

Date of issue: 9th October 2012

MEETING	PLANNING COMMITTEE (Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib, Sharif, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 17TH OCTOBER, 2012 AT 6.30 PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	SHABANA KAUSER 01753 875013

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

Apologies for absence.

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
CONSTITUTIONAL MATTERS			
1.	Declaration of Interest (Members are reminded of their duty to declare personal and personal prejudicial interests in matters coming before this meeting as set out in the Local Code of Conduct).		
2.	Minutes of the Last Meeting held on 5th September 2012	1 - 4	
3.	Human Rights Act Statement	5 - 6	
PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH			
4.	P/06015/026 - Priory School, Orchard Avenue, Slough	7 - 20	Haymill
PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH			
5.	P/0996/002 - Brook and Future House, Poyle Road, Colnbrook, Slough.	21 - 40	Colnbrook with Poyle
6.	P/15126/002 - 138 The Normans, Slough	41 - 46	Wexham Lea
7.	P/15326/000 - Garage Compound rear of 5-17, 85-101 Grampian Way & 51-67 Cheviot Road, Slough	47 - 64	Foxborough
8.	Renewal of Slough Trading Estate Simplified Planning Zone	65 - 70	Baylis & Stoke; Farnham; Haymill
MATTERS FOR INFORMATION			
9.	Appeal Decisions	71 - 76	
10.	Members' Attendance Record	77 - 78	

Press and Public

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



Planning Committee – Meeting held on Wednesday, 5th September, 2012.

Present:- Councillors Carter (Chair), Dar, Hussain, Plenty, Rasib (Vice-Chair), Sharif, Smith and Swindlehurst.

Also present under Rule 30:- Councillor Coad.

Apologies for Absence:- Councillor O'Connor.

PART I

21. Declaration of Interest

Agenda item 5: Councillors Carter, Dar, Hussain, Rasib and Sharif declared that they had been contacted via telephone by a member of Linden Homes. Councillors stated that they had advised that they were unable to discuss the matter.

Agenda item 5: Councillor Smith declared that he had been contacted via telephone and had also received literature from Linden Homes. Councillor Smith stated that he had advised that he was unable to discuss the matter.

Agenda item 5: Councillor Swindlehurst declared that he had met the current applicant a number of years ago in relation to the development of St Bernard's Preparatory School.

Agenda item 6: Councillor Rasib declared that his children attended Slough and Eton CE School.

22. Minutes of the Meeting held on 26th July 2012

Resolved: - That the minutes of the Planning Committee meeting held on 26th July 2012 be approved as a correct record

23. Human Rights Act Statement

Noted.

24. Amendment Sheet

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

Oral representations were made to the Committee prior to planning application P/00427/005 19 Willoughby Road, Slough by an objector, Mr Walker, Ms Broderick, Agent and Ward Councillor Coad.

Oral representations were made to the Committee prior to planning application P/01036/038 land at rear of St Bernards Preparatory School,

Planning Committee - 05.09.12

Hawtrey Close, Slough by an objector, Mr Bains, Ms Probyn, Applicant and Ward Councillor Coad.

Oral representations were made to the Committee prior to planning application S/00072/001 land rear of 24, 26 & 28 Northborough Road, Slough by an objector, Mr Whyte.

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 amendment and conditions as agreed by the Committee.

25. P/00427/005 - 19 Willoughby Road, Slough

Application	Decision
Erection of two storey side extension with pitched roof, part two-storey / part single storey extension with crown top / flat roof, rear facing dormer window with flat roof to facilitate habitable accommodation in roof space and conversion of building to 4 No two bed flats and 1 No bed flat with associated parking.	Refused

26. P/01036/038 - Land at rear of St Bernards Preparatory School, Hawtrey Close, Slough

Application	Decision
The erection of 117 nos. residential dwellings (comprising 10 nos. one bed apartments, 14 no. two bed apartments, 1 no. two bed flat above garage, 42 nos. three bed houses, 37 nos. four bed houses and 13 nos. five bed houses) with vehicular access from Dolphin Road following demolition of the existing properties at nos. 82 and 84 Dolphin Road together with vehicular access from Foxherne; the creation of formal playing fields alongside St. Bernards Preparatory School; provision of public open space; remodelling of Datchet stream; landscaping; associated car parking; and relocation of tennis courts at St Bernard's School.	Delegated to the Head of Planning, Policy and Projects for the signing of a satisfactory Section 106 Agreement, drafting of conditions, to consider any further observations from neighbours re east boundary changes, to agree the outstanding matters referred to in the report - Environment Agency concerns, confirmation regarding valuation study figures and further information on controlling the completion of the adjacent access; to agree any minor amendments to the planning application, draft conditions list and Section 106 planning obligation matters and; subject to the applicant funding a study / consultation regarding parking in the area; and if necessary to implement parking restrictions in the area.

(Councillor Coad left the meeting)

Planning Committee - 05.09.12

27. S/00072/001 - Land rear of 24, 26 & 28 Northborough Road, Slough.

Application	Decision
Erection of a terrace of three 3 no dwellings with associated amenity space to rear, parking front/side.	Approved with conditions.

28. P/02114/019 - Slough and Eton CE School, Ragstone Road, Slough

Application	Decision
Construction of 2 No two storey flat roofed modular classroom buildings (one for sixth form and other for SEN facilities)	Delegated to the Head of Planning, Policy and Projects for formal determination following consideration of further information regarding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

(Councillor Sharif did not vote on the above application as he left and returned to the meeting during discussion of the item)

29. P/15336/000 - 51 Mildenhall Road, Slough.

Application	Decision
Erection of a single storey rear extension with mono pitched roof.	Approved subject to conditions.

30. Local Development Framework: Annual Monitoring Report 2011/2012

Members were informed that the Annual Monitoring Report (AMR) was a crucial part of the 'feedback loop' in the policy making process. It was noted that the AMR reported on the progress of planning policies, key Development Plan Documents and development trends in Slough. It was brought to Members attention that the report assessed the effectiveness of existing policies and outlined the progress made in the implementation of the Local Development Framework.

The Committee were reminded that the Localism Act 2011 had made changes to the planning system and the method used for monitoring. Section 93 of the Localism Act 2011 took away the duty to prepare an AMR and replaced it with a duty to prepare reports. The new regulations (Town and Country Planning 2012) stipulated that there was still a statutory duty to produce monitoring reports for local people but they did not have to be submitted to the Secretary of State. In essence the Local Authority had been given a greater degree of flexibility in deciding what information was included in the report.

At the March Planning Committee it was resolved that monitoring continue of those indicators which would be most useful to Members and what was likely

Planning Committee - 05.09.12

to be of most interest to the public. It was also agreed that the Council would publish an AMR in September, which would provide more up to date information instead of waiting until December.

The key results from the AMR were highlighted and included Slough still had a five, ten and fifteen year supply of housing land as required by national Planning Policy Framework. It was noted that the Local Authority was projected to meet its housing allocation of 6,300 homes before 2026 without any reliance upon any other sites coming forward through the planning process.

Resolved – (a) That the Local Development Framework Annual Monitoring Report 2011/12 be approved for publication to the Council website.

(b) That the Council continue to produce and publish future monitoring reports that are focused upon important local issues as well as meeting statutory requirements.

31. Appeal Decisions

Resolved – That the report be noted.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.00 pm)

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

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

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

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

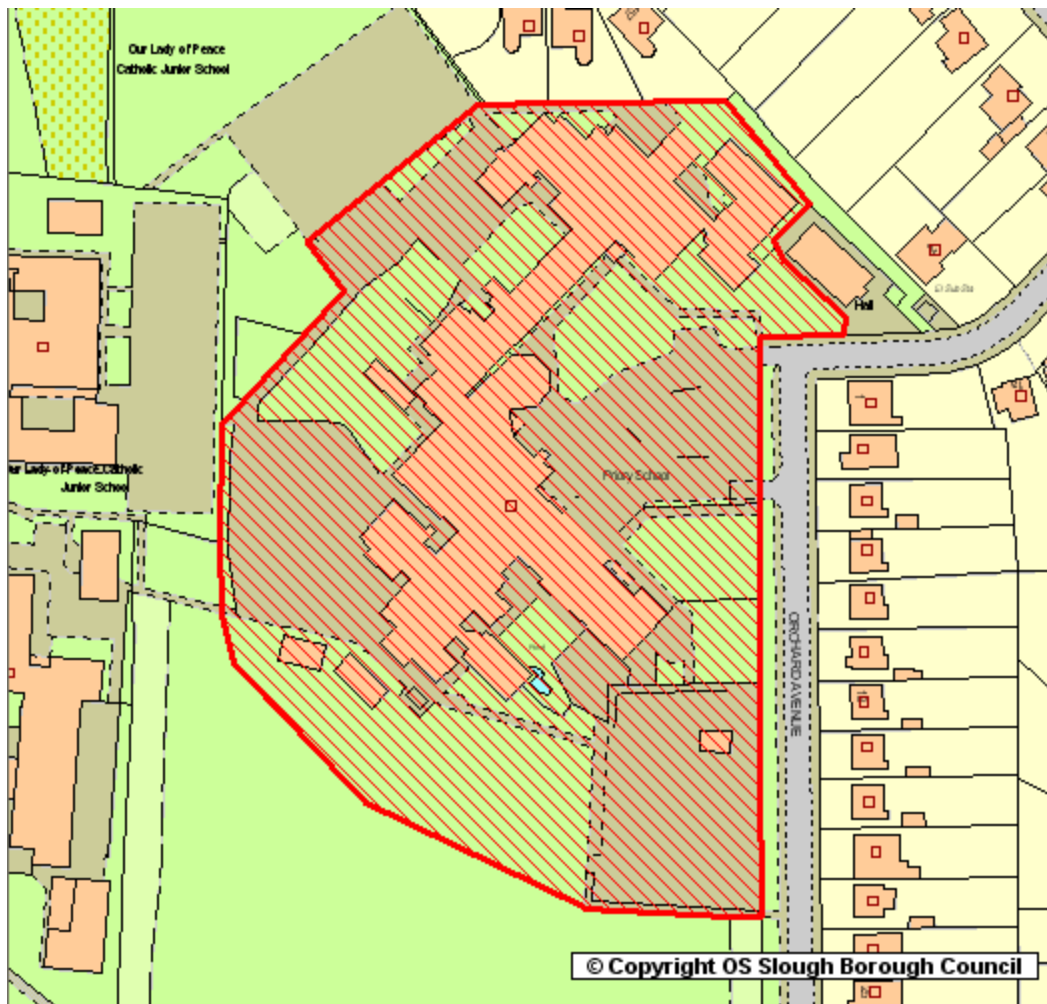
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House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

