the unauthorised parking of lorries on the land. More recently in 2010 the site was used for unauthorised storage of cars in connection with airport parking which was operating out a site known as Theale. That operation ceased and the cars were removed.

With the exception of the recent breach in 2010, the Council has not been particularly pro active in dealing with the breaches beyond the serving of the notices. With respect to the current application, it is considered that it is in the national interest, being related to the London Olympics, that following a comprehensive site search, this is the only suitable site available, that it is for a temporary period only for the period of the Olympics and Paralympics and the Council is seeking some planning gain by securing improvements to the site by requiring an ecological corridor to be provided as part of the

restoration works and that these factors together, provide the “very special circumstances” necessary for permitting this use within the Green Belt. Whilst accepting the legal view, Officers are of the opinion that, in the light of these facts, that an exception can be made to the application of normal Green Belt policy on the basis that such a set of circumstances are unlikely to be repeated.

3. Comments have been received from British Airports Authority Environment Agency who raise no objections to the planning application and provided further advice with regards to the use of cranes and lighting in close proximity to the airport.
4. Comments have been received from the Council’s Land Contamination Officer who has stated that no further investigation is necessary at this time although a condition should be added to any permission stipulating that what action should be taken if any contamination is found. These comments also confirm that there will be no implications under the Petroleum Licensing Regulations.
5. Comments have been received from the Environment Agency who have no objections to the scheme subject to conditions requiring that all works must be carried out in accordance with the Flood Risk Assessment, that a minimum 4 metre buffer be maintained alongside the river and appropriate site mitigation be carried out. Appropriate conditions are proposed. They make further comment that they are disappointed to note that a full 8m ecological corridor appropriately cleared and landscaped next the river is not being provided. Further comments are made with regards to this point below.
6. Comments have been received from the Council’s Transport Engineer’s who raise no objections to the planning application subject to the existing Horton Road entrance only being used for cars entering the site. Egress for cars from the site using the existing access on Horton Road will not be permitted due to inadequate sight lines and concerns about highway safety. This will require an amended site layout plan to be submitted and is covered by planning condition.
7. Through on going discussions with the applicant, Planning Officers have raised several queries with regards to the submitted Acoustic Study.
 - ***It is noted that the numbers of coach movements in the traffic assessment and noise assessment are different. A correct set of coach movements will need to be provided with confirmation as to if this would impact upon the findings of the noise assessment.***

Applicants Response: *The calculations of the worst-case hour noise levels at the NNSL for day and night were based on 293 and 157 respectively. This was taken from the proposed maximum vehicle movement data we were provided with, understood to be the most accurate available at the time. The data shown in the traffic assessment is based on more recent information about the scheduled movements. The worst-case hour data is 254 and 155. Therefore the data used in the report was prudent and the calculated worst-case hour noise levels are also prudent (over estimating).*

- ***It is also noted that the noise assessment has not included the hours between 2.00 to 4.00 am when there is likely to be sufficient coach movements. As the noise from the planes and motorway will be lessened during this time the survey will need to include these hours.***

Applicants Response: *The L_{A90} remained steady from around 23:45hrs. It was noted onsite that the source of background noise was from traffic on the M25 motorway. The lowest night time $L_{A90, 15 \text{ minutes}}$ noise level of 46 dB occurred twice starting at 23:45 hrs and at 00:30 hrs. It is considered representative of night-time background noise at the NNSL. The background noise is not anticipated to fall by any significant amount between 02:00hrs and 04:00hrs.*

- ***Some of the ambient noise figures are 10db over the background noise levels, which it is stated in the report could indicate that complaints will be likely. Please confirm why it is considered acceptable on this site and the difference that would be achieved if an acoustic barrier is installed.***

Applicant’s Response: *Several of the measured existing ambient $L_{Aeq, 15 \text{ minute}}$ noise levels are indeed above the background $L_{Aeq, 15 \text{ minute}}$ noise levels as shown in Table 1 and Table 2 of our report. The dominant ambient noise sources were noted to be aircraft passing overhead and road traffic on the M25 motorway. However, in a BS 4142 assessment, as outlined in Appendix 1 of the report, it is the rating level which is to be compared against the calculated noise level as shown in Table 8. The rating level is calculated from the specific noise level by adding a 5 dB correction if certain characteristics are present. This was done and is prudent. The specific noise was taken to be the level calculated for the worst-case*

hour for both day and night, which is prudent. As Table 8 shows the rating level does not exceed the measured background noise.

- **The acoustic barrier has been mentioned in the report but does not state what level of benefit it would bring.**

Applicant's Response: A noise barrier was mentioned in the conclusion as a possibility if a lower impact were sought. The level of noise reduction from a barrier depends on the height of the barrier and several other variables. A barrier was not included in the model as it is calculated that it would not be necessary to achieve acceptable levels at the NNSL. Additionally the model included only a small number of stationary coaches. This was another prudent assumption made in the calculations. In practise there may be significantly more coaches parked and their arrangement is likely to act as an effective noise barrier, the effect of which is disregarded in these calculations.

With respect to issues of noise further consultations have been undertaken with the Council's Neighbourhood Enforcement Team, who in turn have been in discussions with the applicant. The following advice is given:

If this was to be a permanent coach park I would raise issues with respect of the noise survey – there's no figures for peak noise events and the existing back ground levels seem high.

However for a temporary arrangement I believe the majority of issues will be resolved with a noise management plan to control short duration peak noise events such as vehicles starting, reversing, left idling, drivers waiting to start/leave and also traffic management to avoid queues of coaches of the service roads coming in or going out.

I would seek that a condition be placed on the consent that "A noise management plan must be submitted and agreed with the Council so as to control noise from the operation of the coaches from becoming of significant detriment to the amenities of local residents".

Although I have discussed this plan with the applicant, his view is that it will be provided by the site operators and that he would refer the matter to them

In line with the advice received it is proposed that a condition be applied which requires submission of a Noise Management Plan.

8. The applicant was consulted on proposed draft planning conditions, albeit these are not the same as contained within the officer's report which has been the subject of on going refinement. The applicant responded as follows:

Condition 4 Site Restoration

The condition will have the effect of stopping the job. As written and taken in context with #15 our client TGM will be responsible for the remediation of the existing hardstanding areas that will add considerable costs that could easily reach £1.5M - £2.0M depending on the quality of that remediation. This would be on top of costs that already substantially exceed the budget and would make the whole project unviable. We have said all along that we would remediate the site back to the current state although that in itself has proved to be a considerable expense.

Notwithstanding the above it is also very doubtful whether the landlord will grant a lease for the 8 week occupation if the whole site were rendered back to a previous condition.

Response: Besides being a site within the Green Belt, there is a history of planning enforcement notices and an injunction on the site, so there must be some clear justification as to why this site is being considered for a use which would not normally be permitted on Green Belt land. The Colnbrook area of Slough, being located close to Heathrow airport is under enormous pressure for green belt releases to meet the requirements of the commercial sector and the Council needs to be satisfied that an approval here would not create an undesirable precedent.

In addition to the sequential test which provides some justification in terms of site selection, plus its temporary nature and it being of national significance, there must be some identifiable benefit by allowing such use. Simply restoring the site back to its current position is not enough.

Condition 4 refers to a total restoration of the site. It is understood that this may not be a financially viable option and that it would require the permission of the land owner which may not be forthcoming. If this is not a feasible option then as a minimum it is considered that an 8 metre wide ecological buffer, to be cleared prepared and planted in accordance with the advice of the Environment Agency. This would at least provide some planning benefit, which when considered in the context of the above could be taken as being the exceptional circumstances necessary to allow what would otherwise normally be regarded as unacceptable development within the Green Belt.

Condition 04 has been amended to reflect this.

Condition 05. Timing of Site Restoration

The time constraints highlighted within the clause are wholly unrealistic given the extent of the task highlighted in condition 4 above. However, should the remediation be limited to returning the site back to its current state then that would be acceptable.

Response: Given the changes to requirements under condition 04, the time limits set out in this condition would be appropriate.

Condition 08. Coach Parking Spaces at Western End to be Filled First

The site operation will require that the vehicle parked on site will be organised into blocks commensurate with the travel company that they serve. It would be disastrous to simply park up the vehicles at the west end of the site in the order of their return. The resulting chaos of allocated vehicles potentially being parked anywhere on the site dependant on their return time would result in a shambolic and disorganised operation with drivers wandering around the site looking for their vehicle that may or may not be readily retrievable. Whilst we appreciate the intent in this clause, operationally it would lead to a disaster.

Response: This was suggested in the Acoustic report as a means of reducing noise impact for the existing residential occupiers at Poyle Place, but was not made a requirement. Given the views of the Council's neighbourhood Enforcement Team and the requirements for a noise Management Plan to be submitted, this can be dropped as a specific condition.

Condition 11. Archaeology

This clause is a completely new requirement that could have been addressed much earlier. It will be impossible to implement this clause within the period between now and when the siteworks commence. To achieve the operational date the groundworks must start on 14th May, by which time we could not be expected to have commissioned an archaeological report and scheme of investigation, submitted it to you by way of Discharge of Condition and for you to approve it. Our works envisage only scraping off the rubbish and immediate top soil (if any), onto which we will make up any levels with hardcore and top off with road planings, using what is available on site where we can. It is very unlikely that we will get anywhere near any archaeological remains or indeed create any disturbance and I suspect that had there been any archaeological remains within our zone of operation then they will have already been destroyed by previous site uses. Notwithstanding this if somehow a find was discovered then the consequences of interrupting the project with an archaeological dig would result in an Olympic disaster.

