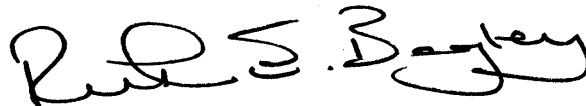


Date of issue: 11 June 2012

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib, Sharif, Smith and Swindlehurst)
<b>DATE AND TIME:</b>	TUESDAY, 19TH JUNE, 2012 AT 6.30 PM
<b>VENUE:</b>	SAPPHIRE SUITE 5, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	SHABANA KAUSER 01753 875013

NOTICE OF MEETING

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



**RUTH BAGLEY**  
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Apologies for absence.		
	<b>CONSTITUTIONAL MATTERS</b>		
1.	Declaration of Interest		

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	(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 10th May 2012	1 - 4	
3.	Human Rights Act Statement	5 - 6	
<b>PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH</b>			
4.	P-13310-014 - Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough	7 - 18	Colnbrook with Poyle
5.	P-13310-015 - Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough	19 - 30	Colnbrook with Poyle
<b>PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH</b>			
6.	P-00938-020 - 342, Bath Road, Slough, SL1 6JA	31 - 48	Haymill
7.	National Planning Policy Framework - Implications for Slough	49 - 54	
<b>MATTERS FOR INFORMATION</b>			
8.	Appeal Decisions	55 - 56	

Press and Public

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



**Planning Committee – Meeting held on Thursday, 10th May, 2012.**

**Present:-** Councillors Carter (Chair), Bains, Plimmer, Rasib, Strutton and Swindlehurst (Arrived at 6.37pm)

**Also present under Rule 30** Councillors Coad, Grewal and Small.

**Apologies for Absence:-** Councillor O'Connor

**PART I**

**94. Declaration of Interest**

None.

**95. Minutes of the Last Meeting held on Wednesday 28<sup>th</sup> March 2012**

The minutes of the meeting held on 28<sup>th</sup> March 2012 were approved as a correct record.

**96. Human Rights Act Statement**

Noted.

**97. 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 an opportunity to read the amendment sheet.

Oral representations were made to the Committee by ward members prior to the planning application being considered by the Committee for planning application P/03504/006 – Marish Primary School, Swabey Road, Slough.

Oral representations were made to the Committee by a ward member and member in attendance under Rule 30 prior to the planning application being considered by the Committee for planning application P/04239/033 – East Berkshire College, Station Road, Langley, Slough.

**Resolved** – That the decision be taken in respect of the planning applications as 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 - 10.05.12

### 98. P/03504/006 - Marish Primary School, Swabey Road, Slough

<b>Application:</b>	<b>Decision:</b>
P/03504/006 – Sitting of single storey modular building containing 2 no. classrooms, storage, tea point and toilet facilities (adjacent boundary with Swabey Road) Part-retrospective.	Delegated to Head of Planning Policy and Projects for consideration of further information on staff parking, finalising of conditions, final determination and to investigate the possibility of a S106 Agreement requiring a financial contribution towards the implementation of restrictive parking measures.

Councillors Grewal and Small addressed the Committee with regard to the above planning application.

### 99. P/04239/033 - East Berkshire College, Station Road, Langley, Slough

<b>Application:</b>	<b>Decision:</b>
P/04239/033 – Enhancement and improvement of college campus comprising alterations to existing elevations, erection of extension to form new entrance, 739 square metre hospitality suite (use class D1) and internal pedestrian 'street', erection of 1530 square metre sports centre (use class D2), erection of 1,435 square metre multi use games arena (use class D2), formation of replacement car parking spaces (342 car parking spaces in total), cycle parking, landscaping and associated works.	Delegated to the Head of Planning Projects and Policy for finalising of conditions, completion of a S106 Agreement - including a financial contribution to conduct a parking survey in the surrounding area/streets to ensure that the parking measures were effective in light of the proposed development - and final determination.

Councillors Coad and Small addressed the Committee with regard to the above planning application.

### 100. P/10755/003 - Poyle Place, Horton Road, Colnbrook, Slough

<b>Application:</b>	<b>Decision:</b>
P/10755/003 – 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	Delegate to the Head of Planning Policy and Projects for conditional approval subject to confirmation of access details, finalising conditions and final determination.  The Committee emphasised that permission was to be granted only

## Planning Committee - 10.05.12

period of the Olympic and Paralympic games.	due to the exceptional circumstances arising from the Olympic and Paralympic games.
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### 101. P/00861/012 - Arbor Hill House, 39, Windsor Road, Slough

Application:	Decision:
P/00861/012 – Extensions to existing building and change of use from B1 office to C3 residential comprising 14 nos. and 1 and 2 bed apartments, with associated parking.	Approved with conditions

### 102. P/02441/010 - Land at Wyeth Pharmaceuticals, Huntercombe Lane South, Taplow

Application:	Decision:
P/02441/010 – Erection of 54 no. dwellings with associated access, car parking and landscaping.	Delegated to Head of Planning Policy and Performance for completion of S106 Agreement.

### 103. Appeal Decisions

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

### 104. Member's Attendance Record

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

Chair

(Note: The Meeting opened at 6.33 pm and closed at 9.20 pm)

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

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

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

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

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

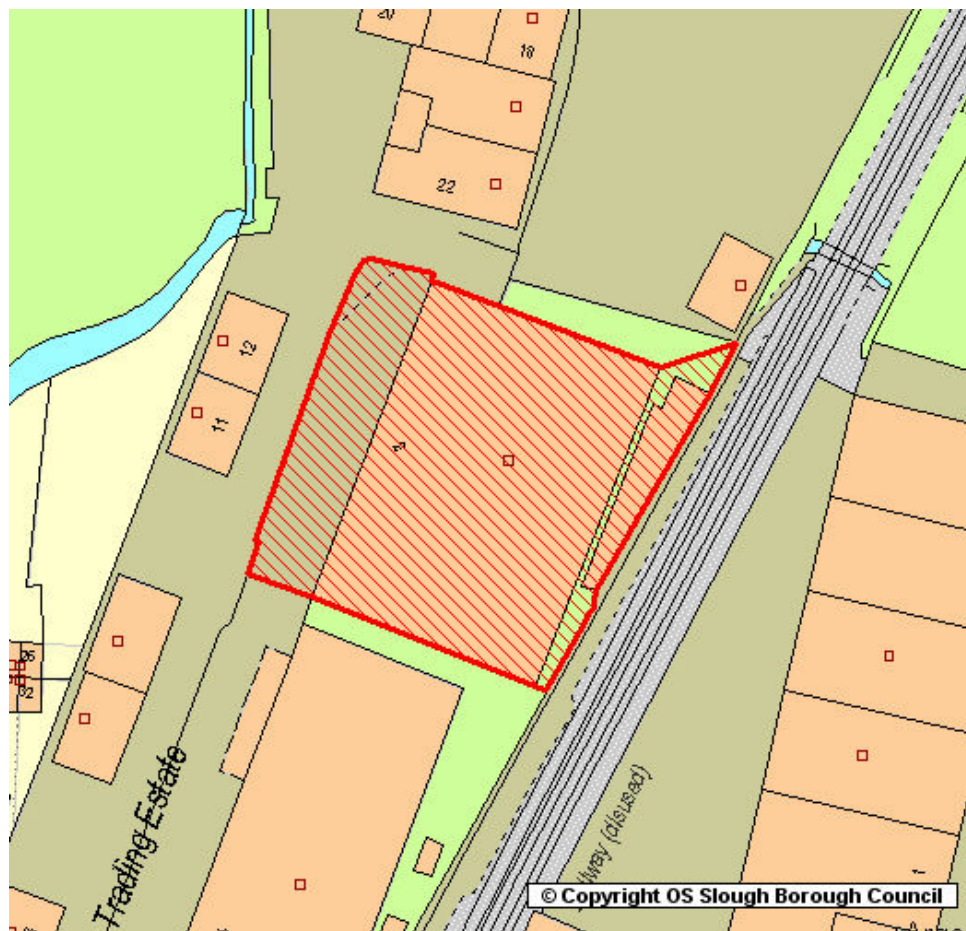
	<b>OFFICER ABBREVIATIONS</b>
WM	Wesley McCarthy
EW	Edward Wilson
HB	Hayley Butcher
CS	Chris Smyth
RK	Roger Kirkham
HA	Howard Albertini
IH	Ian Hann
AM	Ann Mead
FI	Fariba Ismat
PS	Paul Stimpson
JD	Jonathan Dymond
SB	Sharon Belcher

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Registration Date:	17th April 2012	Applic. No:	P/13310/014
Officer:	Mr. Smyth	Ward:	Colnbrook-and-Poyle
		Applic type:	<b>Full Planning</b>
		13 week date:	
Applicant:	MTD Coln Industrial Limited		
Agent:	Mr. Ashley Chambers, Michael Sparks Associates		
Location:	Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough		
Proposal:	PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, SUB DIVISION AND REFURBISHMENT OF REDUCED SIZED BUILDING TO CREATE 3 NO. INDUSTRIAL UNITS EACH WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL, B2 GENERAL INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING		

**Recommendation: Delegate the planning application to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination. In the event that the parking issue cannot be satisfactorily resolved that the Head of Planning Policy and Projects would retain the right to refuse planning permission.**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having regard to the matters raised in this report it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination.

## 2.0 **PART A: BACKGROUND**

- 2.1 At its Meeting on 20<sup>th</sup> March 2007, Committee granted a conditional one year limited period planning permission to re-use the existing premises to provide an indoor karting track and associated ancillary facilities in the form of office, changing room, spectator/viewing area and race suite/briefing room. On the basis of the information provided by the applicant it was established that the operator Formula One Karting Limited was primarily a corporate hospitality operator. All of their business being through booked appointments and generally taking place at weekends and in the evenings. No external alterations were proposed to the building. The proposals did not include any changes to the existing access from the Old Bath Road to the south. A plan was approved showing part of the front service area laid out to parking for 30 no. cars.
- 2.2 The use commenced by opening to the public on Saturday 29<sup>th</sup> June 2007. Permanent planning permission was subsequently granted on 11th April 2008

## 3.0 **Proposal**

- 3.1 The proposal is for *partial demolition of existing industrial building to create frontage servicing areas, sub division and refurbishment of reduced sized building to create 3 no. industrial units each with first floor ancillary offices and a change of use from go karting centre (sui generis) to uses within Classes B1c light industrial, B2 general industrial and B8 warehousing and distribution, external alterations including new service doors, glazed personnel entrance doors replacement cladding and glazing.*
- 3.2 The application is accompanied by full plans showing existing and proposed floor plans and elevations together with a site layout plan. A Design and Access Statement, Transport Statement and Flood Risk Assessment have also been submitted.
- 3.3 The key proposals include: full refurbishment to include new cladding, windows, curtain walling, loading doors and entrance canopy to the external elevations; first floor office accommodation and; new paving and concrete to the front entrance and loading area. There are no alterations to the main access from Bath Road.
- 3.4 It is proposed to demolish approximately 90 sq m of the existing building

at ground floor to achieve the loading areas and install new ancillary offices at first floor level totalling 375 sq m across the three new units.

- 3.5 The total floorspace is 2835 sq m and there is on site provision for 13 no. standard car parking spaces and 3 no. disabled parking space together with 3 no. lorry parking bays. A more detailed analysis is given elsewhere in this report.
- 3.6 This is one of two planning applications submitted for this unit. The other application is also on the agenda for consideration by this Committee. Planning application P/13310/015, seeks a similar range of uses within Classes B1(c), B2 and B8, but unlike this application does not seek its sub division. The application is seeking greatest flexibility in order to improve the building's marketability.

#### 4.0 **Application Site**

- 4.1 The application site relates to an older industrial unit, known as unit 2 within the Coln Industrial Estate. The unit has a gross floor area of 2684 sq. m with 114sq. m of ancillary office floorspace and was vacant for a number years prior to its more recent use as a Go Karting Centre In previous years the unit had been used for warehousing and distribution. Access to the site is via an existing shared access road off the Old Bath Road to the south. To the front of the unit is the main servicing area.
- 4.2 The proposal property is located within an existing designated Business Area. There are further existing industrial units to the south, west and north of the unit, comprising a number of industrial units in mixed B1©, B2 and B8 uses. To the east of the proposal property is the disused Staines to west Drayton railway line.
- 4.3 Further west there is the existing residential area known as the Hawthorns, comprising two storey one bedroom houses. At its closest point the nearest house is approximately 50 metres away and its rear garden approximately 35 metres away.
- 4.4 The site is located within Flood Zone 2

#### 5.0 **Site History**

- 5.1 There is no recent documented planning history for the proposal property, prior to its approval as a Go Karting Centre. Previous tenants, Entertainment UK Ltd vacated the building in March 2004. Between 2004 and 2007 the building was vacant. The property has a history of B8 warehousing use.
- 5.2 A relatively new industrial estate comprising 15 no. units for use within Classes B1 ©, B2 and B8 is sited to the west and north of the unit and which was granted planning permission on 13<sup>th</sup> April 2006.