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

This page is intentionally left blank

Registration Date:	19-Jun-2012	Applic. No:	P/06015/026
Officer:	Mr. M. Brown	Ward:	Haymill
		Applic type:	Major
		13 week date:	18th
Applicant:	Priory Primary School		
Agent:	Mr. Terry Platt, TP Architects 33A, St. Lukes Road, Maidenhead, SL6 7DN		
Location:	Priory School, Orchard Avenue, Slough, SL1 6HE		
Proposal:	ERECTION OF 9 X SINGLE STOREY MODULAR UNITS TO CREATE 3 X ADDITIONAL CLASSROOMS. A SINGLE STOREY EXTENSION TO SOUTH EAST ELEVATION TO CREATE 2 X ADDITIONAL NEW CLASSROOMS, NEW ADMINISTRATION AREA AND NEW RECEPTION / ENTRANCE AREA. A SINGLE STOREY EXTENSION TO THE SCHOOL HALL, ALTERATIONS TO STAFF CAR PARK TO PROVIDE 25 ADDITIONAL SPACES AND A CYCLE STORE.		

Recommendation: Delegate to the Head of Planning, Policy and Special Projects



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for approval, following the consideration of any additional comments received from consultees, consideration of further information regarding highway and transport matters and finalising of conditions.

1.2 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the proposed erection 9 single storey modular buildings, a single storey extension to the south east elevation of the building to create 2 additional new classrooms, new administration area and new reception / entrance area. A single storey extension to the school hall, alterations to staff car park to provide 25 additional spaces and cycle store.

2.2 The proposed modular buildings would comprise 9 stand-alone modular buildings which are located in two locations to allow year groups to be clustered in the same area, these buildings will be set at ground level on brick plinths.

2.3 The modular buildings are located in close proximity to the main body of the school. On the south west wing a single classroom for Year 2 (3 modules) which would be accessible to the main school building by external link.

2.4 On the north western side of the building 2 modular classrooms for Year 3 (6 modules) linked to the main building by an external covered link. The classrooms will attempt to create a landscaped courtyard

2.5 In all it is proposed to increase the floor space by 610 square metres.

3.0 **Application Site**

3.1 The site is in use as a primary school. The school site is 0.8 hectares and is located 5km west of Slough Town Centre and north of the London Road. The school currently accommodates 770 pupils in nursery, reception and six year groups. The school employs 149 staff, 60 of whom are full time. It is proposed to increase the school capacity to 1020 pupils by 2016.

3.2 The school itself is located on irregular shaped site is at the end of Orchard Avenue, a cul-de-sac with residential rear gardens onto the site in the north east and south, and western boundary is shared with our Lady of Peace Infant and Junior Schools. The eastern boundary fronts

Orchard Avenue.

4.0 **Site History**

4.1 Recent applications relating to the site are as follows:

P/06015/000 FORMATION OF ADDITIONAL VEHICULAR ACCESS

Approved with Conditions 07-Jun-1982

P/06015/001 INFILLING OF COURTYARD TO PROVIDE NEW PHYSIOTHERAPY AND SPEECH THERAPY ROOMS OFFICE AND STORE FOR INTAKE OF HANDICAPPED PUPILS.

Approved with Conditions 07-Apr-1982

P/06015/002 ERECTION OF ENTRANCE AND EXTERNAL DISABLED ACCESS LIFT

No Observations 25-Feb-1987

P/06015/003 ERECTION OF TEMPORASRY CLASSROOM FOR 5 YEARS. (B.C.C. REG 4) (AMENDED PLANS RECEIVED 08.04.91)

Approved with Conditions 05-Apr-1991

P/06015/004 ERECTION OF A NEW BUILDING FOR USE AS A DAY NURSERY. (OUTLINE).(INDICATIVE PLANS RECEIVED 17.07.91)

Approved with Conditions 24-Jul-1991

P/06015/005 ERECTION OF TEMPORARY OFFICE BUILDING FOR FIVE YEARS. (B.C.C. REG 4 CONSULTATION.)

Approved with Conditions 29-Apr-1992

P/06015/006 ERECTION OF EXTENSIONS TO PROVIDE GLAZED LINK AND ADDITIONAL WC'S.

Approved with Conditions 11-Dec-1992

P/06015/007 ERECTION OF CLASSROOMS

Approved with Conditions 27-May-1993

P/06015/008 RETENTION OF REPLACEMENT NON ILLUMINATED NAMEBOARD

Approved with Conditions 11-Feb-1994

P/06015/009 REMOVAL OF EXISTING TEMPORARY CLASSROOM AND ERECTION OF NEW CLASSROOM WITH TOILETS

- AND EXTENSION TO EXISTING SPECIAL NEEDS ROOM
- Approved with Conditions; Informatives 28-Jun-1994
- P/06015/010 ERECTION OF PORCH AND EXTERNAL CLADDING
- Approved with Conditions 17-Oct-1994
- P/06015/011 RETENTION OF CAR PARK LAMPS
- Approved with Conditions 07-Sep-1995
- P/06015/012 CONSTRUCTION OF CAR PARK AND RE-LOCATION OF EXISTING GARAGE (AMENDED PLANS RECEIVED 05.02.96)
- Approved with Conditions; Informatives 27-Feb-1996
- P/06015/013 ERECTION OF SINGLE STOREY EXTENSIONS FOR SPECIAL NEEDS FACILITY AND CLOAKROOM (AMENDED PLANS RECEIVED 01.07.96)
- Approved with Conditions; Informatives 16-Jul-1996
- P/06015/014 ERECTION OF TWO SINGLE STOREY EXTENSIONS
- Approved with Conditions; Informatives 26-Aug-1997
- P/06015/015 ERECTION OF SINGLE STOREY CLASSROOM EXTENSION
- Approved with Conditions 30-Sep-1998
- P/06015/016 VARIATION OF CONDITION NO.S 2 AND 3 OF PLANNING PERMISSION P/06015/012 TO CONSTRUCT A DIFFERENT CAR PARK LAYOUT INCORPORATING 50 NO. SPACES AND A DROP-OFF FACILITY (AS AMENDED PLANS RECEIVED 17/08/98)
- Approved with Conditions 21-Aug-1998
- P/06015/017 VARIATION OF CONDITION NOS. 3 AND 4 OF PLANNING PERMISSION P/6015/14 TO ALLOW THE USE OF THE EXTENDED SCHOOL HALL FOR ORCHESTRAL/CHORUS PRACTICE ON MONDAY AND WEDNESDAY EVENINGS AND CONDITION NO. 9 OF PLANNING PERMISSION P/6014/16 TO ALLOW USE OF APPROVED PARENT CAR PARK FOR THE PARKING OF CARS FOR VISITORS RELATED TO THE ABOVE PRACTISE
- Approved with Conditions 17-Dec-1998
- P/06015/018 ERECTION OF EXTENSION TO EXISTING SCHOOL TO

REGULARIZE CLASS FLOOR PLAN AND TO
ACCOMMODATE 'WHOLE CLASS TEACHING'.
(AMENDED PLANS RECEIVED 20/07/99)

Approved with Conditions 03-Aug-1999

P/06015/019 APPLICATION TO VARY CONDITION NO.2 OF
PLANNING PERMISSION P/06015/017 FOR FULL
PERMISSION TO USE EXTENDED HALL ON MONDAY &
WEDNESDAY EVENINGS FOR CHORAL &
ORCHESTRAL REHERSALS

Withdrawn (Treated As) 10-Oct-2002

P/06015/020 ERECTION OF A SINGLE STOREY FLAT ROOF
EXTENSION AT REAR OF SCHOOL TO PROVIDE A
STAFF KITCHEN

Approved with Conditions 11-Aug-2000

P/06015/021 ERECTION OF A FIRST FLOOR EXTENSION TO
PROVIDE ROOM OVER THE GYM

Withdrawn by Applicant 31-May-2002

P/06015/022 ERECTION OF A FIRST FLOOR EXTENSION TO
PROVIDE A NEW IT AND MUSIC ROOMS

Approved with Conditions 25-Feb-2003

P/06015/023 ERECTION OF TEMPORARY BUILDING TO
ACCOMMODATE ACTIVITIES UNTIL THE
CONSTRUCTION OF AN EXTENSION WITH THE
BENEFIT OF PLANNING PERMISSION
(REF:P/06015/022).

Approved (LPP); Informatives 19-Jan-2004

P/06015/024 ERECTION OF A CLASSROOM EXTENSION

Approved with Conditions; Informatives 05-Feb-2004

P/06015/025 CONSTRUCTION OF A SINGLE STOREY EXTENSION,
WITH FLAT ROOF AND REFURBISHMENT OF
CHANGING ROOMS

Approved with Conditions; Informatives 27-Aug-2009

P/06015/027 SITING OF SINGLE STOREY MODULAR CLASSROOM
FOR USE AS A MUSIC ROOM FOR A TEMPORARY
PERIOD.

Not determined.