Response: Discussion have been carried out with Berkshire Archaeology who have revised their original condition, to allow compliance on a phased basis and to allow work to commence on site at an earlier stage, but with a qualified Archaeologist on site to keep a watching brief .

Condition 12. Requirements for an Acoustic Fence

There is no requirement for an acoustic fence within the project and the Acoustic report specifically precludes this requirement. I passed your previous comments contained in your e-mail of 19th April to our acoustic consultant who's response I have copied below. I understand that the Council's Environmental Health Officer, Mr Palacio concurs with the content and conclusion of the Acoustic Report. He did however, ask for a noise management strategy, which our client is currently producing as part of the overall site management systems. I will forward a copy of this as soon as I have it.

Response: The acoustic report states that "if a lower noise impact is sort, a noise barrier could be constructed on the west boundary of the site". However, in terms of mitigation it has not been made a requirement in the Acoustic Study. Given the views of the Council's neighbourhood Enforcement Team

and the requirements for a noise Management Plan to be submitted, this can be dropped as a specific condition.

Condition 13, Further Ecological Survey

This item was anticipated from the Ecological Report and will be implemented.

Response: noted.

Condition 14, Spills

Spills from vehicles outside of the fuelling area is highly unlikely and is doubtful whether any spill would be noticed given the porosity of the surfacing and therefore no action could be taken.

Response: The wording of the condition has been amended but which still requires spill kits to be kept on site for use outside of the refuelling area(s) and other measures to be put in place in relation to the refuelling areas.

Conditions 18 and 19, Access

Access to the car park is via the existing entrance from Horton Road next to the Sub Station Site. This clause precludes that use. We do not want to have any conflict between cars and coaches on this confined site, besides the layout does not allow access from the main coach park to the car park. Also, for security reasons the gate will be closed for the short period when the site is not operational including the period between the Olympics and Paralympics.

As discussed in relation to condition 11 above, development must start on 14th May and to comply with this condition is unreasonable. Details of this nature could have been provided earlier if required so as to obviate the need to have the condition. The gates shown quite clearly demonstrate that there is free access through them and #18 ought to ensure that the gates are open at all operational times. It certainly isn't in the interests of the operation that there is any restriction to flow.

Response: The Council's Transport Engineer's who raise no objections to the planning application subject to the existing Horton Road entrance only being used for cars entering the site. Egress for cars from the site using the existing access on Horton Road will not be permitted due to inadequate sight lines and concerns about highway safety. This will require an amended site layout plan to be submitted and is covered by planning condition.

9. A letter has been sent to Councillor Rasib by solicitors acting on behalf of the applicant. The letter is attached for Members consideration. The letter refers to guidance given in Circular 11/95 relating to the use of planning conditions: On the basis of such guidance the writer recommends:

In view of the clear guidance, we would therefore respectfully ask on behalf of our client that conditions 1, 4 and 5 are amended as indicated below:

Condition 1 – "The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive"

Response: Noted. Condition 01 will be amended accordingly.

Condition 4 – "Any works carried out, or temporary buildings erected, pursuant to this permission shall be removed and the land restored to its condition that existed immediately prior to the implementation of this permission before 11 December 2012"

Response: The writer was advised as follows:

"You may not be aware of the history on this site relating to matters of planning enforcement and an injunction. To justify use of the Green Belt for a use which under normal circumstances would not be supported in planning terms, requires justification. It is on this basis that some improvement to the original site is being sought. It is acknowledged that full site restoration may render the project non viable, as a compromise the Council is seeking works to create an ecological corridor alongside the stream, very much in line with the objectives of the Environment Agency. It is not considered that the costs would be anything like those necessitated by full restoration".

The enhancements works to the riverside corridor within the site are considered proportionate to the scale of the scheme. Condition 04 has been suitably reworded.

Condition 5 should be deleted.

Response: Not agreed it is essential that time limits be set for restoration works to be undertaken otherwise it would be open ended. No change to the wording of condition 05.

10. A further response has been received from the agent:

Condition 4. We are willing to accept that we will remove all the hardstanding brought into the site for the development.

As regards the enhancement to the river bank we are not sure it is within our ability to deliver the improvements requested being land outside of the lease area and in the ownership of others, who may not necessarily be the owner of our site. We would consider it more expedient if a sum of money were set aside for environmental improvements that the Council could then allocate against specific projects. We appreciate that an agreement will need to be formulated but this needs to be completed without delay but such completion of that agreement must not hinder the approval and to allow the site to become operational on time.

Response: The wording of the condition requires clarifying such that it relates only to that part of the streamside which falls within the application site:

Condition 04

A scheme for the restoration of the site, to include removal of all hard surfacing laid out as part of this application and enhancements to the river corridor within the boundaries of the application site shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission and which shall include any relevant licences necessary for the disposal of spoli from the site. The enhancements shall include:

- Removal of vegetation along the river bank as appropriate in order to provide more sunlight
- Improvement of vegetation along the top and the toe of the bank to provide further shade
- Application of wild seed mix at the top of the bank
- Coir rolls of pre planted sods placed at the toe of the bank
- Planting of native hedges, locally native species or specimen trees

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policies 2 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

Condition 11. We are disappointed that this condition is proposed at this late stage in the planning process. We specifically went through the requirements with Ian Hann last November, the object of which was to obvert the need to have any post approval submissions as we all recognised that the timescales would preclude those submissions and approvals. I cannot believe that this requirement was not known much earlier and therefore we should have been notified sooner. We do not believe that we will be able to comply with this clause within acceptable timescales especially since we must start the groundworks that are affected by this condition on Monday 14th May. To get an agreed scheme and programme for the archaeological work will take at least 4 weeks assuming that we can find an archaeologist at short notice. It should be noted that the operational dates for the facility are sacrosanct and cannot be delayed and clearly all the site facilities must be in place for that date. The proposed phased completion of the archaeological work has no relevance in that the completion of Stage A is impossible to meet our construction programme and therefore B & C stages similarly fail.

We therefore require this clause to be struck out.

To assist with the archaeological monitoring of the site we offer to allow the County Archaeologist reasonable access during the works to view any of the excavations and record any interests and finds.

Response: This condition cannot be discarded. Through further discussions with Berkshire Archaeology, there appears to be no further flexibility with respect to the condition being imposed.

Condition 21 We note that this condition is brand new and has been included since the original conditions were proposed. This condition seeks to impose a wholesale redesign of the facility at an unacceptably late stage. It is clearly a poorly thought out requirement as it seeks to use a site entrance outside of the application site beyond Slough BC boundaries that will then need a further planning application from another Authority. Even a cursory investigation will show that the existing gates are simply not wide enough to manoeuvre coaches through. The proposed temporary site access is clearly shown on the application drawing that was submitted at the beginning of February. The position and size of this opening as well as the diagrammatic plot of the vehicle tracking to prove its efficacy is purposefully identified and to date we were not advised of any issues with this temporary opening. This condition is clearly unworkable and ought to be removed.

We understand the comments about the exit from the site for departing cars via the private access road and we will accept such a condition and amend the site layout accordingly.

There may be some misunderstanding as it had been assumed that the access shown is existing. The wording of the condition can be suitably amended.

Notwithstanding the deposited plan as hereby approved, all coaches and delivery vehicles shall enter and leave the site via the proposed entrance onto the private access road in the south western corner of the site. Cars only can access the site via the existing Horton Road entrance, but must egress the site via the private access road and the main gates to the private access road shall be kept open at all times. Prior to the commencement of works on site an amended site layout plan shall be submitted to the Local Planning Authority for its written approval and shall be implemented in accordance with the details approved.

REASON The existing entrance onto Horton Road has sub standard visibility and is not suitable for vehicles egressing the site, therefore all egressing vehicles must leave the site via the private access road to the south west, so as not to prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance core policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document

11. A letter has been received and circulated to Members of the Planning Committee from The London Organising Committee of the Olympic Games and Paralympic Games Ltd which is attached for Members consideration. On behalf of the applicant the reasonableness of some of the conditions being proposed is being questioned, although the specific conditions being referred to are not identified.

Response: Since the letter was written changes have been made to a number of the conditions which in the view of officers makes them less onerous, particularly with reference to conditions 1, 4, 11 and 21. The one remaining sticking point relates to condition 11 in relation to archaeology,

In light of the above changes the draft planning conditions have been amended as set out below:

1. The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive and all buildings, equipment and hard surfaces shall be removed upon the cessation of the use.

Reason: To ensure the temporary use is discontinued and the site can be restored.