5.3 Prior to a change of use as Go Karting Centre, and when operated as a warehouse, there were no restrictions on the hours of operation. However servicing restrictions are imposed in relation to the new industrial units which adjoin the site to the west and north.

## 6.0 **Neighbour Notification**

6.1 Units 1- 10, 12, 18 19 & 20 Coln Industrial Estate  
George Lines Merchants

NO OBJECTIONS RECEIVED

Notice placed on site and in the local newspaper

Late neighbour notifications sent to:  
Lypsted Haven, Pendean Old Bath Road  
1 – 20 Colnbrook Court  
1 -11 Daventry Close  
Head Teacher Pippins School  
21 – 36 Hawthorns

The 21 day consultation period expires before the date of the Meeting and any comments received will be reported on the Amendment Sheet

Colnbrook with Poyle Parish Council

*Object on grounds of increased traffic in an already over strained area. SBC seem to have no traffic policy in place*

## 7.0 **Consultation**

7.1 **Environmental Protection:** No response received to date. Any comments received will be reported on the Amendment Sheet.

7.2 **Traffic & Highways:** *The traffic generation for this use is slightly higher than for the existing use, but given that this site was originally an industrial building and is being converted back to its original use I would in principle raise no highway objection.*

*3 HGV loading bays are to be provided – 1 for each of the units*

*There are 16 car parking spaces as existing and all of these are being maintained.*

*Subject to providing cycle parking, which could be provided within the building, I would not raise a highway objection.*

*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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy*

7.3 Environment Agency

*The nature of the development would seem to fall into Flood Risk Standing Advice. The Go Karting use would be classed as less vulnerable, under table 2 of the technical guide to the NPPF as it comes under leisure. I've put the postcode into our GIS to have a look at the site which shows it to be flood zone 2 as you have said. Therefore given that there is no change in vulnerability or change to the built footprint, our flood risk standing advice would be sufficient to cover the FRA requirement of this development and we would not need to be consulted further.*

7.4 Thames Water

*Waste Comments*

*Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.*

*Water Comments*

*On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.*

*Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.*

## **PART B: PLANNING APPRAISAL**

7.0 **Planning Assessment**

7.1 The application is assessed against the following planning policy background:

Core Policies 5, 7, 8, of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document.

Local Plan Policies:

Policy EMP2 (Criteria for Business Developments)

Policy EMP12 (Remaining Existing Business Areas)  
Policy EN1 (Standard of Design)  
Policy T2 (Parking Restraint)

National Planning Policy Framework (NPPF)  
Technical Guidance on NPPF – Flood Risk

- 7.2 The application is assessed in relation to:
- Principle of Development
  - Design & Street Scene Impact
  - Impact on Neighbouring Uses/Occupiers
  - Traffic, Access & Parking
  - Flood Risk

### ***Principle of Development***

- 7.3 The proposal property is located within a Designated Business Area, and prior to its use as a Go Karting Centre, it had previously been in industrial use for warehousing and distribution. This application seeks to re-establish the building for industrial use, but seeks more flexibility through an open planning permission covering uses within Class B1©, B2 and B8. The proposals include an increase in ancillary office floorspace of 375 sq m across all three units equating to approximately 13% of the total floorspace. Conditions will be imposed restricting new mezzanine office floorspace to ensure that such accommodation remains ancillary to the main use.
- 7.4 Core Policy 5 of the LDF Core Strategy requires that major warehousing and distribution developments be located in the eastern side of the Borough and in Existing Business Areas that have good access to the strategic road and rail network. Policy EMP2 sets out the criteria to be met for new business developments including that the proposal should not significantly reduce the variety and range of business premises. Policy EMP12 establishes that uses within Classes B1© B2 and B8 as per the current application are acceptable within those designated Business areas within the eastern part of the Borough. The National Planning Policy Framework states that *“The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”*.
- 7.5 No objections are raised to the principle of development in relation to Core Policy 5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policies EMP2 and EMP12 of the Adopted Local Plan for Slough nor the National Planning Policy Framework.

### ***Design & Street Scene Impact***

- 7.6 Unit 2 does not occupy a street scene location, and the proposed changes to the external facade of the building will only serve to enhance the appearance of a rather tired looking building. Core Policy 8 of the LDF, Core Strategy and Policy EN1 of the Adopted Local Plan for Slough require that the development be of a high quality design and respect its location and surroundings. The National Planning Policy Framework states that *the government attaches great importance to the design of the built environment....good design being a key aspect of sustainable development*
- 7.7 No objections are raised on grounds of design and street scene impact in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policy EN1 of the Adopted Local Plan for Slough nor the National Planning Policy Framework

*Impact on Neighbouring Uses/Occupiers*

- 7.8 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document requires that *all new development should respect its location and surroundings and that the design of all development within existing residential areas should respect the amenities of adjoining occupiers.* Policy EMP2 of the Adopted local Plan requires that *there is no significant loss of amenities for neighbouring land uses as a result of noise...*, The National Planning Policy Framework sets out 12 core land use principles which should underpin decision making including that *planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.*
- 7.9 Having regard to previous planning applications, both in respect of the proposal property and the neighbouring industrial development, which shares the same access from the Old Bath Road, the main impacts identified relate to noise and disturbance principally arising from lorries arriving and departing and unloading/loading. The main residential properties which could be affected are those which adjoin the existing main access road into the site on the Old Bath Road, Daventry Close and The Hawthorns.
- 7.10 At its closest point, from unit 2, the nearest house is approximately 50 metres away and its rear garden approximately 35 metres away. The erection of an acoustic fence along the boundary with existing neighbouring residential properties, implemented in connection with the neighbouring industrial development, provides some mitigation against external noise. It should also be noted that only 3 no. lorry bays are being proposed (1 no. lorry bay per unit).
- 7.11 With respect to the neighbouring industrial development, which shares the same access from the Old Bath Road, restrictions were imposed on delivery/servicing times, but not on working times. The condition which relates to units 7 – 16 is as follows:

*No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of units 7 to 16 ( as shown on deposited plan CGL757-01 Revision J as hereby approved) outside the hours of 06:00 and 23:00 daily and not more than 4 no. service delivery vehicles may arrive or depart from the general site of units 7 to 16 during any one hour period between the hours of 18:00 and 23:00.*

*For the purposes of this condition the general site is defined as being that part of the application site which is contained by the proposed fencing along the northern and eastern boundaries of the site, that part of the western boundary of the site which is north of the proposed service yard to unit 6 and the southern boundary formed by the existing access road all as shown on deposited plan CGL757-01 Revision J as hereby approved*

*REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have a detrimental impact onto the nearest residences by reason of uncontrollable noise.*

- 7.12 This condition was imposed with a view to striking a balance between the commercial viability of the industrial units on the one hand and the need for noise respite during the sensitive night time period, including the period when there are no planes flying to and from Heathrow Airport.

- 7.13 For purposes of consistency it is proposed that a similarly restrictive condition be imposed in respect of the current proposal:

*No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 outside the hours of 06:00 and 23:00 daily.*

- 7.14 Subject to conditions restricting delivery times as set out in paragraph 7.10 above no objections are raised on grounds of adverse impact on residential amenity for nearby residential occupiers in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policy EMP2 of the Adopted local Plan for Slough and the National Planning Policy Framework.

#### *Traffic, Access & Parking*

- 7.15 Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document requires that all new development should reinforce the principles of the spatial strategy with no overall increase in the number of parking spaces on site. Policy EMP2 of the Adopted local Plan for Slough requires that *the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem and that appropriate servicing and lorry parking is provided on site.* Policy T2 of the Adopted local Plan seeks to impose *no increase in the total number of car parking spaces on-site within commercial redevelopment schemes.* The National Planning Policy Framework states that planning decisions should



take account of: *safe and suitable access to the site for all people.*

7.12 A transport statement has been submitted in support of the application, which assesses trip generation during the morning and evening peaks by comparison to the existing authorised use of the building as a Go Karting Centre. It is concluded that there would be a net increase in morning peak two way trips of +38 and +5 during the evening peak. The variation between morning and evening peaks reflects the fact that the Go Karting Centre does not open until late morning/mid day. The Council’s transport adviser has raised no objections on grounds of trip generation.

7.12 With respect to car parking the existing use as a Go Karting Centre is supported by 30 no. car parking spaces. The current proposal is for 16 no. car parking spaces, (including 3 no. disabled parking bays) distributed across three individual units. This represents a reduction in overall parking levels which conforms to policy. In the supporting text to Core Policy 7 of the LDF Core Strategy it is stated that *there will be a parking cap on all new commercial development outside of the town centre, where no increase in the number of spaces will be allowed. The only exception would be for industrial or warehousing developments, where the lack of sufficient car parking could cause operational or road safety problems.* To assess the adequacy of the proposed parking, it has to be assessed on the basis of each unit being used for Class B2 industrial use which has the highest parking requirement. The table below reflects this.

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	17 Spaces	4 Spaces
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	17 Spaces	5 Spaces
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	24 Spaces	7 Spaces

To comply with the Council’s car parking standards and the requirements of Core Policy 7 requires that either the basis of the application is changed such it no longer includes Class B2 General Industrial, as part of the planning application and a further transport statement submitted which demonstrates how the site can operate without meeting in full the lorry parking standard. Alternatively, the applicant will need to submit a further transport statement demonstrating how the site can operate across all three Classes without meeting in full the lorry and car parking standards and not result in either operational or road safety problems. It should be noted that the site is not highly sustainable in locational terms and as such the case will need to be made.

7.13 It is noted that with respect to the planning permission for units 1 – 15 that condition 37 of planning permission reference P/13310/001 required that a minimum of 50% of the floorspace across the site be used for Class B8 Warehousing and Distribution, such that the total parking across the site

would comply with the Council's parking standards given the open permission for Classes B1© , B2 and B8.

- 7.14 At this stage in the absence of any further details to support the parking layout, objections are raised on the grounds that the scheme provides insufficient car parking to serve the proposed development in accordance with Core Policy 7 of the of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document and Policies EMP2 and T2 of the Adopted local Plan for Slough 2004.

#### *Flood Risk*

- 7.15 The site is located within Flood Zone 2 and there would be no change in the vulnerability classification as set out in the technical Guidance to the National Planning Policy Framework, nor increase in the building's footprint and as such the Environment Agency's Standing Advice applies. The applicant's have submitted a basic Flood Risk Assessment in accordance with this Advice and have opted to provide details of any flood proofing / resilience and resistance techniques, to be included in accordance with 'Improving the flood performance of new buildings' CLG (2007)
- 7.16 No objections are raised on grounds of flood risk in accordance with the technical Guidance to the National Planning Policy Framework subject to a condition requiring the submission of details of any flood proofing / resilience and resistance techniques for the Council's written approval.

#### 8.0 **Conclusions**

- 8.1 There is no objection to the principle of a change use from a Go Karting Centre which is sui generis to an open planning permission covering B1© light industrial, B2 general Industrial and B8 Warehousing and Distribution which broadly complies with policy. For purposes of consistency it is proposed to restrict servicing hours to between 6.00 am and 23.00 hours pm. With respect to car and lorry parking the levels of provision fall short of the Council's approved parking standards and if the Council is to support the proposal, given that the site does not occupy a highly sustainable location, then the case will need to be made by the applicant justifying why a reduction in parking will not result either in operational or highway safety issues. Such a statement will need to be considered by the Council's transport adviser.

### **PART C: RECOMMENDATION**

#### 9.0 **Recommendation**

- 9.1 Delegate the planning application to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination. In

the event that the parking issue cannot be satisfactorily resolved that the Head of Planning Policy and Projects would retain the right to refuse planning permission.

10 **Conditions**

The heads for the following draft planning conditions are proposed in the event that planning permission is granted:

- 1) Time, 3 Years
- 2) Approved Drawings
- 3) Samples of materials
- 4) Restriction on Servicing Times (6.00am – 23.00pm)
- 5) Limit levels of ancillary office floorspace and remove PD rights for mezzanine floors
- 6) Minimum car and lorry parking, to be provided prior to occupation
- 7) Details of secure bicycle parking
- 8) Individual travel plans
- 9) Parking & servicing management plan
- 10) Details of external lighting
- 11) No external storage, nor works outside of the building
- 12) Internal noise insulation
- 13) Flood proofing works

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# **PLANNING COMMITTEE**

## **19th June 2012**

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

## **AGENDA ITEM 4**

### **P/P/13310/014 – Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, SUB DIVISION AND REFURBISHMENT OF REDUCED SIZED BUILDING TO CREATE 3 NO. INDUSTRIAL UNITS EACH WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Comments have been received from the Neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

*No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and 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 and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or 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.*

#### **Condition - Control of waste during demolition/construction phase**

*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 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.*

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (*sui generis*) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	4 Spaces
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	5 Spaces
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	6 Spaces	7 Spaces

Members will note from the above there is still some shortfall with respect to lorry parking, particularly with respect to the larger of the three units, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised. On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

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. 30449 –PL-100, Dated December 2011, Recd On 15/03/2011
- (b) Drawing No. 30449 –PL-101, Dated December 2011, Recd On 14/03/2011
- (c) Drawing No. 30449 –PL-102, Dated December 2011, Recd On 14/03/2011
- (d) Drawing No. 30449 –PL-103, Dated December 2011, Recd On 14/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the car parking and servicing 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential 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 March 2012.

6. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the units shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.



7. Prior to the first and all subsequent future occupations of each of the industrial units, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and 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 March 2012.

8. The service loading bay doors as shown on deposited plan no. 30449-PL-104 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome) ) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

- (vii) control of noise
- (viii) control of dust, smell and other effluvia
- (ix) control of surface water run off
- (x) site security arrangements including hoardings
- (xi) proposed method of piling for foundations
- (xii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as 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.

- 11 No demolition or 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 Policy EMP2 of the Adopted Local Plan for Slough 2004.

- 12 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 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.

- 13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

- 14 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 Local plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy

### Informatives

- 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.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, 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 TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 5**

### **P/13310/015– Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, REFURBISHMENT OF REDUCED SIZED BUILDING WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Colnbrook with Poyle Parish Council has raised an objection similar to that submitted for planning application reference P/13310/014 as detailed in the officer's report.

Comments have been received from the neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

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

- (xiii) control of noise*
- (xiv) control of dust, smell and other effluvia*
- (xv) control of surface water run off*
- (xvi) site security arrangements including hoardings*
- (xvii) proposed method of piling for foundations*
- (xviii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or 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.*

#### **Condition - Control of waste during demolition/construction phase**

*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 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.

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (sui generis) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

Members will note from the above there is still some shortfall with respect to lorry parking, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised.

On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

- 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. 30449 –PL-102, Dated December 2011, Recd On 14/03/2012
- (b) Drawing No. 30449 –PL-106, Dated March 2012, Recd On 15/03/2012

- (c) Drawing No. 30449 –PL-107, Dated March 2012, Recd On 15/03/2011
- (d) Drawing No. 30449 –PL-108, Dated March 2012, Recd On 15/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the car parking and servicing 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential 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 March 2012.

7. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the unit shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of the industrial unit, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and

process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and 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 March 2012.

9. The service loading bay doors as shown on deposited plan no. 30449-PL-108 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome) ) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

(xix)control of noise

(xx) control of dust, smell and other effluvia

(xxi)control of surface water run off

(xxii) site security arrangements including hoardings

(xxiii) proposed method of piling for foundations

(xxiv) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as 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.

- 11 No demolition or 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 Policy EMP2 of the Adopted Local Plan for Slough 2004.

12 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 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.

13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

14 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 Local plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy

#### Informatives

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.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, 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.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 6**

### **P/00938/020 – 342, Bath Road, Slough, SL1 6JA**

#### **Consultations**

Given that no substantive objections have been received from consultees following the officer report, it is proposed, having had regard to relevant development plan policies, the representations received from consultees and other interested parties, and all other relevant material considerations, to change the officer recommendation to approve, subject to conditions.

The following further consultation responses have been received:

Transport and Highways – The use of the site for the washing cars not associated with the car sales business will lead to an increase in vehicles being brought to the site, but this is not foreseen as being an issue. The layout is acceptable and the sightlines for vehicles and pedestrians are acceptable.

Environment Agency – No objections to the proposed development in terms of flood risk.

Drainage Officer – The applicant has applied for and Thames Water have issued a trade waste licence. This is considered to be satisfactory and no highway objection is raised.

Thames Water – No comments received.

Health and Safety Executive – No comments received.

#### **Additional Information**

Correspondence has been received from the applicant that addresses some of the concerns which have been raised. The content of this letter is set out below, for information. It is considered that the representation raises no new issues and the matters raised have been addressed in the officer report.

The applicant has provided further details as to the planning history of the site and its use. It is stated that the applicant acquired the site in May 2011 and started washing cars at the site. The proposal is to offer car washing services to catch passing trade and generate extra revenue for the business.

In summary, it is submitted that the site is commercial nature and has been for some time. It is stated that there is no noise from electric motors from over 10 metres away, the only noise is produced by the water and hover however this is not that loud. Noise is generated by trains passing nearby and there is the noise of passing traffic on Burnham Lane and Bath Road.

The applicant also submits that they had not been made aware of any complaints relating to the existing jet wash prior to this planning application being made.

With regard to drainage, it is noted that the former petrol station provided a jet wash and there is a Trade Effluent Agreement with Thames Water.

Turning to parking, the site is said to have adequate parking capacity. There is a queuing arrangement, clear entry and exit points and a clockwise traffic route within the site.

With regard to the potential for water to splash over the boundary fence, it is submitted the range of the spray from the jet wash does not result in water hitting the fence and there is no sign of water splashing over it. The water used is stated to be drinking water.



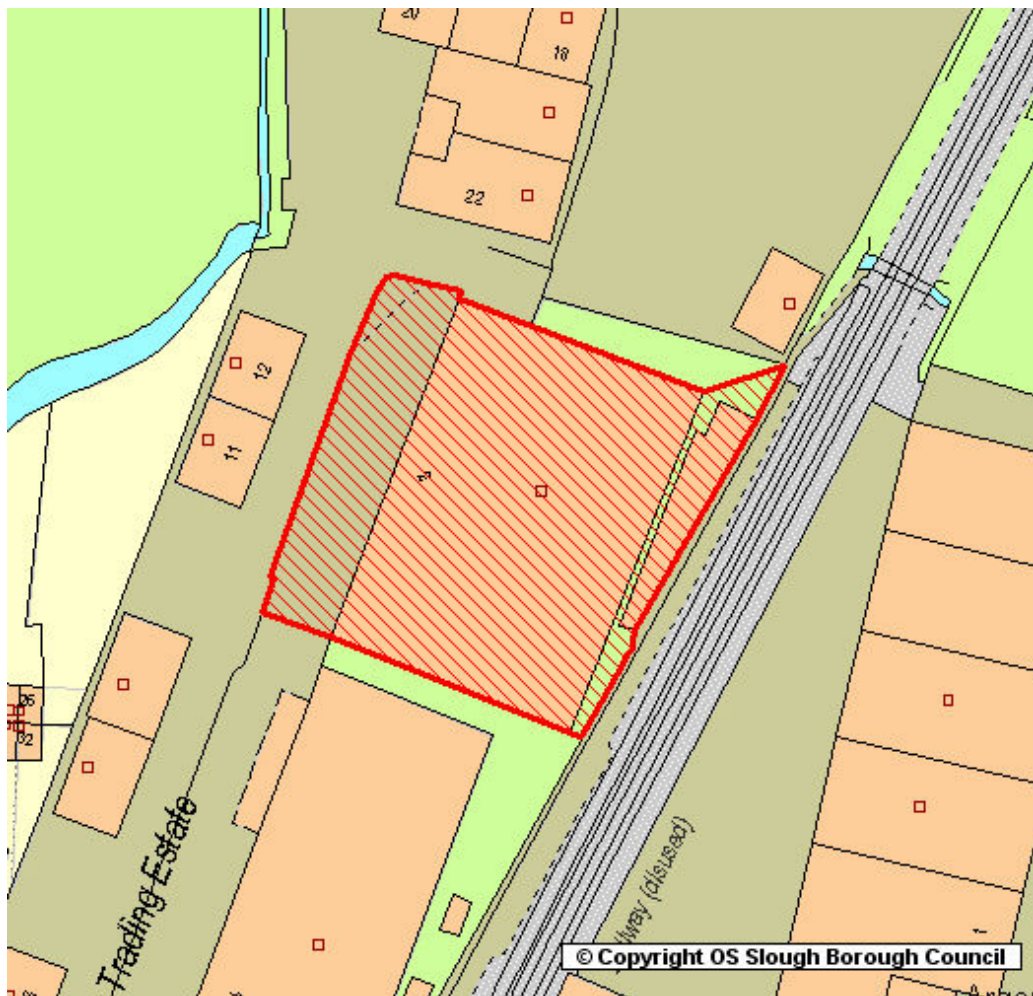
It is understood that car engines are switched off when they are stationary and as such do not emit fumes which could cause environmental issues.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS.**

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Registration Date:	17th April 2012	Applic. No:	P/13310/015
Officer:	Mr. Smyth	Ward:	Colnbrook-and-Poyle
		Applic type:	<b>Full Planning</b>
		13 week date:	
Applicant:	MTD Coln Industrial Limited		
Agent:	Mr. Ashley Chambers, Michael Sparks Associates		
Location:	Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough		
Proposal:	PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, REFURBISHMENT OF REDUCED SIZED BUILDING WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL, B2 GENERAL INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING		

**Recommendation: Delegate the planning application to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination. In the event that the parking issue cannot be satisfactorily resolved that the Head of Planning Policy and Projects would retain the right to refuse planning permission.**



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having regard to the matters raised in this report it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination.

2.0 **PART A: BACKGROUND**

2.1 At its Meeting on 20<sup>th</sup> March 2007, Committee granted a conditional one year limited period planning permission to re-use the existing premises to provide an indoor karting track and associated ancillary facilities in the form of office, changing room, spectator/viewing area and race suite/briefing room. On the basis of the information provided by the applicant it was established that the operator Formula One Karting Limited was primarily a corporate hospitality operator. All of their business being through booked appointments and generally taking place at weekends and in the evenings. No external alterations were proposed to the building. The proposals did not include any changes to the existing access from the Old Bath Road to the south. A plan was approved showing part of the front service area laid out to parking for 30 no. cars.

2.2 The use commenced by opening to the public on Saturday 29<sup>th</sup> June 2007. Permanent planning permission was subsequently granted on 11<sup>th</sup> April 2008

3.0 **Proposal**

3.1 The proposal is for *partial demolition of existing industrial building to create frontage servicing areas, refurbishment of reduced sized building with first floor ancillary offices and a change of use from go karting centre (sui generis) to uses within Classes B1c light industrial, B2 general industrial and B8 warehousing and distribution, external alterations including new service doors, glazed personnel entrance doors replacement cladding and glazing.*

3.2 The application is accompanied by full plans showing existing and proposed floor plans and elevations together with a site layout plan. A Design and Access Statement, Transport Statement and Flood Risk Assessment have also been submitted.

3.3 The key proposals include: full refurbishment to include new cladding, windows, curtain walling, loading doors and entrance canopy to the external elevations; first floor office accommodation and; new paving and concrete to the front entrance and loading area. There are no alterations to the main access from Bath Road.

3.4 It is proposed to demolish approximately 109 sq m of the existing building at ground floor to achieve the loading areas, build a ground floor office

entrance and install new ancillary offices at first floor level totalling 260 sq m..

- 3.5 The total floorspace is 2835 sq m and there is on site provision for 15 no. standard car parking spaces and 1 no. disabled parking space together with 3 no. lorry parking bays. A more detailed analysis is given elsewhere in this report.
- 3.6 This is one of two planning applications submitted for this unit. The other application is also on the agenda for consideration by this Committee. Planning application P/13310/014, seeks a similar range of uses within Classes B1(c), B2 and B8, but unlike this application seeks its sub division into three smaller units. The application is seeking greatest flexibility in order to improve the building's marketability.

#### 4.0 **Application Site**

- 4.1 The application site relates to an older industrial unit, known as unit 2 within the Coln Industrial Estate. The unit has a gross floor area of 2684 sq. m with 114sq. m of ancillary office floorspace and was vacant for a number years prior to its more recent use as a Go Karting Centre. In previous years the unit had been used for warehousing and distribution. Access to the site is via an existing shared access road off the Old Bath Road to the south. To the front of the unit is the main servicing area.
- 4.2 The proposal property is located within an existing designated Business Area. There are further existing industrial units to the south, west and north of the unit, comprising a number of industrial units in mixed B1(c), B2 and B8 uses. To the east of the proposal property is the disused Staines to west Drayton railway line.
- 4.3 Further west there is the existing residential area known as the Hawthorns, comprising two storey one bedroom houses. At its closest point the nearest house is approximately 50 metres away and its rear garden approximately 35 metres away.
- 4.4 The site is located within Flood Zone 2

#### 5.0 **Site History**

- 5.1 There is no recent documented planning history for the proposal property, prior to its approval as a Go Karting Centre. Previous tenants, Entertainment UK Ltd vacated the building in March 2004. Between 2004 and 2007 the building was vacant. The property has a history of B8 warehousing use.
- 5.2 A relatively new industrial estate comprising 15 no. units for use within Classes B1 (c), B2 and B8 is sited to the west and north of the unit, and which was granted planning permission on 13<sup>th</sup> April 2006.