5.0 **Neighbour Notification**

- 5.1 15, Lawrence Way, Slough, SL1 6HH, 10, Mead Way, Slough, SL1 6HD, 11, Mead Way, Slough, SL1 6HD, 198, Burnham Lane, Slough, SL1 6LE, 13, Mead Way, Slough, SL1 6HD, 9, Mead Way, Slough, SL1 6HD, 182, Burnham Lane, Slough, SL1 6LE, 127, Burnham Lane, Slough, SL1 6LA, 190, Burnham Lane, Slough, SL1 6LE, 119, Burnham Lane, Slough, SL1 6LA, Land R/O, 121, Burnham Lane, Slough, SL1 6LA, 194, Burnham Lane, Slough, SL1 6LE, 186, Burnham Lane, Slough, SL1 6LE, 123, Burnham Lane, Slough, SL1 6LA, 133, Burnham Lane, Slough, SL1 6LA, 1b, Orchard Avenue, Slough, SL1 6HE, 3, Orchard Avenue, Slough, SL1 6HE, 125, Burnham Lane, Slough, SL1 6LA, 180, Burnham Lane, Slough, SL1 6LE, 15, Orchard Avenue, Slough, SL1 6HE, 13, Orchard Avenue, Slough, SL1 6HE, 11, Orchard Avenue, Slough, SL1 6HE, 31, Orchard Avenue, Slough, SL1 6HE, 196, Burnham Lane, Slough, SL1 6LE, 7, Orchard Avenue, Slough, SL1 6HE, 2, Orchard Avenue, Slough, SL1 6HE, 5, Orchard Avenue, Slough, SL1 6HE, 1, Orchard Avenue, Slough, SL1 6HE, 129, Burnham Lane, Slough, SL1 6LA, 9, Orchard Avenue, Slough, SL1 6HE, 17, Orchard Avenue, Slough, SL1 6HE, 27, Orchard Avenue, Slough, SL1 6HE, 184, Burnham Lane, Slough, SL1 6LE, 25, Orchard Avenue, Slough, SL1 6HE, 35, Orchard Avenue, Slough, SL1 6HE, 23, Orchard Avenue, Slough, SL1 6HE, 33, Orchard Avenue, Slough, SL1 6HE, 21, Orchard Avenue, Slough, SL1 6HE, 19, Orchard Avenue, Slough, SL1 6HE, 29, Orchard Avenue, Slough, SL1 6HE, 135, Burnham Lane, Slough, SL1 6LA, 200, Burnham Lane, Slough, SL1 6LE, 1a, Orchard Avenue, Slough, SL1 6HE, 12, Mead Way, Slough, SL1 6HD, 192, Burnham Lane, Slough, SL1 6LE, 16, Mead Way, Slough, SL1 6HD, 188, Burnham Lane, Slough, SL1 6LE, 32, Lawrence Way, Slough, SL1 6HH, 15, Mead Way, Slough, SL1 6HD, 131, Burnham Lane, Slough, SL1 6LA, 14, Mead Way, Slough, SL1 6HD, 127a, Burnham Lane, Slough, SL1 6LA
- 5.2 A first round of consultation letters was sent on 2nd July 2012 but given the nature of the changes to application (the additional parking spaces) it was considered pertinent to send out a full letter of consultation on 24th September 2012, we await response from this letter.
- 5.3 In the initial consultation we received two letters of objection.
- 5.4 Occupier of 21 Orchard Avenue– Objects for the following reasons in summary:
- The proposal would create more traffic in this congested road;
 - The parking for the Sure Start Centre have been included in the figures for The Priory School, where this is a separate entity which should not be included in the school parking figures.
 - The figures stated in the school travel plan indicate that the existing travel by car is 295, this exceeds the capacity of the school provided parking. The additional predicted 68 will only make the situation worse.
 - The school travel plan contains little, if any plans to resolve the traffic and parking difficulties in Orchard Avenue.
 - Several complaints have been made to the school previously regarding travel plans.

- The capacity of Orchard Avenue is unsuitable for the existing use because of congestion and will not support additional traffic. The Corner outside of the school is narrower than the rest of the road and will not allow two cars pass at the same time.
- Width of the road will not support two way traffic.
- Existing parking restrictions are ineffective. People regularly park on yellow lines.
- The proposal affects the traffic on Burnham Lane. Access to Burnham Lane is impacted by the school run.
- The proposal results in back up of traffic on Burnham Lane and it can take up to half an hour to exit Orchard Avenue.
- Parents park on the grass verge in front of the school.

5.5 Occupier of 133 Burnham Lane – objects for the following reasons.

- There is a large problem with traffic, and by increasing the school size the traffic problems will get worse.
- Parents have parked across the driveway.
- This results in parking on the pavement making it difficult for parents with prams or wheelchairs to get passed.
- Orchard Avenue becomes a standstill making it difficult for emergency vehicles to access Orchard Avenue.

6.0 **Consultation**

6.1 Traffic and Road Safety/Highways Development. Formal comments from the Traffic and Road / Safety has not been received. This Department are currently in communications with the Borough's Education Department and the Highways Consultant employed by the Education Department to undertake a Transport Assessment and Travel Plan.

6.2 Boroughs Drainage Engineer has stated that a full drainage design is required for the proposed extension and the existing school. This will be attached as a condition.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

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

Building a strong, competitive economy
 Promoting sustainable transport
 Requiring good design
 Promoting healthy communities
 Meeting the challenge of climate change, flooding and coastal change
 Conserving and enhancing the natural environment
 Conserving and enhancing the historic environment
 Facilitating the sustainable use of minerals

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

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Ministerial Statement, Planning for Growth, (March 2010)

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Transport, parking/highway safety.

8.0 **Principle of Development**

8.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site as a primary school and a Sure Start centre.

8.2 The proposal is required to provide facilities for the increasing number of pupils that will be attending Priory School from the current 770 pupils to 1020 pupils by 2016. The extensions to the school are required to accommodate an increase in the number of children living within the school catchment area and students with Special Educational Needs (SEN's).

8.3 The school has opted to purchase superior quality modular buildings that will not suffer from accelerated deterioration. The modular units will have a life of 25 years.

8.4 The National Planning Policy Framework states in para. 72 that "local

planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”

8.5 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.

8.6 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges.

8.7 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.

8.8 The proposal would support the ongoing and established use of the site as a primary school to provide further education places. The proposal is required in order that the school can provide additional facilities to meet the demand for increased pupil numbers. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

9.0 **Design and Impact on the street scene**

9.1 The proposed buildings would be of modular construction and more permanent addition to the school hall is in keeping with the scale and form of the original school. The proposed materials would be a mixture of brick and render.

9.2 It is considered that the design and appearance of the proposed buildings would be in-keeping with the design and appearance the existing built form.

9.3 It is considered that the proposed buildings would be well related to the existing school buildings. It is considered that the proposed buildings would have no adverse impact on the street scene.

9.4 The proposal is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy EN1 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

10.0 **Potential Impact on Neighbouring Properties**

10.1 The proposed extensions and modular buildings are located in areas as not to impact the visual amenities of neighbouring properties and are predominantly of single storey height with the extension to the school hall

being the largest of the buildings. This would not be visible to neighbouring properties. This building itself is considered to be well-related to the existing school buildings and would have no potential adverse impact on neighbour amenity.

10.2 The entrance (area H on the plan) vestibule would be visible to those residents in Orchard Avenue but the design of these additions are considered to be of a subordinate scale and would accord with the design and scale of the existing building.

10.3 The other infilling modular buildings are of such a small scale that they will fit in with the design of the original school and will not be overtly obtrusive to neighbouring properties nor would they impact the residential amenity of properties in Orchard Avenue and Burnham Lane and Our Lady of Peace Middle School.

10.4 The proposal would thus comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy 8 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

11.0 **Transport, Parking/Highway Safety**

11.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

11.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

11.3 The Highways Department are in communications with the Education Department, Applicant and Agent to attempt to find a solution to the Parking and Highways problems which have been raised in the letters of objection. These findings will be presented on the amendment sheets.

12.0 **Summary**

12.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments made by neighbouring residents, and all other relevant material considerations.

12.2 It is recommended that the application be delegated to the Head of Planning Policy and Projects for approval, following the consideration of any additional comments received from consultees, in particular the Highway Department.

PART C: RECOMMENDATION

13.0 The application is delegated to the Head of Planning, Policy and Special

Projects for the determination following receipt of comments from the Council's Highways and Transport Consultants and Finalisation of Conditions.

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

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

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

- (a) Drawing No.1917/PL00 rev D, Dated 04/12 Recd On 24/12/2012
- (b) Drawing No. 1917/PL03 Dated 04/2012 Recd On 5/4/2012
- (c) Drawing No. 1917/PL04 Dated 04/2012 Recd On 5/4/2012
- (d) Drawing No. 1917/05, Dated 04/2012 Recd On 5/4/2012
- (e) Drawing No. 1917/05, Dated 04/2012 Recd On 5/4/2012
- (f) Drawing No. 1917/06, Dated 04/2012 Recd On 5/4/2012
- (g) Drawing No. 1917/07 Dated 04/2012 Recd On 5/4/2012
- (h) Drawing No. 1917/08 rev A dated 04/12 Recd On 25/6/2012
- (i) Drawing No. 1917/09 Dated 04/12 Recd On 5/4/2012
- (j) Drawing No. 1917/10 Dated 04/12 Recd 5/4/2012
- (k) Drawing No. 1917/11 Dated 04/12 Recd 5/4/2012
- (l) Drawing No. 1917/12 rev A Dated 04/12 Recd 25/6/2012
- (m) Drawing No. 1917/13 rev A Dated 04/12 Recd 25/6/2012

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

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

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

4. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

5. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has

been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- (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 working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site.
- (xiii) Parking for site workers and contract staff.

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

REASON In the interests of amenity of nearby residents and highway safety in accordance with Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy Submission Document (2006 - 2026) Development Plan Document December 2008

6. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

7. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 to 18:00 hours to Mondays - Fridays, 08.00 - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

Within the permitted delivery times there shall be no deliveries made during normal school dropping off and picking up times in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development

REASON To protect the amenity of residents within the vicinity of the site in accordance with Planning Policy Statement 23 Planning and Pollution Control.

8. Development shall not begin until details of the scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority and shall include details of the lighting units, levels of illumination and hours of use. The lighting scheme shall be implemented as approved.

REASON In the interests of the amenities of the area in accordance with

Planning Policy Statement 23: Planning and Pollution Control (2006), and Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

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.