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 1105-04A Dated October 2011 Recd On 09/02/2012

(b) Drawing No 1105-06 Dated October 2010 Recd On 09/02/2012

(c) Drawing No 1105-07 Dated October 2010 Recd On 09/02/2012

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

3. The development hereby approved shall be implemented only in accordance with the details and recommendations contained in the following reports hereby approved by the Local Planning Authority:

- (a) Design and Access Statement Dated 08/02/2012 Recd On 09/02/2012
- (b) Lighting Details Dated 06/02/2012 Recd On 13/03/2012
- (c) Transport Assessment Dated January 2012 Recd On 14/02/2012
- (d) Noise Impact Assessment Dated 03/02/2012 Recd On 14/02/2012
- (e) Flood Risk Assessment Dated January 2012 Recd On 14/02/2012
- (f) Tree Survey Dated January 2012 Recd On 14/02/2012
- (g) Habitat Survey Report Dated January 2012 Recd On 14/02/2012
- (h) Phase 1 Site Appraisal (desk Survey) Dated January 2012 Recd On 14/02/2012

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

4. A scheme for the restoration of the site, to include removal of all hard surfacing laid out as part of this application and enhancements to the river corridor within the boundaries of the application site shall be submitted for the written approval of the Local Planning Authority within 2 months of the date of this permission and which shall include any relevant licences necessary for the disposal of spoli from the site. The enhancements shall include:
 - Removal of vegetation along the river bank as appropriate in order to provide more sunlight
 - Improvement of vegetation along the top and the toe of the bank to provide further shade
 - Application of wild seed mix at the top of the bank
 - Coir rolls of pre planted sods placed at the toe of the bank
 - Planting of native hedges, locally native species or specimen trees

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policies 2 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

5. Restoration of the site in accordance with any scheme approved pursuant to Condition 4 shall be commenced within 1 month of the cessation of the use hereby permitted. Restoration works shall be completed within 3 months of commencement of restoration. Imported materials used on the site shall come from a recognised source and details of the licences confirming this shall be provided prior to the completion of the restoration works

Reason: To ensure that the restoration of the site contributes to the amenities of Poyle Place and to comply with core policy 2 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

6. Reversing alarms shall be switched off when the coaches are in the park and a banksman shall be used to ensure safe manoeuvring.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

7. There shall be no external tannoys or loud speakers in use at the site.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

8. Prior to the commencement of the use on site a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority and the findings and recommendations of the approved Noise Management Plan shall be implemented in full to the satisfaction of the Local Planning Authority

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

9. All delivery vehicles (other than small vans) and coaches shall not be left with engines running while in the coach park or on the access road leaving / entering the site and there shall not be excessive revving of

engines.

REASON To protect amenities of neighbouring residents and to comply with core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

10. Coaches leaving and arriving the site shall do so from junction 14 of the M25 and along Horton Road only as stipulated in the Transport Assessment Dated January 2012 Recd On 14/02/2012.

REASON To protect amenities of neighbouring residents and to comply with core policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

11. Prior to the start of each phase of work, the applicant, or their agents or successors in title, will secure and implement a programme of archaeological work (which may comprise more than one phase of work). Each phase will require adherence to stages A, B and C as follows-
A) No development shall commence until a Written Scheme of Investigation for a programme of archaeological work has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of the significance of the archaeology and related research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with core policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

12. A further survey of all vegetation by a suitably qualified ecologist shall be carried out prior to any clearance works at the site during the bird breeding season (March to August).

REASON To ensure that protection of ecology and to comply with Policy EN22 of The Local Plan for Slough 2004.

13. Spill kits shall be kept on site and shall be used in the event of spills from vehicles parked in areas outside of the refueling areas. Within the refueling area(s) storm water run off and diesel spills shall drain to a sump and then pumped to a suitable receptacle for subsequent disposal.

REASON To protect against land and groundwater contamination in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

14. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 26392/001 dated January 2012 and drawing number 1105-04A dated October 2011, and the following mitigation measures detailed within the FRA:

No change to the permeability of the land so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

REASON: To comply with the National Planning Policy guidance and Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 15 Throughout the period of use of the site as a coach park an access strip of at least 4m wide shall be provided and maintained between the coach park and the top of bank of the River Wraysbury main river, as shown on the plan, reference 1105-04A, dated October 2011. The buffer zone should be measured from the bank top, defined as where the surrounding ground level meets the slope of the channel bank and must be free of any structures, hardstanding, formal planting or parking. Following cessation of the use the measures set out in condition 04 shall be implemented in accordance with the requirements of that condition.

REASON: To maintain a wildlife corridor and to comply with Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 16 The site will be returned to current condition subsequent to the cessation of the temporary use as stated in section 2.4 of the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority

REASON: To prevent increased risk of flooding due to impedance of flood flows and to ensure that adequate access can be provided for any maintenance works required in accordance with the National Planning Policy guidance and Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008

17. There shall be no washing or repairing of vehicles on site.

REASON: To protect against land or groundwater pollution in accordance with Core Policy Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

18. This permission is for the personal benefit of TM Group only and shall not endure for the benefit of the land, nor for any other person or persons for the time being having an interest in the land.

REASON But for the special circumstances of the case, planning permission would not have been granted for the use in accordance with Policy EN1 of The Local Plan for Slough 2004.

19. There shall be a maximum of 387 coaches and 25 car parking spaces parked on the site.

REASON To protect amenities of neighbouring residents and to maintain highway capacity in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document December 2008.

- 20 Details of the buildings and structures to be placed on the site shall be submitted to and agreed in writing by the Local Planning Authority prior to the use commencing.

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

21. Notwithstanding the deposited plan as hereby approved, all coaches and delivery vehicles shall enter and leave the site via the proposed entrance onto the private access road in the south western corner of the site. Cars only can access the site via the existing Horton Road entrance, but must egress the site via the private access road and the main gates to the private access road shall be kept open at all times. Prior to the commencement of works on site an amended site layout plan shall be submitted to the Local Planning Authority for its written approval and shall be implemented in accordance with the details approved.

REASON The existing entrance onto Horton Road has sub standard visibility and is not suitable for vehicles egressing the site, therefore all egressing vehicles must leave the site via the private access road to the south west, so as not to prejudice the free flow of traffic or conditions of general pedestrian safety

along the neighbouring highway in accordance core policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

22. Deliveries from large vehicles, including fuel and removal of waste from the site shall be done between the hours of 0800 hours to 1800 hours on Mondays- Saturdays, and 1000 hours to 1600 hours 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.

23. The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of core policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

INFORMATIVE(S):

1. The applicant is reminded that an appropriate fire safety and evacuation plan should be in place for the operation of the site.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

3. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

4. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

National guidance

- National Planning Policy Framework

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 2 (Green Belt and Open Spaces)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

- Core Policy 10 (Infrastructure)
- Adopted Local Plan for Slough
- OSC1 (Protection of Public Open Space)
- T2 (Parking Restraint)

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.

CHANGE OF RECOMMENDATION: DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR CONDITIONAL APPROVAL SUBJECT TO CONFIRMATION OF ACCESS DETAILS.

Councillor Mr Mohammed Rasib
Slough Borough Council

Date 9 May 2012
Your ref
Our ref GRIMBLRJ/068041-NEW
Direct dial 0845 497 4983
johngrimbley@eversheds.com

Dear Councillor Rasib,

Temporary Coach Park for the Olympic and Paralympics Game at Poyle Place, Horton Road, Colnbrook, Slough, Berkshire

We have been consulted by our client, TGM Group Limited in respect of the above application, which is due to be considered at the meeting of the Council's Planning Committee on 10th May. The application represents a key element in the transportation arrangement for the Olympic and Paralympic Games and the site was identified following an exhaustive search for suitable locations. The Organising Committee for the Games, LOCOG, strongly supports the proposal.

Although our client has been in close negotiations with officers since last November, they first learned of the proposed restoration conditions for the site only at the end of last week and the content has caused significant alarm. The conditions in question (namely 1, 4 and 5 as they appear in the officer's report) go significantly beyond what would be needed to restore the land to its present condition. The seven figure cost of the works would make the development unviable, leaving our client with the very difficult task of identifying, acquiring and preparing an alternative site with only two months to go before the Games begin.

The five hectare application site is mainly made up of compacted hard-core with approximately one hectare being grassland vegetation, scrubland and ditch. Our client's application proposals will entail adding some relatively small areas of hard-core and a number of temporary buildings for the duration of the coach park use. Our client fully accepts that a condition requiring the removal of these additional work and buildings would be entirely legitimate and fair.

However, the proposed restoration conditions go well beyond this and would require complete restoration of the site to a green field condition. The conditions plainly conflict with long established case law and government policy (Circular 11/95, “*The Use of Planning Conditions in Planning Permissions*”) that conditions should be restricted to the effects of the temporary permission and not require the developer to remedy pre-existing matters. For example, the courts have held that it is wrong for councils to impose conditions requiring the removal of existing aircraft hangers where the permission only permitted a change of use of the hangars, or to require the removal of buildings and gravel from a site where such buildings and gravel has nothing to do with the permission granted. The principle has also been consistently supported by Ministers and Inspectors in planning appeal decisions.

The relevant paragraph of circular 11/95, paragraph 113, states:

“If the temporary permission is for development consisting of or including the carrying out of operations, it is important to make provision by condition for the removal of any buildings and works permitted- not merely for the cessation of the use- and for the reinstatement of the land, when the permission expires (model condition 41).

The model condition, referred to above, makes it clear that the restoration must be limited to the restoring the land to its condition before the permitted works began:

“[The building hereby permitted shall be removed] [The use hereby permitted shall be discontinued] and the land restored to its former condition on or before.[date] in accordance with a scheme of work submitted to and approved by the local planning authority (paragraph 113).