5.3 Prior to a change of use as Go Karting Centre, and when operated as a warehouse, there were no restrictions on the hours of operation. However servicing restrictions are imposed in relation to the new industrial units which adjoin the site to the west and north.

6.0 **Neighbour Notification**

6.1 Units 1- 10, 12, 18 19 & 20 Coln Industrial Estate  
George Lines Merchants

NO OBJECTIONS RECEIVED

Notice placed on site and in the local newspaper

Late neighbour notifications sent to:  
Lypsted Haven, Pendean Old Bath Road  
1 – 20 Colnbrook Court  
1 -11 Daventry Close  
Head Teacher Pippins School  
21 – 36 Hawthorns

The 21 day consultation period expires before the date of the Meeting and any comments received will be reported on the Amendment Sheet

Colnbrook with Poyle Parish Council

No Objections Received

7.0 **Consultation**

7.1 Environmental Protection: No response received to date. Any comments received will be reported on the Amendment Sheet.

7.2 Traffic & Highways: *The traffic generation for this use is slightly higher than for the existing use, but given that this site was originally an industrial building and is being converted back to its original use I would in principle raise no highway objection.*

*3 HGV loading bays are to be provided – 1 for each of the units*

*There are 16 car parking spaces as existing and all of these are being maintained.*

*Subject to providing cycle parking, which could be provided within the building, I would not raise a highway objection.*

*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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy*

### 7.3 Environment Agency

*The nature of the development would seem to fall into Flood Risk Standing Advice. The Go Karting use would be classed as less vulnerable, under table 2 of the technical guide to the NPPF as it comes under leisure. I've put the postcode into our GIS to have a look at the site which shows it to be flood zone 2 as you have said. Therefore given that there is no change in vulnerability or change to the built footprint, our flood risk standing advice would be sufficient to cover the FRA requirement of this development and we would not need to be consulted further.*

### 7.4 Thames Water

#### *Waste Comments*

*Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.*

#### *Water Comments*

*On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.*

*Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.*

## **PART B: PLANNING APPRAISAL**

### 7.0 **Planning Assessment**

#### 7.1 The application is assessed against the following planning policy background:

Core Policies 5, 7, 8, of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document.

Local Plan Policies:

Policy EMP2 (Criteria for Business Developments)  
Policy EMP12 (Remaining Existing Business Areas)  
Policy EN1 (Standard of Design)

## Policy T2 (Parking Restraint)

### National Planning Policy Framework (NPPF) Technical Guidance on NPPF – Flood Risk

- 7.2 The application is assessed in relation to:
- Principle of Development
  - Design & Street Scene Impact
  - Impact on Neighbouring Uses/Occupiers
  - Traffic, Access & Parking
  - Flood Risk

#### ***Principle of Development***

- 7.3 The proposal property is located within a Designated Business Area, and prior to its use as a Go Karting Centre, it had previously been in industrial use for warehousing and distribution. This application seeks to re-establish the building for industrial use, but seeks more flexibility through an open planning permission covering uses within Class B1©, B2 and B8. The proposals include an increase in ancillary office floorspace of 260 sq m at first floor level equating to approximately 9% of the total floorspace. Conditions will be imposed restricting new mezzanine office floorspace to ensure that such accommodation remains ancillary to the main use.
- 7.4 Core Policy 5 of the LDF Core Strategy requires that major warehousing and distribution developments be located in the eastern side of the Borough and in Existing Business Areas that have good access to the strategic road and rail network. Policy EMP2 sets out the criteria to be met for new business developments including that the proposal should not significantly reduce the variety and range of business premises. Policy EMP12 establishes that uses within Classes B1© B2 and B8 as per the current application are acceptable within those designated Business areas within the eastern part of the Borough. The National Planning Policy Framework states that *“The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”*.
- 7.5 No objections are raised to the principle of development in relation to Core Policy 5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policies EMP2 and EMP12 of the Adopted Local Plan for Slough nor the National Planning Policy Framework.

#### ***Design & Street Scene Impact***

- 7.6 Unit 2 does not occupy a street scene location, and the proposed changes to the external facade of the building will only serve to enhance the appearance of a rather tired looking building. Core Policy 8 of the LDF,



Core Strategy and Policy EN1 of the Adopted Local Plan for Slough require that the development be of a high quality design and respect its location and surroundings. The National Planning Policy Framework states that *the government attaches great importance to the design of the built environment....good design being a key aspect of sustainable development*

- 7.7 No objections are raised on grounds of design and street scene impact in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policy EN1 of the Adopted Local Plan for Slough nor the National Planning Policy Framework

*Impact on Neighbouring Uses/Occupiers*

- 7.8 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document requires that *all new development should respect its location and surroundings and that the design of all development within existing residential areas should respect the amenities of adjoining occupiers*. Policy EMP2 of the Adopted local Plan requires that *there is no significant loss of amenities for neighbouring land uses as a result of noise...*, The National Planning Policy Framework sets out 12 core land use principles which should underpin decision making including that *planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings*.
- 7.9 Having regard to previous planning applications, both in respect of the proposal property and the neighbouring industrial development, which shares the same access from the Old Bath Road, the main impacts identified relate to noise and disturbance principally arising from lorries arriving and departing and unloading/loading. The main residential properties which could be affected are those which adjoin the existing main access road into the site on the Old Bath Road, Daventry Close and The Hawthorns.
- 7.10 At its closest point, from unit 2, the nearest house is approximately 50 metres away and its rear garden approximately 35 metres away. The erection of an acoustic fence along the boundary with existing neighbouring residential properties, implemented in connection with the neighbouring industrial development, provides some mitigation against external noise. It should also be noted that only 3 no. lorry bays are being proposed.
- 7.11 With respect to the neighbouring industrial development, which shares the same access from the Old Bath Road, restrictions were imposed on delivery/servicing times, but not on working times. The condition which relates to units 7 – 16 is as follows:

*No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of units 7 to 16 ( as shown on*

*deposited plan CGL757-01 Revision J as hereby approved) outside the hours of 06:00 and 23:00 daily and not more than 4 no. service delivery vehicles may arrive or depart from the general site of units 7 to 16 during any one hour period between the hours of 18:00 and 23:00.*

*For the purposes of this condition the general site is defined as being that part of the application site which is contained by the proposed fencing along the northern and eastern boundaries of the site, that part of the western boundary of the site which is north of the proposed service yard to unit 6 and the southern boundary formed by the existing access road all as shown on deposited plan CGL757-01 Revision J as hereby approved*

*REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have a detrimental impact onto the nearest residences by reason of uncontrollable noise.*

7.12 This condition was imposed with a view to striking a balance between the commercial viability of the industrial units on the one hand and the need for noise respite during the sensitive night time period, including the period when there are no planes flying to and from Heathrow Airport.

7.13 For purposes of consistency it is proposed that a similarly restrictive condition be imposed in respect of the current proposal:

*No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 outside the hours of 06:00 and 23:00 daily.*

7.14 Subject to conditions restricting delivery times as set out in paragraph 7.10 above no objections are raised on grounds of adverse impact on residential amenity for nearby residential occupiers in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policy EMP2 of the Adopted local Plan for Slough and the National Planning Policy Framework.

#### *Traffic, Access & Parking*

7.15 Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document requires that all new development should reinforce the principles of the spatial strategy with no overall increase in the number of parking spaces on site. Policy EMP2 of the Adopted local Plan for Slough requires that *the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem and that appropriate servicing and lorry parking is provided on site.* Policy T2 of the Adopted local Plan seeks to impose *no increase in the total number of car parking spaces on-site within commercial redevelopment schemes.* The National Planning Policy Framework states that planning decisions should take account of: *safe and suitable access to the site for all people.*

7.12 A transport statement has been submitted in support of the application, which assesses trip generation during the morning and evening peaks by

comparison to the existing authorised use of the building as a Go Karting Centre. It is concluded that there would be a net increase in morning peak two way trips of +38 and +5 during the evening peak. The variation between morning and evening peaks reflects the fact that the Go Karting Centre does not open until late morning/mid day. The Council's transport adviser has raised no objections on grounds of trip generation.

7.12 With respect to car parking the existing use as a Go Karting Centre is supported by 30 no. car parking spaces. The current proposal is for 16 no. car parking spaces, (including 3 no. disabled parking bays) distributed across three individual units. This represents a reduction in overall parking levels which conforms to policy. In the supporting text to Core Policy 7 of the LDF Core Strategy it is stated that *there will be a parking cap on all new commercial development outside of the town centre, where no increase in the number of spaces will be allowed. The only exception would be for industrial or warehousing developments, where the lack of sufficient car parking could cause operational or road safety problems.* To assess the adequacy of the proposed parking, it has to be assessed on the basis of each unit being used for Class B2 industrial use which has the highest parking requirement. The table below reflects this.

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	6 Spaces	3 Spaces	57 Spaces	16 Spaces

To comply with the Council's car parking standards and the requirements of Core Policy 7 requires that either the basis of the application is changed such it no longer includes Class B2 General Industrial, as part of the planning application and a further transport statement submitted which demonstrates how the site can operate without meeting in full the lorry parking standard. Alternatively, the applicant will need to submit a further transport statement demonstrating how the site can operate across all three Classes without meeting in full the lorry and car parking standards and not result in either operational or road safety problems. It should be noted that the site is not highly sustainable in locational terms and as such the case will need to be made.

7.13 It is noted that with respect to the planning permission for units 1 – 15 that condition 37 of planning permission reference P/13310/001 required that a minimum of 50% of the floorspace across the site be used for Class B8 Warehousing and Distribution, such that the total parking across the site would comply with the Council's parking standards given the open permission for Classes B1© , B2 and B8.

7.14 At this stage in the absence of any further details to support the parking layout, objections are raised on the grounds that the scheme provides insufficient car parking to serve the proposed development in accordance with Core Policy 7 of the of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document and Policies

EMP2 and T2 of the Adopted local Plan for Slough 2004.

### *Flood Risk*

- 7.15 The site is located within Flood Zone 2 and there would be no change in the vulnerability classification as set out in the technical Guidance to the National Planning Policy Framework, nor increase in the building's footprint and as such the Environment Agency's Standing Advice applies. The applicant's have submitted a basic Flood Risk Assessment in accordance with this Advice and have opted to provide details of any flood proofing / resilience and resistance techniques, to be included in accordance with 'Improving the flood performance of new buildings' CLG (2007)
- 7.16 No objections are raised on grounds of flood risk in accordance with the technical Guidance to the National Planning Policy Framework subject to a condition requiring the submission of details of any flood proofing / resilience and resistance techniques for the Council's written approval.

## 8.0 **Conclusions**

- 8.1 There is no objection to the principle of a change use from a Go Karting Centre which is sui generis to an open planning permission covering B1© light industrial, B2 general Industrial and B8 Warehousing and Distribution which broadly complies with policy. For purposes of consistency it is proposed to restrict servicing hours to between 6.00 am and 23.00 hours pm. With respect to car and lorry parking the levels of provision fall short of the Council's approved parking standards and if the Council is to support the proposal, given that the site does not occupy a highly sustainable location, then the case will need to be made by the applicant justifying why a reduction in parking will not result either in operational or highway safety issues. Such a statement will need to be considered by the Council's transport adviser.

## **PART C: RECOMMENDATION**

### 9.0 **Recommendation**

- 9.1 Delegate the planning application to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination. In the event that the parking issue cannot be satisfactorily resolved that the Head of Planning Policy and Projects would retain the right to refuse planning permission.

### 10.0 **Conditions**

The heads for the following draft planning conditions are proposed in the event that planning permission is granted:

- 1) Time, 3 Years
- 2) Approved Drawings
- 3) Samples of materials
- 4) Restriction on Servicing Times (6.00am – 23.00pm)
- 5) Limit levels of ancillary office floorspace and remove PD rights for mezzanine floors
- 6) Minimum car and lorry parking, to be provided prior to occupation
- 7) Details of secure bicycle parking
- 8) Individual travel plans
- 9) Parking & servicing management plan
- 10) Details of external lighting
- 11) No external storage, nor works outside of the building
- 12) Internal noise insulation
- 13) Flood proofing works

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# **PLANNING COMMITTEE**

## **19th June 2012**

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

## **AGENDA ITEM 4**

### **P/P/13310/014 – Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, SUB DIVISION AND REFURBISHMENT OF REDUCED SIZED BUILDING TO CREATE 3 NO. INDUSTRIAL UNITS EACH WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Comments have been received from the Neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

*No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and 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 and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or 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.*

#### **Condition - Control of waste during demolition/construction phase**

*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 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.*

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (*sui generis*) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	4 Spaces
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	5 Spaces
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	6 Spaces	7 Spaces

Members will note from the above there is still some shortfall with respect to lorry parking, particularly with respect to the larger of the three units, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised. On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

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. 30449 –PL-100, Dated December 2011, Recd On 15/03/2011
- (b) Drawing No. 30449 –PL-101, Dated December 2011, Recd On 14/03/2011
- (c) Drawing No. 30449 –PL-102, Dated December 2011, Recd On 14/03/2011
- (d) Drawing No. 30449 –PL-103, Dated December 2011, Recd On 14/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the car parking and servicing 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential 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 March 2012.

6. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the units shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of each of the industrial units, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and 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 March 2012.

8. The service loading bay doors as shown on deposited plan no. 30449-PL-104 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome)) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

- (vii) control of noise
- (viii) control of dust, smell and other effluvia
- (ix) control of surface water run off
- (x) site security arrangements including hoardings
- (xi) proposed method of piling for foundations
- (xii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as 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.

- 11 No demolition or 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 Policy EMP2 of the Adopted Local Plan for Slough 2004.

- 12 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 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.

- 13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

- 14 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 Local plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy

### Informatives

- 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.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, 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 TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 5**

### **P/13310/015– Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, REFURBISHMENT OF REDUCED SIZED BUILDING WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Colnbrook with Poyle Parish Council has raised an objection similar to that submitted for planning application reference P/13310/014 as detailed in the officer's report.

Comments have been received from the neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

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

- (xiii) control of noise*
- (xiv) control of dust, smell and other effluvia*
- (xv) control of surface water run off*
- (xvi) site security arrangements including hoardings*
- (xvii) proposed method of piling for foundations*
- (xviii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or 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.*

#### **Condition - Control of waste during demolition/construction phase**

*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 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.

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council’s approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from “Go Karting Centre (sui generis) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

Members will note from the above there is still some shortfall with respect to lorry parking, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised.

On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer’s report the following conditions are recommended:

- 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. 30449 –PL-102, Dated December 2011, Recd On 14/03/2012
- (b) Drawing No. 30449 –PL-106, Dated March 2012, Recd On 15/03/2012

- (c) Drawing No. 30449 –PL-107, Dated March 2012, Recd On 15/03/2011
- (d) Drawing No. 30449 –PL-108, Dated March 2012, Recd On 15/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the car parking and servicing 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential 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 March 2012.

7. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the unit shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of the industrial unit, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and

process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and 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 March 2012.

9. The service loading bay doors as shown on deposited plan no. 30449-PL-108 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome) ) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

(xix) control of noise

(xx) control of dust, smell and other effluvia

(xxi) control of surface water run off

(xxii) site security arrangements including hoardings

(xxiii) proposed method of piling for foundations

(xxiv) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as 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.

- 11 No demolition or 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 Policy EMP2 of the Adopted Local Plan for Slough 2004.

12 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 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.

13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

14 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 Local plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy

#### Informatives

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.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, 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.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 6**

### **P/00938/020 – 342, Bath Road, Slough, SL1 6JA**

#### **Consultations**

Given that no substantive objections have been received from consultees following the officer report, it is proposed, having had regard to relevant development plan policies, the representations received from consultees and other interested parties, and all other relevant material considerations, to change the officer recommendation to approve, subject to conditions.

The following further consultation responses have been received:

Transport and Highways – The use of the site for the washing cars not associated with the car sales business will lead to an increase in vehicles being brought to the site, but this is not foreseen as being an issue. The layout is acceptable and the sightlines for vehicles and pedestrians are acceptable.

Environment Agency – No objections to the proposed development in terms of flood risk.

Drainage Officer – The applicant has applied for and Thames Water have issued a trade waste licence. This is considered to be satisfactory and no highway objection is raised.

Thames Water – No comments received.

Health and Safety Executive – No comments received.

#### **Additional Information**

Correspondence has been received from the applicant that addresses some of the concerns which have been raised. The content of this letter is set out below, for information. It is considered that the representation raises no new issues and the matters raised have been addressed in the officer report.

The applicant has provided further details as to the planning history of the site and its use. It is stated that the applicant acquired the site in May 2011 and started washing cars at the site. The proposal is to offer car washing services to catch passing trade and generate extra revenue for the business.

In summary, it is submitted that the site is commercial nature and has been for some time. It is stated that there is no noise from electric motors from over 10 metres away, the only noise is produced by the water and hover however this is not that loud. Noise is generated by trains passing nearby and there is the noise of passing traffic on Burnham Lane and Bath Road.

The applicant also submits that they had not been made aware of any complaints relating to the existing jet wash prior to this planning application being made.

With regard to drainage, it is noted that the former petrol station provided a jet wash and there is a Trade Effluent Agreement with Thames Water.

Turning to parking, the site is said to have adequate parking capacity. There is a queuing arrangement, clear entry and exit points and a clockwise traffic route within the site.

With regard to the potential for water to splash over the boundary fence, it is submitted the range of the spray from the jet wash does not result in water hitting the fence and there is no sign of water splashing over it. The water used is stated to be drinking water.

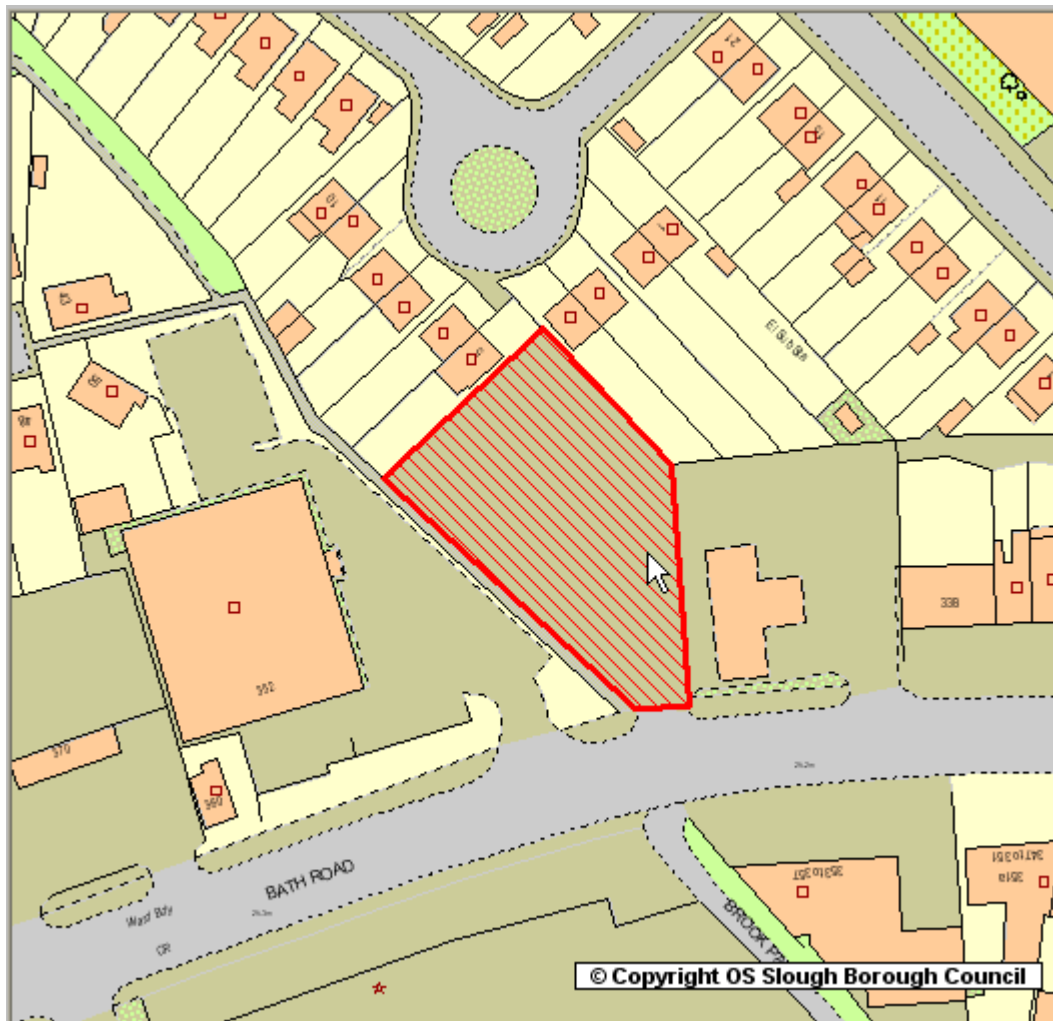
It is understood that car engines are switched off when they are stationary and as such do not emit fumes which could cause environmental issues.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS.**

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Registration Date:	17th January 2012	Applic. No:	P/00938/020
Officer:	Mr. Dymond	Ward:	Haymill
Applicant:	Mr. Asad Ali	Applic type:	<b>Full Planning</b>
Agent:	Mr. M. Seagrove, 75 The Crescent, SL1 2LJ	13 week date:	
Location:	342, Bath Road, Slough, SL1 6JA		
Proposal:	CHANGE OF USE TO INCORPORATE JET CAR WASH AND ERECTION OF COVERED AREA.		

**Recommendation: Delegate to the Head of Planning Policy and Projects for approval, subject to conditions and receiving no substantive objections from consultees.**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application is being reported to the Planning Committee at the request of Councillor Wright on the following planning grounds:
- 1.2
- The location of the jet wash is inappropriate because the site is within a residential area.
  - The fact that cars were washed on this site some years ago does not constitute a relevant precedent because those car washes were infrequent. They were confined to a small number of car hire vehicles as and when those rental cars were about to be collected by clients.
  - The proposed car wash will intensify traffic in an already congested area and will create additional car queuing problems.
  - The proposed car wash will create increased noise and air pollution with particularly adverse effects on residents living in close proximity.
  - The significant increase in water and chemicals would exacerbate local drainage and flooding problems which Thames Water have been unable to resolve thus far.
  - The Government has asked all Local Authorities to formulate short-term and long-term plans to conserve water because droughts are predicted to become more numerous and more protracted. As Slough has an over-supply of car washes, and in light of Slough Borough Council's declared intention to pursue 'green environment' policies, this planning application is undesirable, inappropriate and contrary to Council declared policy.
- 1.3 Councillor Strutton has stated that he supports this issue being brought before the Planning Committee for discussion and would like to know the views of Environmental Health, Anti-Social and Highways.
- 1.4 The main concerns raised are how far the noise and waste water effects the residents nearest to the proposed jet wash and problems with traffic flow as the site is located very close to a busy A4 junction.
- 1.5 It is questioned whether there will be restrictions on operating hours so as to limit inconvenience, and noise and dirt pollution as would be caused by such a business so close to residential homes.
- 1.6 It is stated that the operation has no support from residents.
- 1.7 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 approval, subject to conditions and receiving no substantive objections from consultees.

## **PART A: BACKGROUND**

### **2.0 Proposal**

- 2.1 This is full planning application for the erection of a covered area in connection with the use of the site as a jet car wash.
- 2.2 The covered area would comprise the erection of a rigid metal frame bolted down to the existing tarmac surface which would be covered by a high grade plastic material to the roof and the sides.
- 2.3 The site is currently in use for the sale and display of used cars. It is understood that a jet wash is currently used at the site for the cleaning of vehicles that are displayed and sold at the site. The existing jet wash could therefore be considered to be ancillary to the main use of the site for the sale and display of cars as it relates to the preparation of vehicles prior to sale.
- 2.4 The applicant is however proposing to broaden the use of this facility to use it for both the washing of stock associated with the use of the site for car sales, as well as cars associated with/visiting nearby car-related businesses and passing trade.
- 2.5 The applicant submits that the washing facility would be used for the washing of stock associated with the use of the site for car sales for approximately half of the time, with the other half being for the washing of cars not on sale at the site. On this basis, it is considered that a composite use would be established in planning terms. In isolation, both jet washes and car sales on open land are considered to be sui generis uses meaning that they do not fall within any use class.
- 2.6 The applicant has stated that the time taken to wash a car on average is around 20-30 minutes. Based on an eight hour trading day, the applicant submits that the number of vehicles being washed is expected to be between 16 and 24.
- 2.7 There would be two full time employees associated with the proposal.

### **3.0 Application Site**

- 3.1 342 Bath Road is a 0.17 hectare site located to the west of the junction with Burnham Lane.
- 3.2 The site is currently occupied by a second hand car dealership and the site is in use for the display and sale of cars. The site is surfaced in concrete and tarmac. A modular building has been sited on the land. This building abuts the northern boundary of the site and is used as the site office.
- 3.3 The existing washing facility comprises a modest plastic storage unit, two

intermediate bulk carriers for water storage and a small generator unit on a movable trolley with a jet wash gun. The existing washing facility is situated adjacent to the fence with number 4 Brook Crescent, towards the rear of the garden.