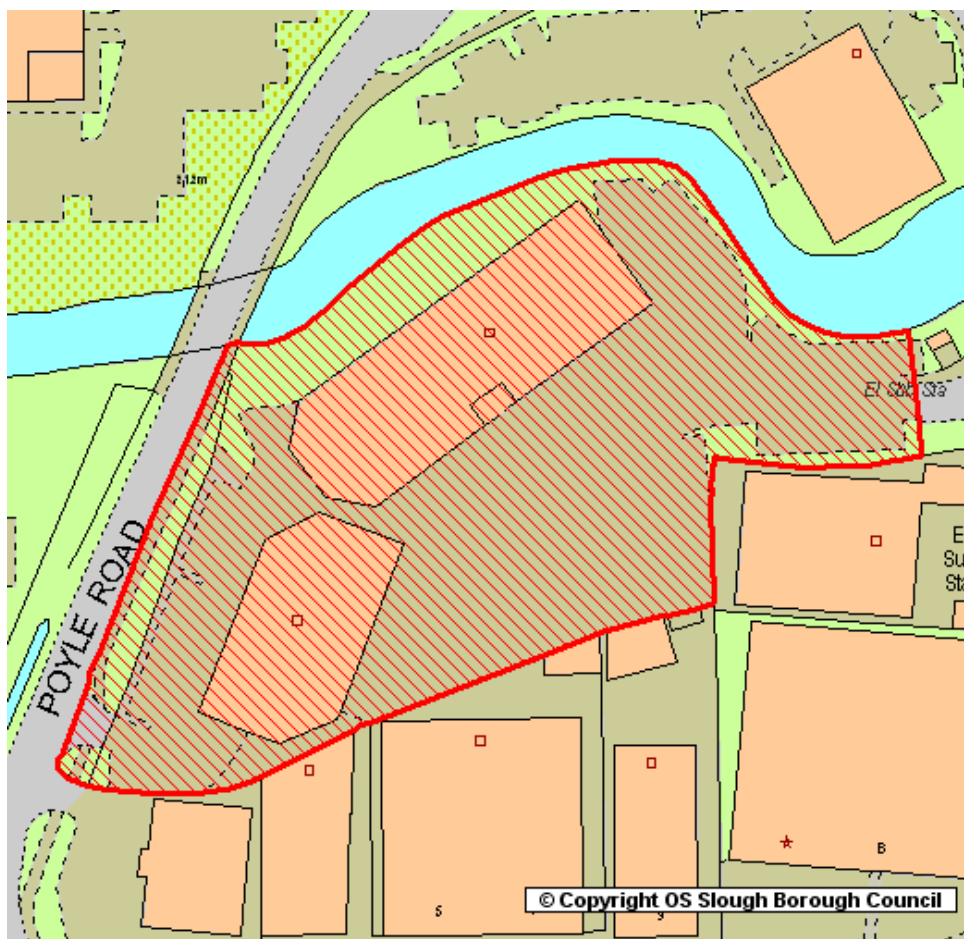
Planning Policy Statement 1 (Creating Sustainable Communities), Core Policies 7 (Transport) and 8 (Sustainability & the Environment) of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and Policies EN1 (Standard of Design), T2 (Parking Restraint) and OSC2 (Protection of School Playing Fields) of The Adopted Local Plan for Slough, 2004.

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

This page is intentionally left blank

Registration Date:	04-Jul-2012	Applic. No:	P/09961/002
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
		Applic type:	Major
		13 week	3rd
		date:	
Applicant:	Kuig Property Investments (Poyle) Ltd		
Agent:	Indigo Planning Ltd Swan Court, Worple Road, London, SW19 4JS		
Location:	Brook and Future House, Poyle Road, Colnbrook, Slough, SL3 0AA		
Proposal:	ERECTION OF A NEW BUILDING FOR CLASS B1b(RESEARCH, DEVELOPMENT, HIGH TECHNOLOGY) AND OR B1C (LIGHT INDUSTRIAL) AND / OR B2 (GENERAL INDUSTRY) AND / OR B8 (STORAGE OR DISTRIBUTION) WITH IMPROVED ACCESS, NEW PERIMETER FENCE, PARKING AND LANDSCAPING. OUTLINE PLANNING APPLICATION WITH ACCESS TO BE APPROVED AND APPEARANCE, LANDSCAPING, LAYOUT AND SCALE TO BE RESERVED.		

Recommendation: Delegate to Head of Planning, Policy and Projects



P/00996/002

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate back to Head of Planning, Policy and Projects for consideration of any substantive objection from statutory consultees, finalising conditions and final determination for approval. In the event that the outstanding issues can not be satisfactory resolved that the Head of Planning, Policy and Projects would retain the right to refuse planning permission.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is an application is an outline planning application for the erection of a building for use classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) following the demolition of the existing buildings on the site. This planning application is an outline planning application with matters of access being sort and details regarding appearance, landscaping, layout and scale being reserved for approval later.
- 2.2 The plans submitted with the application shows an indicative layout with a building measuring a width of 65m, depth of 50m and a height of 13.15m and would comprise a ground floor area of 3251.61 m² for warehouse and or industrial use with toilets and welfare facilities. Ancillary offices will also be provided on the first and second floor levels totalling 518.96 m². The building is shown to be finished in a metal cladding although this is only indicative with the final finish being reserved for future approval.
- 2.3 The development would be accessed by a remodelled access off of Poyle Road for lorries, where parking would be provided for 8 lorries and the existing access from Milbrook Way will be utilised for entrance to a car park containing 41 car parking spaces. Additional security fencing will be used to secure the site.
- 2.4 The application is accompanied by plans showing the site location, site layout, elevations, roof plans and floor plans. The following is also submitted:
- Design and Access Statement
 - Planning Statement
 - Transport Statement
 - Flood Risk Assessment
 - Land Quality Assessment

3.0 Application Site

- 3.1 The application site is situated on the eastern side of Poyle Road, with access via Poyle Road to the west, Mathisen Way to the north and Millbrook Way to the east and forms part of the Poyle Industrial Estate,

which is an Existing Business Area as identified in the adopted Local Plan. The site has an area of approximately 0.7 hectares and is roughly rectangular.

- 3.2 The site is currently occupied by 2no. vacant two storey offices. The buildings are located towards the front of the site and are surrounded by hard standing for access, parking for 183 cars and servicing. Brook house was occupied until 2006 and Future House was occupied until 2009 and since these times have been left vacant.
- 3.3 The site is bound by Poyle Road with the newly built Hilton Hotel beyond to the west, and a mixture of industrial and office buildings to the north east, south east and south. To the north of the site lays the Poyle Channel with a river corridor either side of this.
- 3.4 The site falls within Flood Zone 1 as identified on the Council's Flood Map (Jan 2009). The site is also identified as being within a Public Safety Zone.

4.0 **Relevant Site History**

- 4.1 Planning permission was granted for the current development on the site in 1988 when the site was within the authority boundaries of Spelthorne Borough Council before the local authority boundaries were redrawn and the site came under the authority of Slough Borough Council. Since this time two planning permission have been granted to allow the site to be used for B1 business purposes in April 1996 (P/09961/000) and for the provision of car parking spaces in May 1998 (P/09961/001).

5.0 **Neighbour Notification**

- 5.1 Rentokil Initial Services Ltd, Bridge House, Mathisen Way, Colnbrook
Stocking Up Ltd, Bridge House, Mathisen Way, Colnbrook
Bantech Ltd, Windsor House, Millbrook Way, Colnbrook
C P K (INDUSTRIAL FINISHERS) LTD, C P K House, Colndale Road, Colnbrook
Excels Ltd, 3, Colndale Road, Colnbrook
Osteocare Implant System Ltd, 40729 Colndale Road, Colnbrook
Auty Precision Products Ltd, 40729 Colndale Road, Colnbrook
A M B Engineering Ltd, 40729 Colndale Road, Colnbrook
Levant Uk Ltd, 9 Colndale Road, Colnbrook
Speedwell Ltd, 9, Colndale Road, Colnbrook
Cargobookers Ltd, Unit 8a Colndale Road, Colnbrook
Transcend Distribution Specialist Ltd, 8a Colndale Road, Colnbrook
8b Colndale Road, Colnbrook
Spanish Courier Ltd 8a Colndale Road, Colnbrook
Mark 3 International 8a Colndale Road, Colnbrook
X1 Wholesale Ltd 8a Colndale Road, Colnbrook
Hilton Hotel, Poyle Road, Colnbrook
Motor Sports House, Riversdie Park, Poyle Road, Colnbrook

One letter in response to the consultation has been received from the occupiers of Motor Sports House which is situated to the north east of the application site for the following reasons:

- It is imperative that the proposal for staff and visitors only to access the site from Millbrook Way is adopted otherwise it would lead to traffic congestion as Millbrook Way is too narrow for HGV vehicles.

RESPONSE : This is a material planning consideration and is considered in the report below.

- Appendix 3 of the Transport Statement could not be seen on the Slough Borough Council website.

RESPONSE : This material was made available following receipt of the letter.

- The new development at the junction of Millbrook Way and Mathisen Way has created difficulties due to the increase in traffic volume and the size of the vehicles using the site and although this may improve once the development has been finished HGV's will regularly visit this site and another facility using HGV traffic would cause havoc for visitors and staff using the applicant site.

RESPONSE : This is a material planning consideration and is considered in the report below.

5.2 Colnbrook with Poyle Parish Council

The Parish Council objected to the scheme as it considered it to be speculative in its description but clearly for storage and distribution in the submitted plans.

The additional traffic resulting from the development would make the existing traffic issues even worse and push more "white vans" into the Parish.

Should planning permission be granted for the Parish Council would ask that limits on the hours of operation be set and regard be given to electronic width restrictions to protect residential areas and keep industrial vehicles to the industrial area.

6.0 Consultation

6.1 Highways and Transport

Consulted although no comments received to date. To be reported on in Amendment Sheet.

6.2 Drainage

Consulted although no comments received to date. To be reported on in Amendment Sheet.

6.3 Environment Agency

We **object** to the proposed development because there is an inadequate buffer zone to the Poyle Channel and no proposed measures to enhance the river corridor. We recommend that planning permission should be refused on this basis.