An agreed note showing the condition of the site before works begin [our emphasis] should be attached to a permission granted subject to this condition.”

In view of the clear guidance, we would therefore respectfully ask on behalf of our client that conditions 1, 4 and 5 are amended as indicated below:

Condition 1 – “The use hereby permitted shall not be carried out except between 2 July 2012 and 10 September 2012 inclusive”

Condition 4 – “Any works carried out, or temporary buildings erected, pursuant to this permission shall be removed and the land restored to its condition that existed immediately prior to the implementation of this permission before 11 December 2012”

Condition 5 should be deleted.

We would therefore be very grateful if you would take the contents of this letter into account when deciding our client’s application in order that this very important application is not frustrated.

Yours faithfully,

Eversheds LLP

NO CHANGE TO RECOMMENDATION

Ref: P/10755/003 – Proposed TGW Coach Park, Poyle Place, Horton Road

Hi Wesley,

I am writing in regards to planning application P/10755/003, which will be heard by the Planning Committee tonight. Unfortunately, due to other commitments, I will be unable to attend the meeting but hope that my comments as ward member can be taken into consideration. I'll aim to keep it brief for sake of brevity.

- 1) As you will be aware, the site to which the application pertains is greenbelt land adjacent to junction 14 of the M25. It has a long history of illegal development, primarily the installation of hardstanding which has been regularly used as an informal car park.
- 2) While I am not wholly convinced of the viability of an Olympics coach park in Colnbrook on the grounds of the local road infrastructure, should permission be granted, I would like the committee to consider putting measures in place to avoid the coach park becoming a permanent feature after July 2012. I believe that approval should only be given with provisos that the land be returned to greenbelt use after July 2012.
- 3) We have a big problem with drivers using the "Access Only" High Street as a rat-run. Ideally, any approval of this scheme might come with a proviso that two large "Access Only – No Entry to Colnbrook High Street" signs be erected. One could go at the junction of Old Bath Road and Park Street and the other at the junction of London Road and Colnbrook Bypass.
- 4) The committee should consider the special nature of the site and the need to return it to greenbelt use subsequent to this "one-off" use – and this should be done in conjunction with organisations such as the Environment Agency and the Colne Valley Partnership. A condition should be considered whereby the landowner must take measures to remove the hardstanding by a specific date after the coach park closes. This has been one of Colnbrook's "running sores" for several years and – as approval for this scheme will financially benefit the landowner – they must in return adhere to law once the coach park is closed. I don't see how the Council can approve this application without an enforceable provision that leads to this outcome.

Kind Regards,

Cllr James Walsh

AGENDA ITEM 7

P/00861/012 – Arbor Hill House, 39, Windsor Road, Slough

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 8

**P/02441/010 – Land at Wyeth Pharmaceuticals
Huntercombe Lane South, Slough**

NO CHANGE TO RECOMMENDATION

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The London Organising Committee of the
Olympic Games and Paralympic Games Ltd.
23rd floor, One Churchill Place
Canary Wharf, London E14 5LN
Reception +44 (0) 203 2012 000
Fax +44 (0) 203 2012 001
london2012.com



To All Members of Slough Borough Council Planning Committee

09 May 2012

Dear Councillor

Re: Planning application by TGM Group LTD for a temporary coach park at
Poyle Place, Colnbrook



On behalf of the London Organising Committee of the Olympic and
Paralympic Games (LOCOG), I am writing to you in respect of this planning
application, and respectfully seek your urgent attention in this matter.

I am sure you will be aware of the background to this application, which seeks
to provide temporary coach parking facilities to form part of the infrastructure
necessary for the delivery of Games transport. TGM Group Ltd, a division of
Arriva PLC, has been contracted by LOCOG to provide a large fleet of
vehicles and team of staff to fulfil this requirement. At an early stage in the
contracting process, the operator identified the need for a substantial
temporary parking site in the area, and Poyle Place was selected as meeting
the criteria identified.

TGM Group's application is before the Planning Committee this Thursday, 10
May, and I understand that there is a recommendation to attach a number of
conditions to any grant of this application. Whilst the majority of these are
considered reasonable and achievable by TGM Group (and indeed LOCOG),
there are particularly onerous conditions cited which seek to compel the
company to return the land post- the temporary use to a condition substantially
different to its current state. In addition to the inherent unfairness of this, our
advice is that this is in conflict with planning law.

Alex Carter, Head of Transport Operations, LOCOG Transport
Direct line: +44 (0) 203 2012 557, Mobile: +44 (0) 7711 950450, E-mail: Alex.Carter@London2012.com

The London Organising Committee of the
Olympic Games and Paralympic Games Ltd.
23rd floor, One Churchill Place
Canary Wharf, London E14 5LN
Reception +44 (0) 203 2012 000
Fax +44 (0) 203 2012 001
london2012.com



LOCOG has worked closely with TGM throughout this process, and we have been impressed by the company's thorough approach to this application, on which they have consulted key stakeholders consistently. The proposed additional planning conditions, if sanctioned, would make this project financially and practically untenable, resulting in no workable plan to park the fleet of coaches. At this late stage, such a development would seriously jeopardise the successful delivery of this significant part of LOCOG's Games Family and spectator transport.

I am aware that Slough BC openly supports the 2012 Games; this is welcomed and much appreciated. It would be extremely regrettable if unsustainable and unachievable conditions were attached to any grant of this application. I would urge you to fully take this into account when giving your consideration to the application, and I very much hope that a reasonable approach will prevail such that the application can be granted with conditions which TGM Group properly can meet.



With thanks for your attention in this matter

Yours sincerely

Alex Carter

Head of Transport Operations

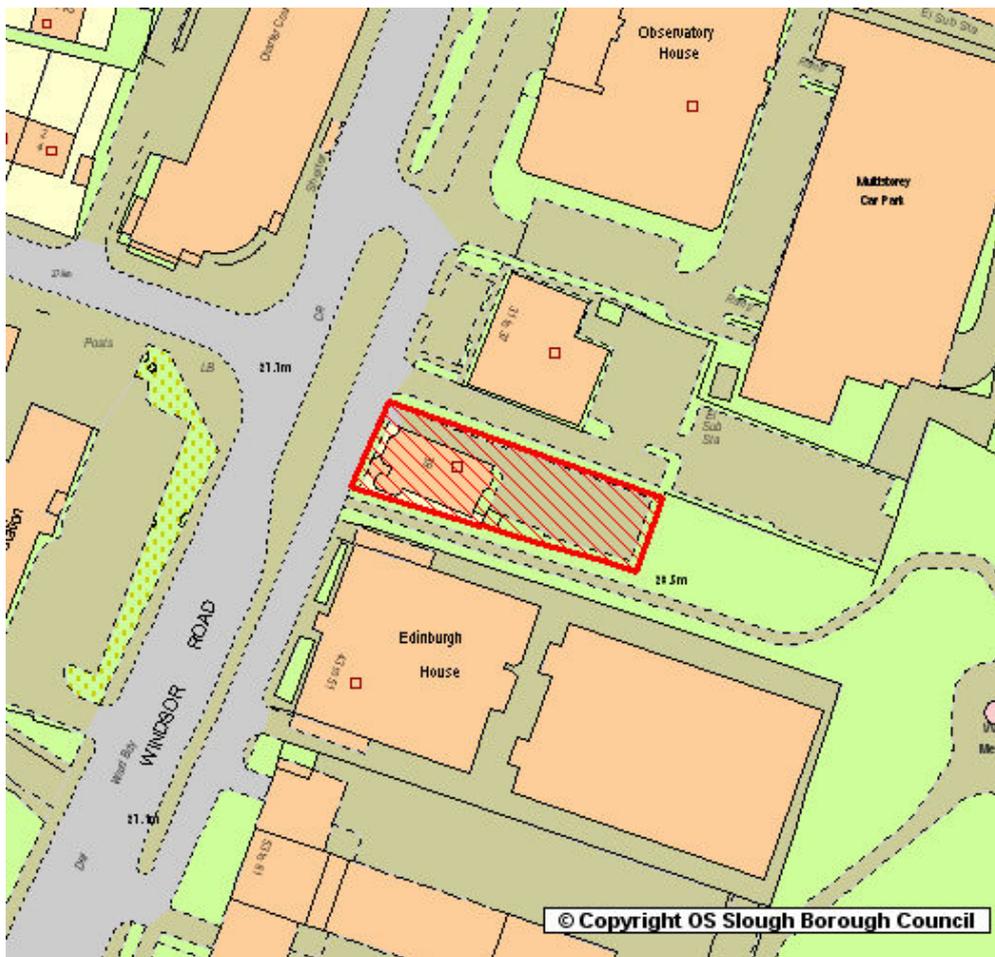
Alex Carter, Head of Transport Operations, LOCOG Transport
Direct line: +44 (0) 203 2012 557, Mobile: +44 (0) 7711 950450, E-mail: Alex.Carter@London2012.com

er, Head of Transport Operations, LOCOG Transport
: +44 (0) 203 2012 557, Mobile: +44 (0) 7711 950450, E-mail: Alex.Carter@London2012.com

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Registration Date:	06-Dec-2011	Applic. No:	P/00861/012
Officer:	Mr. Albertini	Ward:	Upton
		Applic type:	Major
		13 week date:	6th March 2012
Applicant:	Eyton Construction Ltd		
Agent:	Ms. N Broderick, NMB Planning Ltd 124, Horton Road, Datchet, Slough, SL3 9HE		
Location:	Arbor Hill House, 39, Windsor Road, Slough, Berkshire, SL1 2EL		
Proposal:	EXTENSIONS TO EXISTING BUILDING AND CHANGE OF USE FROM B1 OFFICE TO C3 RESIDENTIAL COMPRISING 14 NOS. 1 AND 2 BED APARTMENTS, WITH ASSOCIATED PARKING		

Recommendation: Approve with conditions



1.0 SUMMARY OF RECOMMENDATION

Approve with conditions.