- 3.4 There are residential properties beyond the northern and eastern boundaries of the site. To the north is the rear garden to 5 Brook Crescent. The flank wall of this property faces the application site and is situated around 1.2 metres off of the boundary.
- 3.5 To the east is the rear garden to the residential property of 4 Brook Crescent. The rear garden is 27 metres in depth. The property itself is situated towards the north eastern corner of the site.
- 3.6 Whilst there are residential properties situated to the north and east of the site, the character of the area is considered to be mainly commercial in nature and this part of Bath Road is fronted by a variety of commercial enterprises, a number of which are vehicle-related in nature.
- 3.7 The site is accessed off of Bath Road. There is a public footpath running along the western boundary of the site.

3.8 The site is located within flood zones 2 and 3.

#### 4.0 Site History

4.1 Relevant applications relating to the site are as follows:

P/00938/019 - ADVERTISEMENT CONSENT FOR DISPLAY OF ADVERTISEMENT BOARD TO FRONT OF SITE – Under consideration.

P/00938/018 - VARIATION OF CONDITION 1 OF APPEAL DECISION LETTER APP/J0350/A/100/1065809 TO EXTEND TEMPORARY PERMISSION FOR USE OF SITE FOR SALE AND DISPLAY OF MOTOR VEHICLES, CUSTOMER PARKING, TRANSPORTER FACILITIES AND FENCING, FOR A FURTHER 5 YEARS - Refused 10-Jan-2007. An appeal was made however this was subsequent appeal withdrawn.

P/00938/017 - REMOVAL OF CONDITION NO.3 OF APP/J0350/A/001065809 BY THE PLANNING INSPECTORATE. THE CUSTOMER PARKING AREA SHOWN ON PLAN 1532/PL/005/B SHALL BE MARKED OUT ON SITE AND RETAINED AT ALL TIMES FOR THIS PURPOSE. THE AREA SO MARKED SHALL NOT BE USED FOR THE SALE, DISPLAY OR STORAGE OF VEHICLES AT ANY TIME. - Approved with Conditions 27-Jul-2003.

P/00938/016 - CHANGE OF USE FOR THE DISPLAY AND SALE OF MOTOR VEHICLES, TOGETHER WITH CUSTOMER CARPARKING TRANSPORTER PARKING, PALISADE FENCING AND SECURITY



LIGHTING (RETROSPECTIVE) 3 YEAR LIMITED PERIOD PERMISSION  
– Application not determined.

Appeal made against non-determination (PINS ref.  
APP/J0350/A/00/1065809) allowed on 24<sup>th</sup> September 2001.

P/00938/015 - REDEVELOPMENT OF EXISTING SHELL PETROL  
FILLING STATION & VAN HIRE/ WORKSHOP/ VEHICLE STORAGE. TO  
PROVIDE CAR SHOWROOM - Withdrawn 06-Aug-2002.

P/00938/014 - VARIATION OF CONDITION NO. 6 OF PLANNING  
PERMISSION P/00938/009 TO ALLOW FILLING STATION TO  
OPERATE 24 HOURS - Refused 17-Dec-1997.

P/00938/013 - INTERNALLY ILLUMINATED SIGNS - Approved with  
Conditions 07-Sep-1995.

P/00938/012 - INSTALLATION OF JET WASH WITH PORTICO AND  
VACUUM FACILITY - Approved with Conditions 14-Sep-1995.

P/00938/011 - RETENTION OF ILLUMINATED AND NON-ILLUMINATED  
SIGNS. - Approved with Conditions 23-May-1994.

P/00938/010 - RELAXATION OF CONDITION NO. 6 OF PLANNING  
PERMISSION P/00938/009 DATED 19.11.84 CONCERNING OPENING  
HOURS OF FILLING STATION. - Refused 29-May-1990.

P/00938/009 - REDEVELOPMENT OF SITE WITH NEW PETROL  
FILLING STATION AND ASSOCIATED BUILDINGS - Approved with  
Conditions 19-Nov-1984.

P/00938/008 - INSTALLATION OF UNDERGROUND DERV STORAGE  
TANK - Approved with Conditions 23-Sep-1982.

P/00938/007 - ERECTION OF BUILDING FOR CAR HIRE, CLEANING  
AND MAINTENANCE AT 344 BATH ROAD, SLOUGH - Approved with  
Conditions 02-07-1979

P/00938/006 - ERECTION OF CAR HIRE AND CLEANING BUILDING  
AND RETENTION OF USE OF PREMISES FOR CAR HIRE PURPOSES,  
KENNING CAR HIRE, BATH ROAD, SLOUGH - Approved with  
Conditions 09-01-1978

P/00938/004 - ALTERATIONS TO EXISTING PETROL FILLING  
STATION TO PROVIDE SELF SERVICE FACILITIES AT KENNING CAR  
HIRE, BATH ROAD, SLOUGH - Approved 22-03-1976

P/00938/002 - INSTALLATION OF ILLUMINATED FASCIA SIGN, 344  
BATH ROAD, SLOUGH - Approved with Conditions 25-02-1970

P/00938/001 - PROPOSED CANOPY AND CAR SALES OFFICE, BATH ROAD, SLOUGH, BERKS - Refused13-10-1968

P/00938/000 - USE OF LAND FOR SALE, DISPLAY AND PARKING OF VEHICLES AT BATH ROAD, CIPPENHAM, SLOUGH - Approved with Conditions 18-11-1966

5.0 Neighbour Notification

5.1 1, 2, 3, 4, 5 Brook Crescent

3, 11, 13, 15, 17 Burnham Lane

351, 351a, 352, 353, 355, 336, 336a Bath Road

Nine objections have been received from 3, 4, 5 Brook Crescent and 1, 3, 11, 13, 15 and 17 Burnham Lane

- 5.2
- Noise pollution: constant use of the jet wash during the evening and weekends.
  - The site will be open late in the evening causing disturbance to local residents in summer.
  - Extra pollution (fumes and noise) of vehicles queuing and possible additional problems on the Bath Road, which is already heavily congested at the weekend with traffic using the retail park.
  - The use of chemicals near a residential area.
  - The site is used at present for the repairing of vehicles most days and evenings.
  - Erection of a canopy in such close proximity to the fence line would dramatically reduce the level of afternoon sunlight in the rear garden. No permanent structures such as buildings or canopies have been erected close to the boundary.
  - With prevailing winds, spray caused by high pressure hoses will cause detergents and chemical to cross garden.
  - Fine water droplets formed by high pressure spray equipment would be released into the atmosphere over garden, with a risk from the bacterial infection Legionnaires' disease.
  - Spray would come into garden which would make washing on line wet and dirty.
  - Structures built to house these proceedings rarely fully contain this vapour.
  - Loss of privacy especially to the residents of Brook Crescent and Burnham Lane.

Additional comments received in response to amended drawings raising the following concerns:

- Is the Hosepipe ban also applicable to this company;
- No toilet facilities are available on this site which is a concern to us;

- The change of canopy location is welcomed but does not alter the belief that the development is not desirable or necessary.
- Amended proposal makes minimal inroads into addressing residents' concerns.

Reference has been made to an article which appeared in the 11<sup>th</sup> May 2012 edition of the Slough Express. The objector has responded to quotes from the applicant featured in the article and has raised the following concerns:

- Is the retrospective application a disregard for planning law?
- Water tanks for cleaning are stored at the fence line and cars are washed a matter of feet away.
- To our knowledge there has never been a car or lorry wash on the site. Cars were washed using a bucket and sponge. The level of disturbance was negligible.
- Noise levels may not reach 110 decibels but do not dismiss the disturbance of the whooshing of spray jets against bodywork and the incessant droning of vacuum cleaners. There is often loud music on whilst work is being carried out.

## **6.0 Consultation**

### **6.1 Highways and Transport**

6.2 No objection. The parking layout is appropriate and there are therefore considered to be no highway impacts.

### **6.3 Environmental Protection**

- 6.4 If there is a change in the car washing or if a greater number of vehicles are going to be washed then Thames Water will need to be consulted to ensure that the company is not acting outside of its Trade Effluent Agreement.
- The Neighbourhood Enforcement Team was consulted about the erection of the canopy in March 2012. No complaints concerning noise nuisance etc had been received concerning this car wash prior to March 2012 and as there was no extension in hours etc proposed it was deemed that it was unlikely that the erection of the canopy would result in nuisance complaints, therefore no objections were raised to the application.
  - The car wash is already subject a Trade Effluent Agreement with Thames Water Utilities. This agreement allows them to discharge a limited amount of 'contaminated' water to the drainage system. Thames Water Utilities are responsible for ensuring the agreement is adhered to and maximum levels of 'contaminants' are not exceeded. I recommended that Thames Water be consulted prior to permission being granted.
  - Although I understand the residents concerns over Legionnaires Disease, it is highly unlikely to be a problem in this case. Legionella is a naturally occurring bacteria that can be found in low levels in rivers, lakes etc. Legionella does not multiply below temperatures of 20°C and problems generally occur when water is stagnant and certain other conditions are met. To my knowledge there have been no outbreaks of Legionnaires Disease linked to aerosols/sprays from car wash businesses. Therefore the car wash would present a relatively low risk.
  - Should the erection of the canopy lead to problems with noise etc the residents can register a complaint of Statutory Nuisance. Officers of the NET will then carry out an investigation into the complaint and can if necessary use their enforcement powers under section 80 of The Environmental Protection Act 1990.

6.5 Principal Engineer - Drainage and Lighting

6.6 No objection on flood risk grounds. Concerns may be raised by the Environment Agency regarding the proximity to the stream which is culverted as a surface water sewer under the footpath to the west of the site.

6.7 Environment Agency

6.8 Comments requested. An update will be provided on the Committee amendment sheet.

6.9 Thames Water

- 6.10 Comments requested. An update will be provided on the Committee amendment sheet.
- 6.11 Health and Safety Executive
- 6.12 Comments requested. An update will be provided on the Committee amendment sheet.
- 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 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, transport and highway matters, and drainage and flood risk issues.
- 8.0 **Principle of the Proposed Development**
- 8.1 The proposal is to provide a covered area for a jet car wash in connection

with the change of use of the site to allow for the washing of cars associated with the existing car sales business as well as those from outside of the site.

- 8.2 The recent planning history relating to the site and the neighbouring land to the east is set out above.
- 8.3 The site has been used for vehicle-related commercial uses for a number of years. More recently, there was a former petrol filling station located at 340 Bath Road. A van and car hire depot was located at 344 Bath Road.
- 8.4 In June 2000, the petrol filling station was acquired by a car sales business. Following the demolition of the former petrol station kiosk and the removal of the petrol pumps, this site was used for the display and sale of motor vehicles.
- 8.5 In January 2001, the use of 344 Bath Road as a van and car hire depot ceased and this land was also used for the display and sale of motor vehicles by the same operator.
- 8.6 The use of these sites for the display and sale of motor vehicles was the subject of a planning appeal. That appeal was allowed and permission was granted for a temporary period. An application has subsequently been approved to remove conditions imposed on this decision.
- 8.7 It should therefore be noted that the application site and the adjacent site have a history of vehicle-related commercial uses.
- 8.8 It should also be noted that permission has previously been granted at the adjacent site when it was in use as a petrol filling station for the provision of a jet wash and vacuum facility under application P/00938/012. This facility would have been used by customers and the general public in connection with the former use of the site as a petrol filling station.
- 8.9 In terms of the acceptability of the principle of the proposal, it is considered that the use would be acceptable. The area is considered to be mainly commercial in nature and this character was acknowledged by the Inspector in their consideration of a previous planning appeal relating to the site.
- 8.10 The existing jet wash is considered to perform an ancillary function insofar as it relates to the normal activities of cleaning and vehicle preparation which would typically be found at a site used for the display and sale of cars.
- 8.11 The proposal would in effect formalise the location of the washing facility, provide a permanent structure to contain the activity, and also allow for other vehicles to be cleaned on the site when the jet wash was not required to be used for the washing of cars associated with the use of the site for car sales.

8.12 The proposal is considered to provide an opportunity for appropriate controls relating to the activity to be imposed. The proposal is not considered to constitute a significant perceptible change in the nature of the use at the site.

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

9.1 The covered area would comprise the erection of a rigid metal frame bolted down to the existing tarmac surface which would be covered by a high grade plastic material to the roof and the sides. The structure would be open at either end to allow vehicles to enter and leave the washing area.

9.2 The size of the structure would be 8 metres in length by 5 metres in width. The height of the structure would be 2.8 metres.

9.3 In design terms, it is considered that the proposal would be of an acceptable appearance. It would thus comply 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.

## 10.0 **Potential Impact on Neighbour Amenity**

10.1 A number of objections have been received from neighbouring residents. The concerns raised are set out in detail in the above consultations section. A number of the concerns raised relate the current and potential impact of the proposed use on their amenity.