Reasons

The proposed building is within 8 metres of the top of the bank of the Poyle Channel. It will have an adverse impact on the quality of the river corridor and will preclude future improvements due to its proximity. The proposed building is three storeys tall and as it is on the southern side of the channel, which will result in excessive shading.

We appreciate that the existing building is also within 8 metres and shades the channel, but redevelopment provides an opportunity to significantly improve on the current situation. This application has not taken the river into consideration as part of the design process and has offered no measures to enhance the river corridor.

The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.

In addition, the Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. This development may prevent the recovery of this waterbody because it may preclude at least one of the mitigation measures identified for this river catchment being implemented:

- Preserve and where possible enhance ecological value of marginal aquatic habitat, banks and riparian zone;
- Removal of hard bank reinforcement / revetment, or replacement with soft engineering solution;
- Preserve and, where possible, restore historic aquatic habitats
- Remove obsolete structure;
- Educate landowners on sensitive management practices (urbanisation).

It may be possible to overcome this objection if the development is moved back to provide an 8 metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the Poyle Channel. The buffer zone will help to reduce shading, and should be free from all built development including fencing and lighting. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting should be directional and focused with cowlings. For more information see Institute of Lighting Professionals "Guidance

Notes For The Reduction of Obtrusive Light’.

Formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species of UK genetic provenance and appropriately managed under an agreed scheme.

Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction.

In addition to the buffer zone, the developer should seek advice as to how to enhance the river corridor. Examples of improvements could include:

- removing any obsolete structures or hard bank material;
- tree works to allow more light into the channel;
- channel narrowing (if over-widened);
- increase channel flow diversity (if necessary);
- addition of woody debris (which provides valuable fish habitat);
- bank regrading (if steep);
- bankside and marginal planting.

Flood Risk

We have recently updated our flood maps in the vicinity of this site meaning the site is now located entirely within Flood Zone 1. The proposed development is under 1 hectare in size therefore the flood risk to this site is considered low.

There are concerns that the proposed development on the site of Brook and Future House will restrict access to the watercourse. The main concern is the security fencing which is proposed to be placed 1.6m away from the watercourse, which will prevent all access to the watercourse from the site. This would require Flood Defence Consent under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981. It is unlikely that we would issue Flood Defence Consent to any proposals which would restrict access to a watercourse.

6.4 **Neighbourhood Protection - Environmental Health**

Construction/Demolition Phase

Issue 1 – General

Noise, dust and vibration from construction phase may affect occupiers of nearby residential premises. I suggest the following planning condition is attached to any planning permission granted:

Condition - Control of environmental effects:

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

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

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.

Issue 2. Noise during construction

Condition - Hours of construction

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

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

Issue 3 - Site Lighting

In order to prevent loss of amenity to the area through the introduction of sky glow, glare or light into windows, it is suggested that a condition be attached to any planning permission granted, for the submission of an external lighting scheme to be submitted and agreed by the local planning authority. I suggest that the following planning condition is attached to any planning permission granted:

Condition - Site Lighting

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

REASON: In the interests of the neighbouring property.

Issue 4 – Waste during construction

The applicant has not supplied methods to deal with waste arising from the construction phase. I suggest that the following planning condition is attached to any planning permission granted:

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

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

6.5 Environmental Protection – Land Contamination/ Air Quality

Consulted although no comments received to date. To be reported on in Amendment Sheet.

6.6 BAA Safeguarding

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ attached * See para below for information *

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat/shallow pitched roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly

or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 56m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding an Overview' for further information (available at www.aoa.org.uk/publications/safeguarding.asp).

and

Reason: To avoid the building/structure on the application site endangering the safe movement of aircraft and the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

See Advice Note 1 'Safeguarding an Overview' for further information (available at www.aoa.org.uk/publications/safeguarding.asp).

Control of Lighting on the Proposed Development

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available

at www.aoa.org.uk/publications/safeguarding.asp)

We would also make the following observations:

Cranes

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

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

Public Safety Zones

This site, or part of this site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 'Control of Development in Airport Public Safety Zones' for further information.

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

National Planning Policy Framework.

Slough Local Development Framework, Core Strategy 2006 – 2026
Development Plan Document, December 2007:
Core Policy 1 - Overarching Spatial Vision,
Core Policy 5 - Employment,
Core Policy 7 - Transport,
Core Policy 8 - Sustainability and the Environment,
Core Policy 9 - Natural and Built Environment,
Core Policy 10 - Infrastructure.

Adopted Local Plan for Slough 2004 :
EMP2 - Criteria for Business Developments,
EMP9 - Poyle Estate,
EN1 - Standard of Design,
EN3 - Landscaping Requirements,
EN24 - Protection of Watercourses,
CG10 – Heathrow Airport Safeguard Area,
T2 - Parking Restraint,
T8 - Cycling Network and Facilities.

- 7.2 The main planning considerations are therefore considered to be:
- Principle of the redevelopment & land use
 - Design and appearance
 - Sustainability/ energy efficiency
 - Impact on adjoining sites
 - Traffic and Highways Implications
 - Flood Risk/ Drainage/ Contamination
 - Impact on Waterway/ Ecological Impact

Assessment

8.0 **Principle of the redevelopment & land use**

- 8.1 Policy EMP2 (Criteria for Business Developments) states:
“Proposals for business developments will only be permitted if they comply with all of the following criteria:
- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;*
 - b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building;*
 - c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
 - d) appropriate servicing and lorry parking is provided within the site;*
 - e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;*
 - f) the proposal incorporates an appropriate landscaping scheme;*
 - g) the proposal would not significantly reduce the variety and range of business premises;”*

- 8.2 Brook House and Future House is situated within the established Business Area of Poyle Industrial Estate with good access to Heathrow Airport, M25 and wider motorway network. The proposal is to construct a building to house a warehouse or industrial uses on the site, the proposed office content for which (at first and second floor level) constitutes a small amount of the total gross floorspace is therefore ancillary to the main warehousing use.
- 8.3 The proposed building is being developed on and makes efficient use of previously developed employment land. It would remove an intensive office use from an area identified as a preferred location for storage and warehouse uses in both the adopted Local Plan and adopted Core Strategy; achieve a significant reduction in the number of car movements generated by the site as well as the overall level of on-site parking provision to the benefit of the Poyle industrial area and the wider highway network and; achieve a significant reduction in the number of people working within Heathrow airport's Safeguarding Area.
- 8.4 By reference to Circular 01/2010, use of the site for warehousing and distribution falls within category of development which can be acceptable within an airport public safety zone. Currently the site is occupied by B1(a) offices –to be replaced by a B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) building . Applying the second edition of the Homes and Communities Agency's Employment Densities Guide (2010) the following number of employees are envisioned:

Use Class	Average Density	Potential No. of Employees
B8 storage and distribution	1 employee per 70m ²	51
B2 general industry	1 employee per 36m ²	99
B1c light industrial	1 employee per 47m ²	76
B1b research and development	No figure provided assumed to be 1 per 30m ²	119
B1a offices	1 employee per 12m ²	26

The previous office use would have had provision for 228 people allowing for a significant reduction in the number of people who will be using the site.

To allow for potential growth in the future a figure of 100 persons maximum was agreed. From this analysis it is clear that although the replacement building will have a greater floor area, there will be a reduction of the numbers of people present on the site. Notwithstanding this in line with Circular advice a condition will be attached limiting the maximum number of employees to 119 persons at any one time.

- 8.5 No objections are raised to the principle of constructing classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) building on the application site in relation to

Core Policy 5 or Local Plan Policy EMP9.

9.0 **Design and Appearance**

9.1 The National Planning Policy Framework States that “*Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.*”

Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

9.2 This is an outline planning permission with appearance and layout being matters reserved to a later application and therefore not considered under this application. However indicative plans have been submitted showing a building with 35,000 sq. ft floor space of storage / distribution and or industrial space with ancillary office space. The indicative height of the building as shown to be 13.15m. The site would continue to be accessed from Poyle Road and Millbrook Lane.

9.3 The footprint of the building in its indicative form is considered to be consistent with the size of other large industrial buildings found elsewhere within the Poyle Industrial Estate and can be accommodated within the site. The indicative height of the building, subject to the height limit recommended by British Airports Authority, would be higher than the adjacent industrial/ warehouse premises however the site is considered to be a large enough site to support a building of slightly larger bulk and mass and would be in keeping with the Hilton Hotel which is opposite the application site. Areas for appropriate landscaping has been shown on the plans although full details of this will be agreed at the reserved matters stage.

9.4 Full details of the elevations and appearance of the building are a reserved matter and although they will not be decided under this application, indicative details have been provided. The architectural style proposed for the development uses clean, simple lines and is modern and fits in with the style and appearance of many of the buildings, especially those warehouse type buildings, on the Poyle Estate. The indicative finish has been shown as silver and coloured cladding with roller shutter doors in the west elevation. This would be considered to be in keeping with the industrial nature of the area and other buildings within the industrial estate have similar appearances. Overall the indicative

design and appearance of the development is considered to be in keeping with other modern industrial buildings and that this could also be achieved with the final designs when submitted.

9.5 It is proposed to fence all the boundaries of the site and although details of the fencing have not been provided final details of the fencing will be agreed at the reserved matters stage.

9.6 Notwithstanding the fact that matters of design and appearance are reserved for subsequent approval it is not considered that these issues are ones for which outline permission can be refused at this stage.

10.0 **Sustainability/ energy efficiency**

10.1 Core Policy 8 of the Local Development Framework Core Strategy sets out that all development, where feasible, should include measures to:

- a) minimise the consumption and unnecessary use of energy, particularly from non renewable sources;
- b) recycle waste;
- c) generate energy from renewable resources;
- d) reduce water consumption; and
- e) incorporate sustainable design and construction techniques.

The explanation to the policy also states that non residential development should achieve a BREEAM rating of 'very good' or 'excellent'.

10.2 The Applicant has not submitted any details at this stage regarding Sustainability and Energy although this would be considered at the reserved matters stage of the application. It is however considered at this stage that sustainability and energy efficient measures could be incorporated within the new building when built in keeping with Core Policy 8.