PART A: BACKGROUND

2.0 Proposal

2.1 This proposal involves conversion and extension of a vacant office building to form 14 flats. The extensions comprise construction of a fifth storey and an extension to the front elevation by creation of a bay for each floor above the entrance canopy. 6 flats will have balconies.

2.2 The existing rear car park will contain 10 spaces, a covered cycle store and a new bin store. No changes to the access or trees are proposed.

2.3 The bay extension will be rendered and the new top floor will be finished in a coloured metal cladding and a flat roof. Since the application was first submitted revised plans have been received. Some of the continuous horizontal strip windows (on north and south elevations) are now shown as either blocked up within coloured infill panels, obscure glazed or with vertical angled fins on the outside.

2.4 A light study has been submitted with the application and a revised version takes account of some windows being blocked up in the revised scheme.

3.0 Application Site

3.1 This 0.1 ha. site contains a dark brick 4 storey office (418 sqm gross internal floorspace) with access along its north side to a rear car park. Access is from a service road alongside Windsor Rd. The building is narrow and deep with windows on both flanks. A large taller office building (Edinburgh House) lies to the south and another office building to the north but set back from the Windsor Rd frontage. There are windows in the flanks of both buildings. To the south is a public path through to the Churchyard. There are trees on the south boundary of the car park and trees just over the north boundary but with branches very close to the application building. To the rear are the Church, a listed building, and its church yard with several trees.

4.0 Site History

4.1 None relevant to this proposal

5.0 Neighbour Notification

5.1 Windsor Rd – Edinburgh Ho; 31/37, Charter Ct., Police Stn.

No observations received

6.0 Consultation

6.1 Traffic /Highways

No objection. Seek covered cycle store. Details since submitted.

6.2 Environmental Protection

Request standard soil quality conditions.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The site is within the town centre boundary of the proposals map. Core Strategy policy encourages residential development in the town centre. Core Strategy Policy 5 encourages change of use to residential where appropriate. The principle of creating a residential use sandwiched between established offices is not ideal. However bearing in mind its small size (418 sqm) and the current economic circumstances (the building is unlikely to be let as an office in the near future) the principle of change of use is acceptable. There are design issues to consider as well which are outlined below.

7.2 Windsor Road is an established office location and before the economic downturn there had been discussions about redevelopment of the adjoining Edinburgh House site. However this application site is divided from the later by a public path so a comprehensive redevelopment scheme involving the site is unlikely. The effect of the proposal on redevelopment of Edinburgh House or the office building to the north is referred to in para 8.4.

7.3 There are no transport implications.

8.0 Design Matters

8.1 The key issue is the living conditions of future residents. The proximity of office buildings to north and south will affect light to flats and they will result in overlooking from office windows or any future flats in those buildings.

8.2 Regarding overlooking adjacent office windows will be 9.5 m away to the south and for some flats 11 m away to the north from habitable rooms. This is very close and less than the generally

accepted 18 – 21m minimum privacy distance and less than typical front to front distances across traditional terraced housing streets. The windows are in continuous strips around most of the building so the applicants will block up some panes to create a window arrangement more suitable for residential use. The applicant points out that it is mainly non habitable rooms or bedrooms that will be directly overlooked and these are not used much during the day when offices are occupied. Living rooms will have windows at the west or east end of the building that are not so overlooked.

- 8.3 Regarding the adjacent office buildings the proposal for No. 39 might restrict options for the possible future redevelopment or conversion to residential use because of proximity and the sensitivity of residential use regarding light and overlooking. The proposed obscured glazing and external fins on certain windows will help to reduce future overlooking conflicts. However this does have the disadvantage that some bedrooms will have a restricted outlook from windows.
- 8.4 Even for a town centre development this extent of overlooking is not desirable however an exception can be made only on the basis of the following : (i) that all living rooms have at least one main window not in view of immediately adjacent offices (ii) blocking up of some side windows (iii) restricting views into some side windows (iv) opportunities to reorganise an existing building are limited and (v) residential use would, in the current economic down turn, be better than the building remaining empty. Information about lack of commercial letting opportunities has been submitted.
- 8.5 Overlooking on the north elevation will be partially blocked by existing trees in the summer but this will not overcome the overlooking issue.
- 8.6 The outlook from many windows will be restricted or provide a poor view. At ground floor one flat will have all its windows alongside the access road or car park. However 7 flats have east elevation windows overlooking the Church and surrounding trees.
- 8.7 The adjacent buildings and trees will limit light to many rooms. The day and sun light study indicates that habitable rooms will be in broad accordance with recognised light standards. For town centre sites some flexibility on the application of these standards is acceptable in specific circumstances. The top floor living rooms have roof lights to supplement the recessed main balcony windows.
- 8.8 6 flats will have a small balcony and one has a very small green space adjacent. The rest have no proper amenity space and because few flats have a pleasant outlook, as described above, it is appropriate for mitigation measures to be sought. In line with Council guidance (Developers Guide) regarding lack of private

amenity space the applicant has agreed to pay a small contribution towards off site amenity enhancements. A Section 106 unilateral undertaking covering this contribution has been received.

- 8.9 Regarding room sizes some fall below the minimum quoted in the Councils flat conversion guidance. These minimums can be treated flexibly if variations are modest or if justified by development specific reasons. For this scheme some bedrooms have very modest variations. The other variations of up to 10% floor area (4 bedrooms and 4 living room/kitchens) can be justified by the exceptional circumstances outlined in paragraph 8.4 above and consideration of restricted room division opportunities because of the need to line up with window divisions and pillars. The alternative is to remove ensuite bathrooms for second bedrooms.
- 8.10 Refuse bins will be located beyond the recommended drag distance regarding collection. There is no space to locate bins at the frontage so, as this is a change of use and a small development an exception can be made. The Council contactor may make an exception and pick up the bins if not the owners accept that a private collection may have to be arranged.
- 8.11 The 10 parking spaces will mean not every flat will be allocated a space but for a town centre location this is acceptable. Cycle storage is proposed at the rear.
- 8.12 The extra storey will not adversely affect the setting of the Church a Listed Building which is 10 m away to the east.
- 8.13 In conclusion conversion to residential raises no significant land use issue. The unilateral undertaking deals with the amenity space issue raised in paragraph 8.8. However the shape and surroundings of the building mean living conditions for future residents will be compromised to some extent. The recommendation for approval is based upon an exception to normal policy for this particular proposal a key factor being the current economic down turn and the limited prospect of the building being re-let for offices or another use other than residential.

PART C: RECOMMENDATION

9.0 Recommendation

- 9.1 Approve with conditions
- 9.2 Having considered the relevant policies and comments from consultees and those notified the development is considered to be acceptable subject to conditions and the planning obligation.

PART D: LIST OF CONDITIONS.

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

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

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

- (a) Drawing No. 3536 PLA 2.01 G Recd On 5th April 2012
- (b) Drawing No. 3536 PLA 2.02 C Recd On 9th Feb 2012
- (c) Drawing No. 3536 PLA 2.03 A Recd On 9th Feb 2012
- (d) Drawing No. 3536 PLA 2.04 A Recd On 9th Feb 2012

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

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

4. No dwelling shall be occupied until the cycle store and bin store have been constructed in accordance with the approved drawings. Construction of the larger bin store shall include door stops to prevent adjacent cars being damaged.

REASON In the interest of encouraging non car modes of travel and in the interest of visual amenity.

5. No dwelling shall be occupied until lighting has been provided in the parking area and access to it in accordance with details that shall have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of crime prevention.

10th May 2012 Slough Borough Council Planning Committee

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

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

7. No dwelling shall be occupied until existing windows have been infilled or obscure glazed or had external fins installed in accordance with the drawing 3536 PLA 2.01 G and, in the case of the fins, in accordance with details of the size, spacing and alignment that shall have first been submitted to and approved in writing by the local planning authority. The infilled windows, obscured glazing and fins shall be retained and maintained in the future as approved.

REASON In the interest of the living conditions of future residents.

8. Sites where contamination is low/unsuspected:

The developer shall carry out and submit in writing to the LA an environmental search to identify all possible sources of contamination. If contamination is identified then the LA should be contacted and a further condition will be placed on the development which covers sites where land contamination may be expected as a result of former land use.

If no sources of contamination are identified then the developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the LPA.

No dwelling shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and been approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied

9. REASON : To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the

development, the environment and to ensure the site is suitable for the proposed use.

10. Development shall not commence until an arboricultural method statement has been submitted to and been approved by the local planning authority. The statement shall be in accordance with BS5837:2005 and give details of, but not be limited to, the construction of all structures/surfaces within the Root Protection Area (RPA) of any trees on or overhanging the site, details of the removal of any structures/surfaces within the RPAs of retained trees and the method of tree protection to be used, phased if necessary, to allow for the requirements of the construction of the external works and construction site activity.