10.2 The main areas for consideration in relation to the impact on neighbour amenity are considered to be as follows:

- Noise from the jet wash
- Noise and pollution from vehicles using the jet wash
- Containment of water and spray drift
- Potential impact on health

10.3 The washing of cars in preparation for their display and sale is currently being carried out on the site. The operation of the existing jet wash has been observed on site.

### 10.4 **Noise from jet wash**

10.5 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 states that development shall not give rise to unacceptable levels of pollution including noise.

- 10.6 The National Planning Policy Framework states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts.
- 10.7 When considered in the context of the commercial character of the area and the busy nature of the Bath Road fronting the site, it is considered that the noise which would be generated by the proposal would not be unduly detrimental.
- 10.8 In order to define the nature of the use and secure appropriate long term noise mitigation measures, it is proposed to recommend a condition requiring the submission of a scheme to control/reduce noise emanating from the development for approval.
- 10.9 The potential impact arising from the use of the jet wash could also be controlled through a condition limiting the hours of operation. This would ensure that the use is not carried out in the evening or during the night when the potential to give rise to significant detriment would be greater by reason of the lower background noise levels in the vicinity.
- 10.10 It should be noted that despite these safeguards which are considered to satisfactorily address the noise issues, were the jet wash to lead to perceived problems with noise, a complaint of Statutory Nuisance could be registered. Officers of the Neighbourhood Enforcement Team would then carry out an investigation into the complaint and can if necessary use their enforcement powers under section 80 of The Environmental Protection Act 1990.
- 10.11 **Noise and pollution from vehicles using the jet wash**
- 10.12 It is not considered that the noise and pollution resulting from cars using the jet wash would be unduly detrimental to the amenity of neighbouring residents. It should be noted that the site is currently used for the display and sale of cars and vehicle movements within the site are not, and could not reasonably be subject to control. When considered in the context of the existing use, the commercial nature of the area and against the background noise levels of the busy Bath Road, it is not considered that vehicles using the jet wash would give rise to unacceptable noise or pollution.
- 10.13 **Containment of water and spray drift**
- 10.14 Concerns have been expressed in objections received regarding the impact on neighbour amenity as a result of water droplets and mist being blown over neighbouring residential properties and falling on adjacent gardens.
- 10.15 It is stated that this is as a result of the nature of the existing jet wash and its close proximity to the boundary with the neighbouring property, notably 4 Brook Crescent.



- 10.16 Whilst these concerns are noted, the proposal would involve the provision of a covered area. This covered area would be enclosed to the roof and the sides. It is considered that this would limit significantly the potential for spray drift.
- 10.17 Furthermore, the location of the proposed car washing enclosure has been amended. The proposed position of the jet wash covered area has been relocated to the south and would now be sited adjacent to eastern boundary of the site, opposite the neighbouring car sales business.
- 10.18 The amended location of the covered area, coupled with the enclosed nature of the covered area is considered to limit against the potential for spray drift and the water used in connection with the jet wash would be adequately contained such that it would not have an undue detrimental impact on adjoining occupiers.
- 10.19 Whilst the concerns of local residents regard the potential impact on their amenity are noted, it is considered that the proposal would not be unduly detrimental and that conditions could adequately control the potential adverse impacts arising from the use.
- 10.20 **Potential impact on health**
- 10.21 The National Planning Policy Framework states at para. 120 that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.
- 10.22 Concerns have been expressed in representations received regarding the potential impact arising from airborne water droplets and the risk of Legionnaires' disease.
- 10.23 The Council's Environmental Health officer has commented that the potential risk is highly unlikely to be a problem in this case. Legionella is a naturally occurring bacteria that can be found in low levels in rivers, lakes etc. Legionella does not multiply below temperatures of 20°C and problems generally occur when water is stagnant and certain other conditions are met.
- 10.24 The Council's Environmental Health officer has stated that there have been no outbreaks of Legionnaires Disease linked to aerosols/sprays from car wash businesses. Therefore the car wash is considered to present a relatively low risk.
- 10.25 The potential impact on neighbour amenity is therefore considered to be acceptable and the proposal would therefore comply 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.

11.0 **Transport and Highways**

- 11.1 The applicant is proposing a one way system and the proposed layout out of the internal vehicular circulation has been shown on the submitted block plan.
- 11.2 Vehicles would enter the site using the existing access off of Bath Road. A clockwise route around the site would then be followed, between the rows of parking bays, to the jet wash facility which would be sited adjacent to the eastern boundary. Cars would then leave the site using the Bath Road access.
- 11.3 The Council's Transport consultant considers that the parking layout is appropriate and no highway impacts are therefore foreseen.

12.0 **Drainage and Flood Risk**

- 12.1 The Council's Drainage Engineer has been consulted. It is considered that there are no objections on flood risk grounds. It is however noted that the site is in close proximity to a culverted stream.
- 12.2 The proposal would involve the disposal of trade effluent. The applicant has submitted a copy of their low volume consent for the discharge of trade effluent from Thames Water. Thames Water have been consulted and their comments will be reported on the Committee amendments sheet.
- 12.3 The site is located within flood zones 2 and 3. The Environment Agency have been consulted. Their comments will be reported on the Committee amendments sheet.
- 12.4 An update will therefore be provided in respect of drainage and flood risk matters.

13.0 **Summary**

- 13.1 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 following the consideration of any additional comments received from consultees, the application be approved subject to conditions.

**PART C: RECOMMENDATION**

- 14.0 Recommendation

14.1 **Delegate to the Head of Planning Policy and Projects for approval, subject to conditions and receiving no substantive objections from consultees.**

14.2 **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. MP/2012, Dated Jan 2012, Recd On 24/04/2012

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. The jet wash hereby permitted shall not be open to members of the public / customers outside the hours of 09:00 hours to 17:00 hours on Mondays - Fridays, 10:00 hours to 17:00 hours on Saturdays, and the jet wash hereby permitted shall not be open to members of the public / customers on Sundays and Bank/Public Holidays.

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.

4. No amplified public address systems, sound systems or loudspeakers shall be used at the site at any time.

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.

5. No development shall commence 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.

6. No development shall commence until a scheme for the disposal of surface water and trade effluent arising from the jet wash hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, surface water and trade effluent arising from the jet wash shall be disposed of in accordance with the approved scheme, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that the surface water drainage arrangements are sufficient in the interests of drainage and flood risk 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.

7. Prior to the development hereby approved first being brought into use, the alterations to the existing points of access between the application site and the highway shown on deposited plan No. MP/2012, Dated Jan 2012, Received 24/04/2012 shall be carried out and retained in that form thereafter.

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.

8. Prior to the development hereby approved first being brought into use, 2.4m by 2.4m pedestrian visibility splays shall be 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.

9. Prior to the jet wash hereby approved first being brought into use, the parking bays and internal access roads shall be marked out as shown on deposited plan No. MP/2012, Dated Jan 2012, Received 24/04/2012 and retained in that form thereafter.

REASON In the interests of highway safety 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.

10. Prior to the jet wash hereby approved first being brought into use, the covered area shall be enclosed to the sides and roof as shown on deposited plan No. MP/2012, Dated Jan 2012, Received 24/04/2012 and detailed in the submitted Design and Access Statement, and retained in that form at all times thereafter

REASON In the interests of minimising the potential for spray drift arising from the jet wash to safeguard neighbour amenity 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. No development shall commence until a scheme to control/reduce noise emanating from the development (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented on site prior to the jet wash hereby approved first being brought into use and retained at all times in the future to mitigate noise to the levels agreed in 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.

12. 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 In the interests of the visual amenity of the area and 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, and the National Planning Policy Framework.

#### INFORMATIVES:

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

Policies:- EN1, EN5, T2 and T8 of The Adopted Local Plan for Slough 2004 and 1, 5, 6, 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, The National Planning Policy Framework and 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**

## **19th June 2012**

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

## **AGENDA ITEM 4**

### **P/P/13310/014 – Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, SUB DIVISION AND REFURBISHMENT OF REDUCED SIZED BUILDING TO CREATE 3 NO. INDUSTRIAL UNITS EACH WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Comments have been received from the Neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

*No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and 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 and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or 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.*

#### **Condition - Control of waste during demolition/construction phase**

*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 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.*

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (*sui generis*) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	4 Spaces
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	5 Spaces
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	6 Spaces	7 Spaces

Members will note from the above there is still some shortfall with respect to lorry parking, particularly with respect to the larger of the three units, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised. On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

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. 30449 –PL-100, Dated December 2011, Recd On 15/03/2011
- (b) Drawing No. 30449 –PL-101, Dated December 2011, Recd On 14/03/2011
- (c) Drawing No. 30449 –PL-102, Dated December 2011, Recd On 14/03/2011
- (d) Drawing No. 30449 –PL-103, Dated December 2011, Recd On 14/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the car parking and servicing 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential 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 March 2012.

6. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the units shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of each of the industrial units, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and 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 March 2012.

8. The service loading bay doors as shown on deposited plan no. 30449-PL-104 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome) ) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

- (vii) control of noise
- (viii) control of dust, smell and other effluvia
- (ix) control of surface water run off
- (x) site security arrangements including hoardings
- (xi) proposed method of piling for foundations
- (xii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as 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.

- 11 No demolition or 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 Policy EMP2 of the Adopted Local Plan for Slough 2004.

- 12 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 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.

- 13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

- 14 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 Local plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy

### Informatives

- 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.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, 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 TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 5**

### **P/13310/015– Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, REFURBISHMENT OF REDUCED SIZED BUILDING WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Colnbrook with Poyle Parish Council has raised an objection similar to that submitted for planning application reference P/13310/014 as detailed in the officer's report.

Comments have been received from the neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

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

- (xiii) control of noise*
- (xiv) control of dust, smell and other effluvia*
- (xv) control of surface water run off*
- (xvi) site security arrangements including hoardings*
- (xvii) proposed method of piling for foundations*
- (xviii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or 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.*

#### **Condition - Control of waste during demolition/construction phase**

*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 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.

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (sui generis) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

Members will note from the above there is still some shortfall with respect to lorry parking, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised.

On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

- 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. 30449 –PL-102, Dated December 2011, Recd On 14/03/2012
- (b) Drawing No. 30449 –PL-106, Dated March 2012, Recd On 15/03/2012

- (c) Drawing No. 30449 –PL-107, Dated March 2012, Recd On 15/03/2011
- (d) Drawing No. 30449 –PL-108, Dated March 2012, Recd On 15/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the car parking and servicing 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 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential 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 March 2012.

7. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the unit shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of the industrial unit, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and

process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and 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 March 2012.

9. The service loading bay doors as shown on deposited plan no. 30449-PL-108 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome) ) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

(xix)control of noise

(xx) control of dust, smell and other effluvia

(xxi)control of surface water run off

(xxii) site security arrangements including hoardings

(xxiii) proposed method of piling for foundations

(xxiv) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as 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.

- 11 No demolition or 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 Policy EMP2 of the Adopted Local Plan for Slough 2004.

12 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 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.

13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

14 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 Local plan for Slough 2004 and to meet the objectives of the Slough Integrated Transport Strategy

#### Informatives

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.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, 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.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 6**

### **P/00938/020 – 342, Bath Road, Slough, SL1 6JA**

#### **Consultations**

Given that no substantive objections have been received from consultees following the officer report, it is proposed, having had regard to relevant development plan policies, the representations received from consultees and other interested parties, and all other relevant material considerations, to change the officer recommendation to approve, subject to conditions.

The following further consultation responses have been received:

Transport and Highways – The use of the site for the washing cars not associated with the car sales business will lead to an increase in vehicles being brought to the site, but this is not foreseen as being an issue. The layout is acceptable and the sightlines for vehicles and pedestrians are acceptable.

Environment Agency – No objections to the proposed development in terms of flood risk.

Drainage Officer – The applicant has applied for and Thames Water have issued a trade waste licence. This is considered to be satisfactory and no highway objection is raised.

Thames Water – No comments received.

Health and Safety Executive – No comments received.

#### **Additional Information**

Correspondence has been received from the applicant that addresses some of the concerns which have been raised. The content of this letter is set out below, for information. It is considered that the representation raises no new issues and the matters raised have been addressed in the officer report.

The applicant has provided further details as to the planning history of the site and its use. It is stated that the applicant acquired the site in May 2011 and started washing cars at the site. The proposal is to offer car washing services to catch passing trade and generate extra revenue for the business.

In summary, it is submitted that the site is commercial nature and has been for some time. It is stated that there is no noise from electric motors from over 10 metres away, the only noise is produced by the water and hover however this is not that loud. Noise is generated by trains passing nearby and there is the noise of passing traffic on Burnham Lane and Bath Road.