11.0 **Impact on adjoining sites**

11.1 Policy EMP2 of the Local Plan requires that: *"there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building"*.

Core Policy 8 states *"Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise"*.

11.2 This is an outline planning permission with layout being a matter reserved to a later application and therefore not considered under this application. However indicative plans have been submitted showing a suggested layout to show that the development sort can be provided on the site.

11.3 The proposed layout of the site would bring the development closer to the southern and eastern boundaries than the current buildings. The office building to the north east of the site on Millbrook Way will still have a separation distance of approximately 30m so that it will not have detrimental impact on this building. In terms of impacts on the building to the east, while the proposed building will come closer to the neighbouring it will not have any impact on it being overbearing or resulting in a loss of light to an industrial unit. Furthermore planning permission was approved

in February 2012 to redevelopment the site into an industrial / warehouse use with a blank elevation facing the application site. As such, it is considered that the development would not have a significant impact in terms of shading or overbearing on the building to the east.

- 11.4 The hotel premise to the west of the site is separated by approximately 60m and the proposed development will not have any significant impact on the hotel site.
- 11.5 In terms of environmental effects and lighting, no air conditioning or plant details have been shown on the indicative plans. A condition can be attached to the Outline Permission to require that no machinery, plant or ducts be allowed without the prior written approval of the LPA. In terms of lighting, no details have again been given at this stage and again a standard lighting condition can be attached to the Outline Permission to be discharged prior to the commencement of the development.
- 11.6 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

12.0 **Traffic and Highways Implications**

- 12.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), requires that: *“All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

Development proposals will, either individually or collectively, have to make appropriate provisions for:

- *Reducing the need to travel;*
- *Widening travel choices and making travel by sustainable means of transport more attractive than the private car;*
- *Improving road safety; and*
- *Improving air quality and reducing the impact of travel upon the environment, in particular climate change.*

There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”

The supporting text to Policy EMP9 (Poyle Estate) notes that *“on the Poyle Estate, provision for parking and servicing arrangements is limited, and in many cases does not meet current standards, resulting in congestion on the estate. Redevelopments will be expected to improve vehicular access and overcome road safety problems.”* It acknowledges that there is very limited public transport provision, and therefore access to this area is mainly by car for the workforce and visitors, and goes on to say *“The Borough Council will continue to encourage the location of B8 distribution/storage and freight activity within these three areas, and B1(b) research and development, B1(c) light industrial activity, and B2 general industrial would also be acceptable. As parking provision will be in accordance with Appendix 2, an increase in current parking provision may be required to overcome localised operational or road safety problems.”*

Policy EMP2 (Criteria for Business Developments) of the Local Plan states that:

“Proposals for business developments will only be permitted if they comply with all of the following criteria:

c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;

d) appropriate servicing and lorry parking is provided within the site;

e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”.

- 12.2 It is proposed that the development would provide 41 car parking spaces which will be a reduction from the current 183 parking spaces. The following sets out the parking and servicing requirements :

Provision as shown on indicative plans

41 car parking spaces

8 lorry parking / loading bays

B1b Research and Development

Car parking requirement : No overall increase ... **Complies**
(guide @ 1:50 ... requirement would be 80)

Lorry Parking : to be considered on merits. Transport to confirm acceptability. Given that it complies with respect to the other uses and given nature of the use unlikely that any objections would be raised.

B1c Light Industrial

Car parking requirement : No overall increase ... **Complies**
(guide @ 1:50 ... requirement would be 80)

Lorry Parking : Min 1 space per 500m² upto 2,000 m² and then 1 per 1000 m² (min 7 lorry spaces required ... **Complies**

B2 General Industrial

Car parking requirement : Min 1:50 m² (requirement would be 80) ...
Shortfall of 39 spaces

Lorry Parking : Min 1 space per 500m². Min 8/9 lorry spaces required) ...
Acceptable

B8 Warehousing

Car parking requirement : Min 1:200 m² (requirement would be 21 ...
Complies

Lorry Parking : Min 1 space per 500m² upto 2,000 m² and then 1 per 1000 m² (min 7 lorry spaces required) ... **Complies**

To this end, the proposal is consistent with Council's policy of *no overall increase in the number of parking spaces permitted within commercial*

redevelopment schemes (Core Policy 7). The Council's adopted Parking Standards would also be met for all uses apart from a B2 general industry use where there would be a shortfall of 39 spaces. The overall site layout and the size of the building will be dictated by parking and servicing requirements and that car parking and servicing requirements will be required via a condition.

12.3 Cycle parking would also need to be provided in accordance with the Local Plan and it is considered that there would be appropriate space within the site for secure cycle parking to take place and can be secured via condition.

12.4 The Transport Assessment that has been submitted as part of the application states that the proposed use would generate significantly fewer vehicle movements from the existing lawful use and will not have any adverse impact on the capacity or the safety of the highway.

12.5 The Council's Transport and Highways Engineers have yet to provide comments on the proposal. Their comments will be reported in the Amendment Sheet. However details of access are covered under the application and will be satisfactory to the Council and in accordance with policy prior to the approval of this application.

13.0 **Flood Risk/ Drainage/ Contamination**

13.1 The site falls within Flood Zone 1 as identified on the Council's Flood Map.

13.2 The Environment Agency have confirmed that they would have no issues with the proposed development in terms of flooding subject to Flood Defence Consent being required for the erection of security fencing by the watercourse (Poyle Channel) and this can be secured via condition. But the Environment Agency does object to the incursion into the protected ecological buffer zone (see paragraph 14.2).

13.3 Comments are yet to be received from the Council's Principal Drainage Engineer whose comments will be reported on the Amendment Sheet as they would also comment on flooding issues as well as issues relating to drainage.

13.4 Comments are yet to be received from the Council's Contaminated Land Officer whose comments will be reported on the Amendment Sheet.

14.0 **Impact on Waterway/ Ecological Impact**

14.1 Core Policy 9 (Natural and Built Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), sets out that "*Development will not be permitted unless it protects and enhances the water environment and its margins, and enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio-diversity rich features.*"

Policy EN24 of the Local Plan states "*Development will not be permitted which will have a detrimental effect on water quality or the ecological, amenity or historical value of the watercourse. Where appropriate,*

measures to enhance or restore watercourses will be encouraged.”

- 14.2 The indicative plans for the development shows that the building would be closer the watercourse (Poyle Channel) than the current building and the Environment Agency state that any development would maintain a 8 metre buffer between the building and the top of the river bank. Further to this additional planting will be provided to allow for refuges for wildlife so that any development would not have a detrimental impact upon the Biodiversity of the river. While this has not been maintained, leading to an Environment Agency objection, the layout of the site is not agreed under this permission and can be changed for any reserved matters application where it will be agreed. The required buffer can be obtained within the site and this matter can be resolved with further discussions with the Environment Agency.

15.0 **Summary**

- 15.1 There is no objection to the principle to the erection of a building for use classes B1b (research and development of products, laboratories, high technology) and / or B1c (light industrial) and / or B2 (general industry) and / or B8 (storage and distribution) following the demolition of the existing buildings on the site which complies with policy. However certain issues need to be resolved regarding the provision of an 8m ecological corridor and further comments are awaited from various consultees. Once the outstanding ecological issue has been resolved and issues from outstanding consultees has been addressed a final decision on the application can be made.

PART C: RECOMMENDATION

- 16.0 Delegate to Head of Planning, Policy and Projects for consideration of any substantive objection, resolution of outstanding ecological issues, finalising conditions and final determination for approval. In the event that the outstanding issues can not be satisfactory resolved, that the Head of Planning, Policy and Projects would retain the right to refuse planning permission.

16.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

16.1 **Conditions:**

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

1. Details of Reserved Matters
2. Time for commencement
3. Approved drawings
4. Material samples
5. Surface samples
6. Height limit at 13.15m and not exceeding 56 AOD
7. Maximum floor space and removal of PD rights for mezzanines floors
8. Limit on ancillary office space
9. No light spill into the water course

10. Site layout to ensure that no significant incursion occurs within the 8m buffer zone from the top of the bank of the river in accordance with details (including landscaping) to be approved
11. Details of landscaping
12. Landscaping management plan
13. Details of parking layouts
14. Details of secure bicycle parking
15. Details of refuse storage
16. Parking and servicing management plan with all serving, HGV's and delivery vehicles to be accessed from Poyle Road only and cars from Millbrook Way only.
17. Details of external lighting
18. No external storage
19. Flood Proofing works
20. Details of boundary treatments
21. Details of plant and machinery
22. Construction management plan
23. Bird management hazard plan
24. Details for the control of building waste
25. Minimum car parking requirements for B2 use
26. Maximum number of employees to occupy the building / site at any one time
27. Restrooms / toilets for drivers to be provided within the building
28. Gates to remain open when the site is within use.

This page is intentionally left blank

Registration Date:	06-Jul-2012	Applic. No:	P/15126/002
Officer:	Mr. M. Brown	Ward:	Wexham Lea
		Applic type:	13 week date:
Applicant:	Mr. A Asghar		
Agent:	Abdul Wajid, AWarchitecture 12, Waverley Road, Slough, SL1 4XN		
Location:	138, The Normans, Slough, SL2 5TU		
Proposal:	ERECTION OF A SINGLE STOREY FRONT EXTENSION WITH A MONO PITCHED ROOF FOR DISABLED PERSON		

Recommendation: Refuse



P/15126/002

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application is being recommended for refusal, for the reason set out at the end of this report.
- 1.2 This is a householder application which would normally be determined by Officers under the approved scheme of delegation. However the application has been called in for determination by Planning Committee on the request of Cllr Paul Sohal who considers the application to be acceptable given the special requirements of the applicants.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a householder planning application for a single storey front extension with a pitched roof. The front extension will provide a toilet and wash basin and entrance porch. It measures 3.775m wide, 1.5m deep and a pitched roof height of 2.85m
- 2.2 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. A letter from Melissa Mohr an Occupational Therapist has been submitted stating that one of the occupants of this dwelling is registered as a disabled person under the Chronically Sick and Disabled Persons Act 1974.