REASON In the interest of visual amenity and wildlife habitat protection.

11. No tree shall be felled or removed whilst the construction works associated with the development continue. No branches of trees shall be cut without details having been first submitted to and been approved in writing by the local planning authority. Any works so approved shall be carried out in accordance with the approved details.

REASON In the interest of visual amenity and protection of wildlife habitat.

12. No dwelling shall be occupied until refuse collection arrangements have been submitted to and been agreed by the local planning authority.

REASON In the interest of public health in particular the bins are located beyond the minimum drag distance such that private collection arrangements may be needed.

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, and to all relevant material considerations.
2. Policies:- H 11, H 14, EN 1 EN3 T2 T8 of The Adopted Local Plan for Slough 2004 and Core Policy 1, 3, 4, 5, 7, 9, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.
3. 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.
4. Please note that there is a Section 106 planning obligation under the Town and Country Planning Act 1990 that applies to this site.

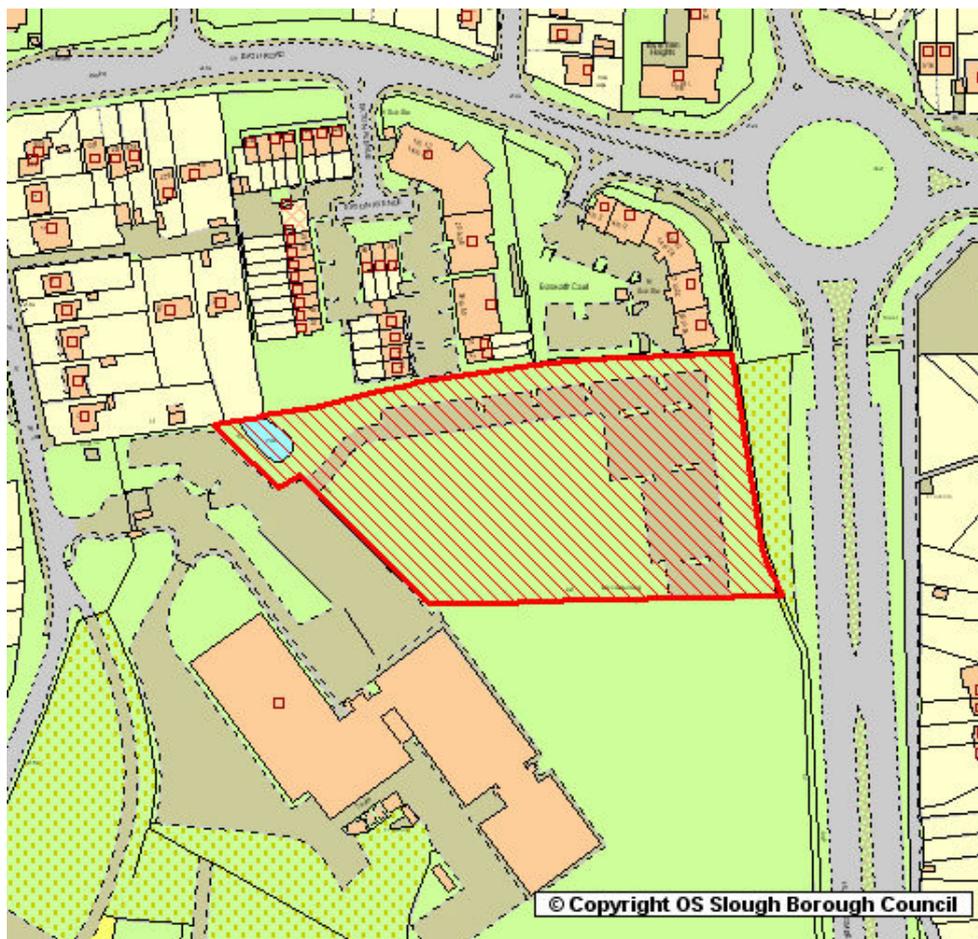
10th May 2012 Slough Borough Council Planning Committee

5. No water meters will be permitted in the public highway.
6. For postal numbering of new homes please apply to the Council's Local Land Charges Section on 01753 875039 or email 0350SN&N@slough.gov.ukcontact.

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Registration Date:	03-Nov-2011	Applic. No:	P/02441/010
Officer:	Mr. Albertini	Ward:	Cippenham Green
		Applic type:	Major
		13 week date:	2nd February 2012
Applicant:	Taylor Wimpey West London/ British Overseas Bank Nominees &, WGTC Nominees Ltd		
Agent:	Mr. Geoff Armstrong, DPP West One, 63-67, Bromham Road, Bedfordshire, MK40 2FG		
Location:	Land at Wyeth Pharmaceuticals, Huntercombe Lane South, Taplow, Berkshire, SL6 0PH		
Proposal:	ERECTION OF 59 NO. DWELLINGS WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING		

Recommendation: Delegate to Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

Delegate to HPPP for Section 106 to be completed.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The original application has been revised from 59 to 54 dwellings including 16 affordable homes. It comprises the following mix :
- 1 one bedroom flat (Affordable)
 - 1 two bedroom flat (Affordable)
 - 24 three bedroom house (9 of which affordable)
 - 28 four bedroom house (5 of which affordable)
- 2.2 30% of homes will be affordable housing. All are intended as social rent tenure. The overall density is 48 dwellings per hectare. 106 parking spaces are allocated to homes with 18 unallocated resulting in an overall 2.3 parking spaces per home.
- 2.3 The development comprises a mixture of terraced and linked semi detached homes. These are arranged along a short road with two paved squares and 2 courtyard areas off the road. Most are 3 or 2 and a half storey. Traditional hipped roof brick and tile homes are proposed with elevations mostly brick but some with weather board cladding. Features from buildings in the area have been used to influence the designs.
- 2.4 Access is via the existing former Wyeth office site access connecting with a new 4.8 metre wide link road across the north of the office site to reach the application site. The link road is outside the Borough. There is scope for a small pedestrian link to be made via a parking court yard in the north east corner to the wide verge alongside the motorway spur up to Huntercombe roundabout.
- 2.5 The dry pond on the site is to be remodelled as a landscape feature combined with surface water retention pond. This pond is next to the entrance road. To the south side of the access road is a retained mature tree and a small open space. To the south of the site, outside the Borough, the landscaped grounds of the adjacent office will be used for surface water overflow.
- 2.6 High bushes near the east boundary will go. Larger trees near the edges will be retained. Some smaller trees, mostly conifers, have already been removed. There is a big hedge along most of the northern boundary.

2.7 Supporting information submitted with the application includes: design & access statement, transport assessment, flood risk assessment & drainage strategy, soil investigation, ecology, heritage, trees/landscaping, noise and viability study re developer contributions. The applicant states that the scheme is not financially viable if the normally requested Section 106 developer contributions are required.

3.0 Application Site

3.1 This 1.24 ha. site is on the very edge of the town adjoining green belt land in South Bucks and the approach to it passes open field and detached homes. It is part of the former Wyeth site, now vacant, the main office building sitting very close by to the south west. To the west of the site is the office car park with open fields beyond. To the south are the landscaped grounds of the office building. To the east are bushes and horse chestnut trees alongside the motorway spur road beyond. Close to the north boundary are flanks of houses (Eaton Ave.) and flats (Bosworth Ct.) built within the last 10 years. Houses are 2 and 3 storey. Flats are 3 storey rising to 45 storey further away from the site. Huntercombe Manor, a listed building and associated Historic Park and conservation area lie to the south of the office building grounds. The buildings are not visible from the application site.

3.2 The site is currently partly green field and partly tarmac car park with some large trees on the edge of the site. Some smaller trees, mainly conifers, have already been removed. The car park was built about 1995 by Wyeth to serve an intended second office building on the application site. At the west end is a dry pond that was once linked to a pond to the north, in an adjoining rear garden, that had a type of newt in it that is a protected species. A major gas main is nearby to the east boundary.

3.3 South Bucks District Council has recently granted planning permission for redevelopment of the adjacent vacant office building. That permission, for a 2 and 3 storey office, includes an access road to the residential development site from a shared access point on Huntercombe Lane South. The application site and Borough boundary is set back many metres from the public highway at Huntercombe Lane. The proposed replacement office building will be in a similar location as the existing and part of the parking area will be bounded by the link road to the residential site.

3.4 The largest trees near the south boundary are 11, 15 and 18 metres high. A 13 metre high tree sits next to the access road. Two Tree Preservation Orders on the south edge of the site are not now relevant as the willow trees referred to have gone. They were probably lost a long time ago.

4.0 Site History

2 storey office and car park. Approved 1994 (P/24441/004). This planning permission for the office building remains current as the car park constructed on site counts as a start of the development i.e. the office building could be started at any time.

4.1 Minor fencing and lighting permissions given 1994 to 2000.

4.2 Adjacent site: office redevelopment and site access road approved 2011 & 2012 by South Bucks District Council.

5.0 Neighbour Notification

5.1 Bosworth Ct. 1-38 incl.
Eaton Ave. 39 – 60 incl.
Huntercombe Lane South 3A, 5A, 1 – 17 odd., Maywood, High Beeches, The Gables, Coombe Lodge.