The applicant also submits that they had not been made aware of any complaints relating to the existing jet wash prior to this planning application being made.

With regard to drainage, it is noted that the former petrol station provided a jet wash and there is a Trade Effluent Agreement with Thames Water.

Turning to parking, the site is said to have adequate parking capacity. There is a queuing arrangement, clear entry and exit points and a clockwise traffic route within the site.

With regard to the potential for water to splash over the boundary fence, it is submitted the range of the spray from the jet wash does not result in water hitting the fence and there is no sign of water splashing over it. The water used is stated to be drinking water.

It is understood that car engines are switched off when they are stationary and as such do not emit fumes which could cause environmental issues.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS.**

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**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee **DATE** 19<sup>th</sup> June 2012

**CONTACT OFFICER:** Paul Stimpson  
Head of Planning Policy & Projects  
01753 87 5820

**WARD(S):** All

**PART I**  
**FOR DECISION**

**NATIONAL PLANNING POLICY FRAMEWORK: IMPLICATIONS FOR SLOUGH**

**1 Purpose of Report**

The purpose of the report is to inform Members about the implications for Slough of the National Planning Policy Framework and the Localism Act. It is not proposed to review the existing plans at this stage but re-publish them in a “Consolidated” version. Comments would then be invited as to what extent the in the Core Strategy, Site Allocations Document and ‘saved’ Local Plan policies continue to comply with the new Framework.

**Recommendation(s)/Proposed Action**

1.1 The Committee is requested to resolve:

- That the implications of the National Planning Policy Framework and Localism Act be noted.
- That the appropriate parts of the Core Strategy, Site Allocations DPD, ‘saved’ Local Plan and ‘saved’ Berkshire Minerals Plan be published as a “Consolidated Version” of the Slough Local Plan.
- That the “Consolidated Version” of the Slough Local Plan be subject to a self assessment and public comment in order to establish to what extent the individual policies and proposals continue to comply with the National Planning Policy Framework.
- That the Council should actively engage in discussions with adjoining authorities on all planning matters in order to meet the new “duty to cooperate” in the Localism Act.

**2 Community Strategy Priorities**

2.1 The Council’s Local Planning policies are an important spatial element of the Community Strategy and will help to contribute to the following emerging priorities:

- **A Cleaner, Greener place to Live, Work and Play**

- **Prosperity for All**

### **3 Other Implications**

#### **(a) Risk Management**

There are no specific issues directly arising from this report

#### **(b) Human Rights Act and Other Legal Implications**

It is considered that there are unlikely to be any significant implications in relation to the Human Rights Act.

#### **(c) Equalities Impact Assessment**

It is not intended to review any of the Local Planning policies at this stage and so an Equalities Impact Assessment is not necessary.

#### **(d) Workforce**

The proposed actions can be carried out within the existing work programme.

### **4 Supporting Information**

#### **Introduction**

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012. This replaces all of the previous guidance set out in the various Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).
- 4.2 Importantly the Framework, reiterates that “Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.” It also makes it clear that the new Framework is a material consideration in planning decisions. As a result it will have to be taken into account in all development control decisions.
- 4.3 At the heart of the NPPF is a “presumption in favour of sustainable development” which means:
  - Planning positively to meet the needs of an area;
  - Approving development proposals that accord with the development plan without delay; and
  - Where plans are absent, silent or out of date, granting planning permission unless any adverse impacts would significantly and demonstrably outweigh the benefits; or specific policies in the NPPF indicate development should be restricted.
- 4.4 The NPPF states that planning should:
  - Be genuinely plan led
  - Meet the housing, business and other development needs of an area
  - do everything it can to support sustainable economic growth
  - Promote competitive town centres
  - Meet an identified need for affordable housing
  - Identify a 5 and 15 year supply of housing

- Always secure high quality design
- Promote the vitality of main urban areas,
- Conserve the natural environment & heritage assets.
- Promote mixed use development & use of brownfield sites
- Protect the Green Belt and recognise the intrinsic character and beauty of the countryside
- Support the transition to a low carbon future
- Make fullest use of public transport, walking and cycling
- Improve health, social and cultural well being

4.5 It is not considered that any of these conflicts with what we are trying to achieve in Slough but this will need to be tested as explained below.

#### The Need to Review Plans

- 4.6 The policies in the NPPF came into force from the date of publication in March 2012. The Implementation section of the document makes it clear that plans should not be considered out of date simply because they were adopted prior to the publication of the Framework.
- 4.7 Plans prepared under the 2004 Act, such as the Slough Core Strategy and Site Allocations DPD continue to have full weight for 12 months even if there is a limited degree of conflict with the Framework.
- 4.8 After this, they will have the same status as all other plans, such as the Local Plan for Slough, which is that they will only be given due weight according to their degree of consistency with the Framework.
- 4.9 As a result it is suggested that new plans may need to be prepared or be subjected to a partial review to make sure that they take account of the policies in the NPPF.
- 4.10 The document states that advice will be made available from a number of organisations to assist local planning authorities in considering the need to update their Local Plans and taking forward reviews. So far PAS (Planning Advisory Service) has produced guidance as to how to carry out a self assessment of plans against the NPPF but there is no further advice.
- 4.12 It is not considered necessary to carry out a complete review of the Core Strategy or Site Allocations DPD. These documents were prepared in accordance with the 2004 Act and cover the period up to 2026. The Spatial Strategy of “Concentrating development” has proved to be successful and we still have a five and 15 year housing supply. We are also in the process of successfully implementing the comprehensive regeneration schemes in the Site Allocations SPD.
- 4.13 We are still reliant upon a number of Local Plan policies which were not included in Core Strategy because they are development control rather than strategic policies. They have been assessed against the Core Strategy and were only “saved” if they still complied with it. As a result they form an important part of Slough’s suite of Development Plans.

- 4.14 The NPPF also contains a number of policies for mineral extraction. The Berkshire Minerals Plan is largely out of date. It was due to be replaced by the Berkshire Minerals and Waste Core Strategy but this is not now being taken forward. There are not many outstanding issues to be resolved in Slough because most of the minerals bearing land has been dug. There are however two small Preferred Areas which need to be retained. Waste matters are not covered in the NPPF. The Government is planning to separately deal with this subject at a future date.
- 4.15 Taking all of these factors into account it is considered that the best way forward is for us to produce a “consolidated” version of the Slough’s Development Plans. This would consist of the Core Strategy, Site Allocations, the ‘saved’ parts of the Local Plan for Slough and selected parts of the Berkshire Minerals Plan. For simplicity it is proposed to call the consolidated plans the Slough Local Plan.
- 4.16 This would have the advantage of bringing all of our policies into one document.
- 4.17 The “consolidated” plan would not be published for public consultation because we are not proposing to change the constituent adopted plans. The public and other interested parties would, however, be invited to comment upon the extent to which the policies were compliant with the new National Planning Policy Framework. In order to help this process we would publish our own self assessment of the policies.
- 4.18 Whilst most of the policies are likely to be found fully compliant with the Framework, it is inevitable that there will be some grey areas. It may be possible to resolve these by clarifying how the policy would be interpreted in the future in the consolidated plan. If there is a clear conflict between a Slough policy and the NPPF which cannot be justified for local reasons, we may have to consider deleting the conflicting part.
- 4.19 It should be made absolutely clear that the publication of the “consolidated” version of the Local Plan does not alter the legal status of the constituent parts. The date of adoption for the Local Plan would remain as 2004, the Core Strategy 2008 and the Site Allocations 2010. The proposed scrutiny of all of the policies and assessment against the NPPF should, however, ensure that the policies maintain their appropriate weight.
- 4.20 It is not clear how plans in general will be assessed against the NPPF but if a different formal process is introduced it is considered that the work that we will have carried out will provide a good starting point.

#### Localism Act

- 4.21 The Localism Act became Law on 15th November 2011. It covers a range of topics but the key areas affecting planning are as follows:

#### Abolition of Regional Plans

- 4.22 The Act allows the government to abolish the Regional Plans, including the South East Plan this means that there is no longer any formal requirement for any plan making above individual Local Authority areas. The Government recognises that there still will be a number of “larger than local” planning issues that will need to



be addressed and so has tried to fill this policy vacuum with the proposed “Duty to Co-operate”.

- 4.23 The Duty to cooperate relates to the preparation of Development Plan documents and other local development documents, and “other activities that support the planning of development”. It covers local planning authorities and “other prescribed bodies or persons” and requires them to “engage constructively, actively and on an ongoing basis” in these activities. In particular this includes a requirement to give a substantive response to consultations or other requests to assist in the undertaking of these activities.
- 4.24 As a result under the new Act, when submitting plans for examination, Local authorities will be expected to demonstrate evidence of having successfully cooperated with their neighbours, particularly where there are cross-boundary issues or impacts.
- 4.25 It should be noted that this is not a “duty to agree” and so it is not necessarily a mechanism for resolving disputes between authorities which would previously have been sorted out through the Regional planning process.
- 4.26 It will become increasingly important that we engage with adjoining authorities as they prepare their plans. This may involve bringing more reports to Planning Committee in order to get Member’s formal views.
- 4.27 In addition to working collaboratively, the NPPF encourages authorities to undertake formal joint working. Members will be aware that we previously had a Joint Strategic Planning Unit in Berkshire and that there was a Joint Planning Committee to deal with things like Minerals and waste. It is not considered practical to try to resurrect such formal arrangements at this stage but it is important that we continue to work together on evidence gathering, monitoring and exchanges of information.

#### Neighbourhood Planning

- 4.28 The Localism Act also introduces a number of new ways in which planning can be carried out by local people. This includes the preparation of Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders.
- 4.29 Neighbourhood Plans are intended to allow communities to come together through a local parish council or neighbourhood forum and plan for where they think new houses, businesses and shops should go – and what they should look like.
- 4.30 The main requirements of these plans are that they should comply with the strategic policies in the Core Strategy, be subject to an independent examination and then be approved by a majority of residents in a referendum.
- 4.31 Neighbourhood Development Orders will grant permission for a particular development or for a class of use specified in the order. This can apply throughout the area or within specific zones. This will also be subject to independent examination, consultation and a referendum.

- 4.32 Community Right to Build Orders will give groups of local people the power to build new homes, businesses, shops, playgrounds or meeting halls. A community organisation will be able to bring forward development proposals which, providing they meet minimum criteria and can demonstrate local support through a referendum, will be able to go ahead without requiring a separate traditional planning application.
- 4.33 There has so far been no indication that there is any interest in Slough from Parish Councils or local groups to get involved in neighbourhood planning. It is important that we keep this under review and actively engage at an early stage with any groups considering producing a Neighbourhood Plan in order to explore what all the options may be.
- 4.34 There also has not been any be any interest in Neighbourhood Development Orders so far. It should be noted that we already have a SPZ for Slough Trading Estate, which has the same effect, and that SEGRO wish to renew this for a further 10 years from 2014.

## **6 Conclusion**

- 6.1 Members' approval is being sought for the reassessment of the existing planning policies in Slough against the new NPPF by producing a "consolidated" version of the Slough Local Plan. This will not be published for public consultation but for people to comment upon the extent to which they think there is any conflict between the local and national policies.

## **7 Background Papers**

- '1' The Local Plan for Slough (2006)
- '2' The Slough Core Strategy (2008)
- '3' Slough Site Allocations DPD (2010)
- '4' Berkshire Minerals Plan (2001)
- '5 ' National Planning Policy Framework (2012)
- '6' Localism Act (2011)

**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** PLANNING COMMITTEE

**DATE:** 19<sup>th</sup> June 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**

<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
P/00848/009	105 Wordsworth Road  ERECTION OF A DETACHED ONE BEDROOM BUNGALOW	Appeal Dismissed  14 <sup>th</sup> May 2012
P/01929/002	110 Belgrave Road  ERECTION OF A TWO STOREY REAR EXTENSION WITH A PITCHED ROOF  Reasons for refusal:  The width and depth of the proposed two storey rear extension is not subordinate to or in proportion with the original house. The proposal would therefore be unacceptably harmful to the character and appearance of 110 Belgrave Road and the locality in general. As such the proposal is contrary to Policies H15, EN1 and EN2 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document adopted January 2010; and PPS1.  The width and depth of the proposed two storey rear extension in close proximity to the shared boundary with 112 Belgrave Road would have an unacceptable overbearing impact on this neighbouring property. As such the proposal is contrary to Policies H15, EN1 and EN2 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document adopted January 2010; and	Appeal Allowed subject to conditions  29 <sup>th</sup> May 2012

	<p>PPS1.</p> <p>The Inspector concluded that the proposed extension would only have a very limited impact on the streetscene given its location and setback from the frontage of the properties, combined with the fact that its style and materials would match the existing building.</p> <p>The Inspector also concluded that the proposed extension would not have an unacceptably overbearing effect on the adjoining property at 112 Belgrave Road.</p>	