3.0 Application Site

- 3.1 The subject property is a mid terrace property on the south east side of The Normans. The Normans is a horse shoe shaped residential crescent style development.
- 3.2 The site is located within a residential area where rows of terraced properties are prevalent fronting the properties is a larger open space. The application sites front garden is entirely block paved with a dropped curb to provide off street car parking.

4.0 Relevant Site History

- 4.1 A planning application was approved for a single storey front extension 2.8m wide, 1.85m deep and 3m high under planning ref: P/15126/001. Permission was granted 7th June 2012.
- 4.2 The needs of the applicant were noted during the previous application and the dimensions of the approved front extension were considered to accord with the demands of the applicants and provide the downstairs toilet as required, whilst being at the very limit of what we consider acceptable for a front extension to a property of this size.

5.0 Neighbour Notification

- 5.1 136, 140, 142, 144, 146, 148 The Normans. No responses received.

6.0 **Consultation**

6.1 N/A

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

Adopted Local Plan for Slough 2004. Relevant Policies H15 (residential Extensions), EN1 (Standard of Design) and EN2 (Extensions).

Slough Local Development Framework, Core Strategy 2006 – 2026 Development Plan Document, December 2007. Relevant Policies are Core Policy 7 (Transport) and Core Policy 8 (Sustainability and the Environment).

Council's adopted Residential extensions Guidelines Supplementary Planning Document, January 2010.

National Policy Guidance:
National Planning Policy Framework

7.2 The main planning considerations are therefore considered to be:

- Design and impact on the street scene
- The need for the extension
- Car Parking
- Amenity space

Assessment

8.0 **Design and Appearance**

8.1 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

Policy EN1 of the adopted Local Plan states that proposals for extensions should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure and should not result in loss of sunlight or create overshadowing.

Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

The Council's adopted Residential extensions Guidelines Supplementary Planning Document, January 2010 has certain criteria relating to Front extension under Section 3 Front extensions.

- 8.2 Planning permission is sought for a 3.775m wide, 1.5m deep and 2.85m and will provide an entrance porch and with a toilet and wash basin.
- 8.3 The proposed extension would be contrary to guidelines and would result in a development which is detrimental to the character and appearance of the original dwelling. As such the proposals 3.775m width is considered contrary to the proportions of the original dwelling and would be contrary to the established street scene, if permitted the proposal would result in an unwelcome precedent of poorly considered development that is contrary to Policy EN1 of the adopted Local Plan which states that proposals for extensions should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure. The proposal clearly fails to achieve this.
- 8.4 The properties in The Normans are predominantly flat fronted terraced dwellings with only a few exceptions accommodating front porches. It would appear that these porches have been constructed under the auspices of the General Permitted Development Order. The established and predominant street scene is for properties without front porches. The proposed scheme would result in inappropriate development.
- 8.6 The proposal is considered excessively wide given that the width of the original dwelling is 7.5m wide, the proposed extensions has a width of 3.775m this is not considered subordinate to the original dwelling. The front extension would accommodate approximately 50% of the frontage of the dwelling this is considered disproportionate. Section 3.4 of Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document Adopted January 2010 states, *"Instead front porch extensions must be in proportion with the original house, must not appear overly dominant in the street scene"* It is therefore considered that the proposed extension would result in a development that is detrimental to the visual and general character of the area and is contrary to the relevant policies and government guidance.
- 8.7 The proposal is also considered contrary to EX1 of Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document Adopted January 2010 which states *"Front extensions shall be single storey and normally restricted to front porches only"*. The proposal can not be considered as a front porch by virtue of the scale and width of the proposal and if we were to allow a front extension of this size and scale it is considered to result in an unwelcome precedent being created which would change the character and appearance of the existing dwelling and the wider street scene, resulting in a negative change to the street scene irreparably.
- 9.0 **The Need for the proposed extension**
- 9.1 The applicant and Councillor Sohal state that the proposed toilet is required for children with special care and the subsequent domestic requirements; the extension has been designed to fit the minimum

possible sizes of the shower and toilet fixture.

- 9.2 Whilst the needs of the applicant are noted and fully considered there has been no real justification as to why a front extension is required to be of this excessive size and width on a technical basis. Although we have received a letter from Services for Children with Learning Disabilities and Disabilities stating the applicant is registered with them there is no supporting information stating the needs and requirements.
- 9.3 The applicant has also failed to justify why the front porch granted under Planning Permission P/15126/001 is inadequate to the applicants needs. The approved scheme would accord with the requirements of Accessibility by Design and are considered to accord with our requirements.
- 9.4 During this application and the previous application the applicant was advised to accommodate the proposed facilities within the existing house thus negating the need for planning permission. Whilst sympathetic to the needs of the applicant, these needs alone are not considered to constitute a justifiable reason for approval for an otherwise unreasonable scale of development, this is especially pertinent given the alternatives for a toilet which are available to the applicant internally and given due regard to the previously approved front extension. The Council has attempted to provide alternatives schemes which would overcome our concerns of which the applicant and agent have opted against.

10.0 **Car Parking**

- 10.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Development Plan Document), requires that all new development should reinforce the principles of the transport strategy as set out in the Council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and that the level of parking within residential development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact on the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents.
- 10.2 It is demonstrated on plan number PL/1083a/02 that two parking spaces can be provided off street in the large block paved area to the front of the property.

11.0 **Amenity Space**

- 11.1 Policy H14 (Amenity Space) of the adopted Local Plan the appropriate level of amenity space will be determined through consideration of type and size of the dwelling, the type of household likely to occupy the dwelling, quality of the space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility, character of the surrounding area in terms of size and type of amenity space for existing dwellings and proximity to existing public open space.
- 11.3 The residential amenity of the neighbouring properties will not be materially affected by the proposed development.

12.0 **Summary**

12.1 Having regard to the matters set out above, this application is recommended for **refusal** for the reason set out below.

PART C: RECOMMENDATION

13.0 **Recommendation**

Refuse.

14.0 **PART D: REASON FOR REFUSAL**

The proposed front porch by virtue of its excessive width would result in a development which is out of proportion with the original house and would appear overly dominant within the street, thereby detracting from the character and appearance of the original house and that of the local area. As such the proposed development is therefore contrary to Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policies EN1, EN2 and H15 of The Adopted Local Plan for Slough 2004 of EX1 of The Slough Local Development Framework, Residential Extension Guidelines, Supplementary Planning Document, January 2010 and the National Planning Policy Framework

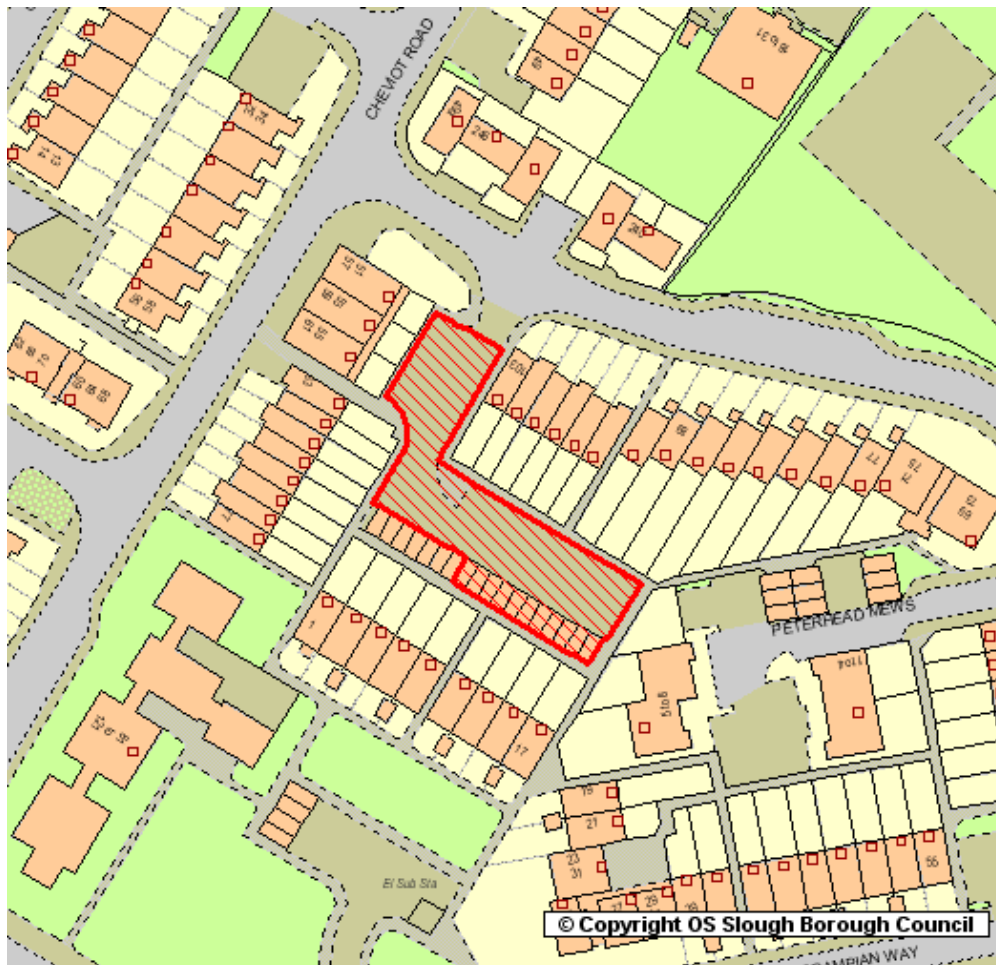
INFORMATIVE(S):

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

Drawing No: PL/1083a/02

Registration Date:	25-Jun-2012	Applic. No:	P/15326/000
Officer:	Mr Smyth	Ward:	Foxborough
		Applic type:	13 week date:
Applicant:	The Buckinghamshire Housing Association		
Agent:	Mr. John Waters, J W Building Design Consultants 20, Bateman Drive, Aylesbury, Bucks, HP21 8AF		
Location:	Garage compound r/o 5-17, 85-101, Grampian Way & 51-67, Cheviot Road, Slough, Berks		
Proposal:	DEMOLITION OF 12 NO. EXISTING GARAGES AND ERECTION OF ONE PAIR OF SEMI DETACHED BUNGALOWS WITH HIPPED AND PITCHED ROOFS AND PROVISION OF 4 NO. CAR PARKING SPACES WITH ACCESS FROM GRAMPIAN WAY.		