Neighbours have not been re-notified regarding the revised and reduced scheme.

5.2 2 letters of objection received. Concerns raised are:

- Development in area already excessive.
- Traffic congestion
- A4/Huntercombe Lane junction at capacity.
- Transport Assessment – accuracy questioned; parking standard should be met; junction too close to access onto Huntercombe Lane South, suitability of foot access to south questioned.
- Pollution will be a problem (from traffic)
- No mention of M4 air quality management order.
- Existing sewer and flooding problems in area.
- Huntercombe Lane South regularly floods; risk of further flooding affecting homes in the Lane.
- Flood Risk assessment accuracy questioned.
- Drainage Strategy questioned e.g.: ability of ground to soak in surface water.
- Noxious substances in ground; risk of flooding can spread pollution.
- Design of homes does not resemble those nearby.
- Ecology assessment accuracy questioned - does not refer to ponds or species identified in vicinity of site.

5.3 A response to most of these comments is in the report below. Regarding other matters extra pollution from traffic will not be so great as to justify controls; the motorway air quality management area does not include this site. Regarding the accuracy of the

transport assessment the Council's officers have raised some queries with the applicant. The overall assessment has resulted in the applicant accepting the Council's request for off site works re junction capacity concerns and accessibility.

5.4 Public notice in local newspaper.

6.0 Consultation

6.1 Traffic /Highways

Highway design of revised scheme acceptable. The key road into the site can be adopted but this is subject to Bucks County Council adopting the new link road between the site and the existing public highway at Huntercombe Lane South. Bucks CC have indicated they do not intend to adopt the link road.

Transport – concerns about the affect of development on capacity of Bath Rd/Huntercombe Lane junction. Cycle/pedestrian accessibility is limited/poor in particular routes to school are long. Request financial contribution to junction capacity enhancements and/or pedestrian/cycle access. Comments have been coordinated with Bucks County Council.

6.2 Environmental Protection: Request soil quality conditions.

6.3 Recreation: request financial contribution towards recreation enhancements off site.

6.4 Education: Request financial contribution to all levels of education.

6.5 Affordable Housing: agree the revised proposal in terms of mix and tenure etc.

6.6 Neighbourhood Enforcement: No objection received re noise attenuation proposals for homes near motorway spur road.

6.7 Tree Officer: Most concerns addressed by revised scheme. Some homes still quite close to tall trees that are still growing on the south boundary. Arboricultural Method Statement needed re construction near to existing trees.

6.8 Drainage:

Requested further information and revised drainage strategy. Some concerns still remain re revised submission and discussions continue as to whether the addition of planning conditions can deal with concerns. Comments have been made in liaison with Bucks County Council.

6.9 Environment Agency:

No objection re groundwater contamination and river flooding.
Maintain objection re surface water until the Local Authorities are satisfied.

6.10 South Bucks District Council:

No objection in principle. Request that prior to determination advice from Bucks County Council sought re adverse impact on roads. Request Thames Water consulted re capacity of drainage system. Request flooding and ecological issues fully addressed. National Grid should be consulted.

The Council have passed on objections from Burnham Parish Council & the City of London re Burnham Beeches. The Parish object on basis of effect on flood plain, large number of dwellings for a small site, increased pressure on traffic; adverse effects on local environment.

The Council have passed on National Grid and Thames Water comments and neither object to the proposal in principle.

6.11 Crime Prevention Design Advisor:

Advises about boundary treatment and rear garden access paths/gates. The detail design stage can take account of points raised.

6.12 Archaeology

Condition requested re survey and possible archaeological work. (Some investigation work on site was carried out as part of the car park construction).

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 Development of this site is not part of the identified 5 year supply of housing for the Borough so it is not essential that it comes forward for residential use. Furthermore it is not allocated for development in the Site Allocations Development Plan. Loss of the part green field nature of the site conflicts with the Core Strategy policy of developing primarily brownfield sites.

7.2 However the main reason the site was not allocated was because of potential flood risk that had not at that time been investigated in detail. The site has since been removed from flood zone 3 such that

just surface water drainage issues remain. Furthermore the existing planning permission for an office building on the site is a material consideration when weighing up the significance of developing green field land. If the site is developed as now proposed it would remove the office permission which is a benefit as an office use in location would now conflict with Core Strategy policy of avoiding car dependent out of town employment uses. The mainly family homes proposed ties in with current Core Strategy policy. Furthermore development would provide 16 social rent units which is a benefit so the proposed is acceptable in principle in terms of land use.

- 7.3 Flooding from rivers and streams is not now an issue for the site but surface water flood risk after storms is. Recent survey work shows the area is at some risk. However information supplied by the applicant indicates there is scope for the risk to be dealt with without worsening existing problems and without affecting the new homes. It is proposed that most surface water from the development and plus any other overland flows of storm water feed into the open land south of the development. However discussions continue regarding whether or not more information about the drainage strategy is needed prior to a decision being made. Related to this is the matter of Huntercombe Lane South being a place of known flooding.

8.0 Design Matters

- 8.1 The housing is quite dense for an edge of town site adjoining the green belt with low density housing nearby on Huntercombe Lane South. However the site is set back from the road and bearing in mind the bulk of the adjacent office the density will not significantly change the character of Huntercombe Lane South.
- 8.2 The density has resulted in some compromises such as less generous garden sizes for a suburban development, buildings and roads close to mature trees and separation distances not found in suburban areas. In particular some semi detached homes alongside the principle road are 15 metres apart across the road which is not good for privacy. The homes near the large south boundary trees will have longer gardens with 9 metres clear of the crown spread of the tree. A tree management scheme will be sought by condition to help control site works near trees. These trees and others on the site are important features for the visual amenity of the area including the setting of the adjacent green belt.
- 8.3 The small garden sizes for the bigger homes is compensated for by the financial contribution towards recreation enhancements off site and the small open space on site where toddlers can play.
- 8.4 There are 2 allocated car parking spaces for each house but none of the 28 four bedroom homes get an allocated third space. The

Council's standards allow 3 spaces to be sought where necessary. There are however 17 unallocated spaces to accommodate overflow for the entire development. Any further overflow would probably occur on the access road which has no homes adjacent and falls within South Bucks District Council area.

- 8.5 Regarding the relationship to existing homes the separation distances are typical for medium density development and in general flank walls of both existing and new come up against the shared boundary. The plans show the existing hedge on the boundary retained which is an important feature for separation and appearance of the developments.
- 8.6 Some new homes in the south west corner will be 15 metres away from the 2 storey part of the recently permitted redeveloped office adjacent. This is not ideal but the nearest house has been orientated to limit overlooking opportunities.
- 8.7 The reformed pond with planting will provide an interesting entrance feature and help soften the view of development when seen from the road (which is on the edge of the green belt) and homes in Huntercombe Lane. The existing trees on the south boundary and in the office grounds adjacent provide a limited screen of the new homes when viewed from the adjacent green belt land.
- 8.8 The elevational treatment of the homes is acceptable and includes typical suburban features found in the area. The site is sufficiently separated from the bungalows etc in Huntercombe Lane such that there is no design reason for replicating the appearance in the new development.

9.0 Access & Transport

- 9.1 The access onto the public highway is acceptable to Highways but it is beyond the Borough boundary. South Bucks District Council has approved a separate planning application for the 4.8 metre wide access.
- 9.2 Regarding traffic the applicants view is that the existing problems at the junction will not be significantly worsened by the additional traffic. The additional traffic estimated takes account of the proposed redeveloped office adjacent. They also say the site is highly sustainable Transport officers two key concerns are the adverse effect on the already busy Bath Rd./Huntercombe Lane traffic signal junction and the sites poor accessibility for pedestrians and cyclists. The applicants believe there is no clear justification for off site traffic management and safety works etc. but they are prepared to make a financial contribution towards such works and/or improved pedestrian and cycle access.

9.3 Pedestrian access is via a very narrow path on Huntercombe Lane South up to the Bath Rd. but there are few local facilities within easy walking distance other than the Maidenhead Slough Heathrow bus service. The financial contribution agreed may be used to create a path link from the north east corner of the site to a new pedestrian crossing at Huntercombe roundabout. The link path along the wide spur road verge would be subject to Highway Agency approval.

9.4 A pedestrian access to the south to create a short cut to Cippenham via an existing footbridge over the motorway spur is desirable and has been sought but it would be difficult to achieve even if the applicant agreed.

10.0 Other Matters

10.1 The dry pond and the associated pond just north of site boundary once had a type of newt that is a protected species. Consequently the affect of development on such newts and their habitat surrounding the ponds must be established before a decision is made. Development might need to be restricted or mitigation measures made. The submitted ecology study states there is now no evidence of the newts. As the study did not appear to include the existing pond with water in further information has been sought. An update will be given on the Committee amendment sheet.

10.2 The proposed reformed pond can be become a new habitat for some wildlife. A condition is a recommended to cover bird and bat boxes. Bats have been seen in the area but no roost found.

10.3 Noise from traffic on the motorway spur road is significant enough for it to be a planning consideration. For the homes proposed near the road special windows can be installed to achieve appropriate interior noise levels. A special garden fence is also recommended to reduce noise to both homes and rear gardens.

10.4 The proposal will not affect the setting of listed buildings, historic park and conservation area of Huntercombe Manor.

10.5 Regarding sustainable development and in accordance with Council policy the development will be required to achieve Code for Sustainable homes level 3 and incorporate energy from low or zero carbon sources.

11.0 Section 106 planning obligation matters.

11.1 The Council has outlined to the applicant what it expects in terms of current policy namely 30% social rent homes, financial contributions to off site recreation, education and transport. The financial contribution for education is significantly higher than the others. The

Council's valuer has studied the applicants submitted viability study and negotiations continue regarding the scale of any financial gap between development value and costs. The significance of the existing permission for an office and the value attached to it is one of the items to be negotiated. The Section 106 contributions could be reduced to close any financial gap found.

- 11.2 In accordance with both Government policy and Council's policy Section 106 costs can be reduced if there is a good reason to do so and if the Council wishes to see the development take place. If a reduction is justified there are two options firstly reduce each of the 3 financial contributions or reduce just the major education contribution. Reducing the social rent housing is not recommended as that is a key benefit of the proposal. An update on progress will be given on the Committee meeting amendment sheet.
- 11.3 The Section 106 also needs to cover off site drainage on land to the south which is within South Bucks.

PART C: RECOMMENDATION

12.0 Recommendation

- 12.1 Delegate a decision to the Head of Planning Policy and Projects
- for the signing of a satisfactory Section 106 Agreement.
 - to agree the outstanding matters referred to in the report.
 - to amend or add to the draft conditions regarding the outstanding matters.
 - to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.
- 12.2 Having considered the relevant policies and comments from consultees and those notified the development is considered to be acceptable subject to conditions and the completion of a legal agreement.

PART D: LIST OF CONDITIONS.

Condition(s) / Reason(s) * delete

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

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

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

- (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

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

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

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

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

5. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination for highways and parking courts) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004.

6. No development shall commence until details of surface water drainage (including attenuation) for the development has been submitted to and agreed in writing by the Local Planning Authority. The drainage shall be implemented in accordance with the approved details before any dwelling is occupied.

REASON To prevent the risk of flooding in accordance with the Core Strategy 2006 - 2016.

7. Development shall not commence until a phased risk assessment has been carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665 and details of content below. The assessment for each phase shall have been submitted to and have been approved in writing by the local planning authority before development commences. (It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise)

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model. If potential contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 requires that a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use be submitted and approved in writing by the LPA. The remediation shall be carried out in accordance with the approved scheme and the applicant shall provide written verification to that effect.

No dwelling shall be occupied until (i) any approved remedial works identified in phase 3 have been carried out and (ii) a full validation report has been submitted to and been approved by the local planning authority. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

If any fill/soil needs to be imported it is to be analysed against a standard suite of contaminants and supported by a full history, i.e. location of origin, details of whether the soil had been blended and the blend components, and reason for removal from origin. The analysis is to include, as a minimum, the ICRCL suite of heavy metals and organic contaminants, hydrocarbons, and leachability testing. This information is to be submitted and approved in writing by the local planning authority prior to any such material being received on-site.

Reason- To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use.

8. No development shall take place within the site, including any works of to remove the sub base of the parking area or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

REASON :To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

9. No development shall commence until details of noise insulation and ventilation for plots 27 to 42 inclusive hereby granted permission have been submitted to and been approved by the Council and these approved details shall be implemented on site prior to first occupation of dwellings on the identified plots. Notwithstanding the submitted noise survey and assessment the noise attenuation details shall include rear garden fencing that is designed to reduce the spread of road traffic noise beyond the site boundary.

REASON To protect the future occupiers from road traffic noise in the interests of residential amenity and in accordance with the Core Strategy 2006-2016 Development Plan.

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

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period

following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

11. No construction work above the damp course level shall take place until a long term management scheme for highways, surface water drainage infrastructure, communal lighting, communal landscaping has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of service strips adjacent or in highways, who will be responsible for management and how it is to be funded.

REASON In the interest of visual amenity and sustainable development re drainage and crime prevention.

12. No dwelling shall be occupied until vehicular and pedestrian access to the site from the public highway has been completed in accordance with South Bucks District Council planning permission reference 12/00119/FUL or any approved variation of it.

REASON: In the interest of road safety and the free flow of traffic.

13. Prior to first occupation of any dwelling the internal access roads, footpaths, vehicular parking and turning provision and cycle storage shall be provided in accordance with the approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network and to encourage non-car modes of travel in accordance with policies of the Core Strategy.

14. 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 policies in the Adopted Local Plan for Slough 2004 and the Core Strategy 2006-2026.

15. Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 25 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size property and location of the development.

16. Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class A no building shall be enlarged more than 5 cubic metres without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular the protection of garden space.

17. No dwelling shall be occupied until a scheme for installing 54 bird and bat boxes within the development has been submitted to and been approved by the Local Planning Authority. The scheme shall identify which properties or trees are affected, the type of box and type of bird/bat to be attracted and include some boxes integrated within the buildings for Swifts and Housemartins.

REASON In the interest of biodiversity and in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

18. Prior to the occupation of each house that has a down pipe on its rear or side elevation a rain water storage container shall be installed in accordance with the following : The butt or tank capacity shall be at least 150 litres for two bedroom houses and be at least 200 litres for houses with three or more bedrooms.

REASON In the interest of sustainable development in particular reduction of fresh water consumption.

19. Development shall not commence until a construction management scheme has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of parking for site workers, delivery access and turning space, house of operation, wheel cleaning facilities. The scheme as approved shall be implemented for the duration of the construction period.

REASON In the interest of road safety, free flow of traffic on the public highway and residential amenity.

Informatives

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. Refuse bins (wheelie bins) for each home must be provided in accordance with the Councils normal standards and the bins must be obtained from the Council at the developers cost. Contact XX. Highway Matters
3. It is intended to declare the access road as a 'Prospectively Maintainable Highway' under Section 87 of the New Roads and Street Works Act 1991.
4. The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a Section 38 Agreement of the said Act for its ultimate adoption.
5. No water metres will be permitted within the public footway.
6. The applicant will need to apply to [TO BE COMPLETED] for street naming and/or numbering of the unit/s.
7. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
8. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
9. The service margins must be provided in particular a minimum of 0.5 metres must be provided along the south side of the road way within the site.
10. 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, and to all relevant material considerations.
11. Policies:- H10, EN1 EN3 OSC15 T2 of The Adopted Local Plan for Slough 2004 and Core Policy 1, 2, 3, 4, 7, 8, 9, 10, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

12. 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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SLOUGH BOROUGH COUNCIL**REPORT TO: PLANNING COMMITTEE****DATE: 10th May 2012****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**

Ref	Appeal	Decision
P/15194/000	9 Doddsfield Road ERECTION OF A TWO STORY SIDE EXTENSION	Appeal Dismissed 14 th March 2012
P/04328/003	77 Gloucester Avenue RETENTION OF KITCHENETTE IN THE EXISTING OUTBUILDING USED AS AN ANNEX FOR ELDERLY PARENTS.	Appeal Dismissed 21 st March 2012
P/13058/002	70 Quaves Road ERECTION OF A SINGLE STOREY REAR EXTENSION WITH A CROWN TOP ROOF, ALTERATION TO ROOF (INCORPORATING RAISING OF HEIGHT), ERECTION OF FLAT ROOFED REAR DORMER WINDOW, ERECTION OF FRONT EXTENSION WITH A MONO PITCHED ROOF The Inspector dismissed the appeal in relation to erection of a single storey rear extension with a crown top roof, alteration to the roof (incorporating raising of height) and erection of a flat roof rear dormer window. However; the Inspector allowed the appeal in relation to the front porch for the following reasons: The Planning Inspectorate agrees with the Planning Authority in accepting the design and appearance of the small front porch and further adds "The small extension to the front porch satisfies the relevant criteria and is not contrary to policy. Because it is a separate part of the scheme which could be implemented independently of the other elements, a split decision which permits solely the porch extension is appropriate."	Appeal allowed in part 21st February 2012

	<p>The front porch was granted planning permission subject to the following conditions:</p> <ol style="list-style-type: none">1) The front extension hereby permitted shall begin not later than three years from the date of this decision.2) The materials to be used in the construction of the external surfaces of the front extension hereby permitted shall match those used in the existing building.3) The front extension hereby permitted shall be carried out in accordance with the relevant parts of the following approved plans: HAQ/1107/ 01 Rev 2, 02 Rev 2, 03 Rev 2, 04 Rev 5, 05 Rev 5. <p>Conclusions:</p> <p>For the reasons given above the appeal officer concludes that the appeal for the front porch should be allowed.</p>	
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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	28/03/12	10/05/12
Bains	P	P	P	P	P	P	P	P	
Carter	P	P	Ap	P	P	P	P	P	
Dale-Gough	P	P	P	Ap	P	P	Ap	P	
Dodds	Ap	P	P	P	P	P	P	P	
O'Connor	P	P	Ap	Ap	P	P	P	Ab	
Plimmer	P	P	P	P	P	P	P	P	
Rasib	P	P	Ap	P	P	P	P	Ap	
Strutton	P	P	P	P* (from 6.33pm)	P* (from 6.35pm)	P	P	P	
Swindlehurst	P	P* (from 6.40pm)	P	P	P* (from 7pm)	P	P	Ab	

P = Present for whole meeting
 Ap = Apologies given

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

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