Recommendation: Approve with conditions



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application is of a type which is normally determined under Officer powers of delegation, however, the application has been called in by Ward Councillor Plimmer for determination by Planning Committee, on the following grounds:

- Loss of parking spaces at the rear of neighbouring properties
- Height of side wall is too close to the back wall of existing residents properties
- Loss of access to bin areas of neighbouring homes from rear gardens where refuse & recycling bin are kept
- Impact of loss of garage units will result in increased street parking in Grampian Way which is already congested with street parking
- Lack of parking & turn around area for delivery vehicles including clinical waste disposal at the rear of the Cheviot Road shopping parade due to decrease in size of rear parking area.

A request for call – in by Ward Councillor Shah, albeit that it was outside of the period allowed for such call –ins to be made

1.2 Having considered the relevant Policies below, the development is considered to not have an adverse affect on the sustainability and the environment for the reasons set out.

1.3 Approve with conditions

PART A: BACKGROUND

2.0 **Proposal**

2.1 The proposal is for *Demolition of 12 no. existing garages and erection of one pair of semi detached bungalows with hipped and pitched roofs and provision of 4 no. car parking spaces with access from Grampian Way.*

2.2 Each bungalow will dimension 6.24m wide X 12m deep X 2.1m to eaves (4.5m to ridge height). Each bungalow contains 2 no. bedrooms, lounge, kitchen – diner and bathroom. There is no accommodation within the roofspace. The entrance door is contained within the side elevation.

2.3 To the north the proposed dwelling is set off from the boundary of the site by approximately 2m and to the south by 2.5m. In addition there is a 1.5m wide footway around the site, separating the site from the boundaries to surrounding residential properties. Each property retains a rear garden to a depth of 14 metres. 4no. car parking spaces are provided to the front of the properties and 6 no. of the existing garages are being retained for continued use on site.

2.4 Separation distances of 15 metres between the flank wall of the proposed bungalows and the rear wall of existing houses are retained to both the north and south of the dwellings. To the rear a separation distance of just over 19 metres is retained between the rear elevation of the bungalows

and the adjacent flats in Peterhead Mews.

- 2.5 The application is submitted by Buckinghamshire Housing Association, as part of a partnership with the Borough Council to provide affordable housing. The Council will benefit from full nomination rights.

3.0 **Application Site**

- 3.1 The site comprises a garage court, which contains a total of 18 no. garages. To the north of the garage site are three storey houses in Grampian Way. To the south of the site are two storey houses accessed from Grampian Way. To the east are three storey flats in Peterhead Mews. To the west is a block of three storey town houses and a small retail block with residential over.
- 3.2 There is an existing footpath around the site to the north, east and south linking in with a wider footpath network serving the local area. The footpaths to the north and east of the site are adopted highway, the footpath to the south is private. At the entrance to the site there is an area behind the shops which is used for parking/servicing in connection with the shops.
- 3.3 Information provided from the Housing Department has established that: 8 no. of the garages are rented from the Council, of which 6 no. are being retained on the site. The displaced tenants have been offered alternative garaging either in the neighbouring Peterhead Mews or within the garage compound in front of 1 – 17 Grampian Way.

The remaining 10 no. garages are all empty.

4.0 **Site History**

- 4.1 Pre application discussions were held with the applicant on the basis of a then proposal for a terrace of three houses. Concerns were raised at that time regarding the scale of development, inadequate separation distances and issues of designing out crime and refuse collection.
- 4.2 The applicant sought to address these issues at the application stage, by initially submitting a scheme for a pair of gable end semi detached houses, increasing the separation distances and re-siting the bin storage. However, following an officer site visit, it was concluded that the impact of the proposed development would appear overly dominant and overbearing for the occupiers of neighbouring houses. Following further negotiations the applicant has revised the proposals to be a pair of semi detached bungalows. Local residents were re-consulted on the amended plans.

5.0 **Neighbour Notification**

- 5.1 The Occupier, 1 – 21 (odd nos) Grampian Way, Slough, SL3 8UF
The Occupier 51 – 77 (odd nos) Cheviot Road, Slough, SL3 8UE
The Occupier 85 – 103 (odd nos) Grampian Way Slough SL3 8UF
The Occupier 1 – 8 Peterhead Mews, Grampian Way, Slough SL3 8UH
The Occupier 240 – 246 (even nos) Grampian Way Slough SL3 8UJ
The Occupier, 49a Cheviot Road, Slough, SL3 8LA

The Occupier 69 – 83 (odd nos) Grampian Way Slough SL3 8UF

Objection letters have been received from the following addresses:
13, 85, 91, 93, 95, 97, 99, 101, 103 Grampian Way
67, 69, 75, 77 Cheviot Road

In addition a petition has been received contained 59 signatures.
The objections raised are summarised below:

- The proposals will lead to overlooking, overshadowing and loss of privacy. The ground floor of the properties directly north-east of the site are already dark

Response: The original plans as submitted showed a pair of gable end houses and there was concern at the time that this would have resulted in some shading of the gardens belonging to those properties north east of the site which would closely adjoin the properties. To mitigate against this, the applicant changed the design of the dwellings from gable end to hipped and pitched. As further mitigation the applicant has subsequently changed the design of the dwellings to bungalows. As such there would no longer be issues of overshadowing. Further as the dwellings would be single storey and with a 1.8 m high boundary fence to be provided there would be no issues of overlooking or loss of privacy.

- Increased noise and disturbance

Response: The proposed bungalows are two bedroom dwellings which would be suitable for small families. Any increase in noise would no be so significant as to warrant a refusal of planning permission being granted

- Loss of view and a greater degree of enclosure.

Response: The view will be different for those properties directly affected by the development. However, given that the height of the proposed bungalows to eaves level is only 2.1 metres and given that the roof is pitching away from the boundaries, it is not considered that the proposed dwellings will result in an unacceptable degree of enclosure for the residents so affected.

- The proposals will create a cul de sac.

Response: There is no change to the existing arrangements in that the garage court is already effectively formed at the end of a cul de sac. In fact the cul de sac would be shorter in length.

- Loss of parking, additional congestion and local residents would benefit from having a car park to the rear of their properties.

Response: The rationalisation of existing garage courts across Slough is part of an on going strategy and the application site forms one of the last tranche of such sites being bought forward. Information provided by the Housing Section indicates that 8 no. garages are currently rented from the Council and the displaced tenants are being offered alternative

garaging either on site or nearby. The remaining 10 no. garages are all empty. The levels of traffic likely to be generated by the two proposed bungalows would be less than that which would be generated by the 12 no. garages which are proposed to be demolished and as the trip generation is likely to be relatively low is unlikely to result in increased congestion around the site. Whilst a single resident has suggested that the site could be used as a car park to serve existing residents, this does not form the basis of the application which is before Members for determination. It is a matter which should be separately discussed with the Council as land owner.

- All garages are in use.

Response: Information provided by the Housing Section indicates that 8 no. garages are currently rented from the Council and the displaced tenants are being offered alternative garaging either on site or nearby. The remaining 10 no. garages are all empty

- Impact on daylight and sunlight

Response: Given the changes to the scheme, that is that the proposal now comprises a pair of semi detached, there would be no significant loss of daylight or sunlight to neighbouring properties.

- Concerns about child safety and children playing

Response: The relevance of this objection is questioned insofar as the garage court is not a formalised play area. In terms of pedestrian routes to the rear of existing houses these will remain unchanged. In terms of traffic, the total trips generated by the proposed houses and retained garages would be less than if the garage court was being used to full capacity.

- There is no justification for the proposal given that there are more suitable sites elsewhere in Slough.

Response: The garage courts strategy has been on going for a number of years. It has been successful in removing a number of eyesores and misused sites and has cut the number of voids. It is also a valuable asset for the provision of affordable housing, given the increasing length of the Council's Housing waiting list.

A single resident has quoted various sections from the National Planning Policy Framework as set out below:

- *Planning should be genuinely plan led empowering local people to shape their surroundings.*

Response: This application is assessed against the Development Plan which is in force for the area. That plan has been through the necessary public consultation before its formal adoption as policy of the Council. There is a 12 month grace period whereby the Core Policies contained in the Slough Local Development Framework Core Strategy can be afforded full weight. With respect to the policies contained in the adopted Local

Plan these are afforded reasonable weight. To this extent it is considered that the application is being determined having regard to the advice given in the NPPF.

It should also be noted that neighbour consultation has been undertaken with respect to the application and changes sought having regard to objections received. As the application is for determination by Committee objectors have the right to address the Committee and the elected members will make the final decision, having regard to local feeling.

- *In setting local car parking standards local planning authorities should take into account local car ownership levels.*

Response: This is only one of several criteria listed in respect of this requirement. The other criteria includes: *the accessibility of the development; the type and mix of development; the availability of and opportunities for public transport and a need to reduce the use of high-emission vehicles.*

The Council's approved car parking standards were approved in 1998 and have not as yet been reviewed. As such they remain the benchmark against which to assess development proposals.

- *The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from planning and should contribute positively to making places better for people.*

Response: An objective response to this objection is difficult given that there are opposing views. Officers would consider that the construction of two bungalows on the site and making efficient use of brownfield land, to be beneficial to the area, given that the site comprises an underused garage court which is likely to deteriorate over time. Experience has shown that rear garage courts can become targets for misuse vandalism and fly tipping.

- *Create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.*

Response: The proposals make no changes to the existing footpath arrangement around the site, although it is accepted that there would be greater enclosure along part of the northern footpath which would be enclosed on two sides by close boarded fences. On the southern side the footpath is already enclosed by the presence of the existing garages. There is an argument to say that by placing residential accommodation within the site, would create a better presence and better natural surveillance. The Thames Valley Police Crime prevention Design Adviser has indicated his general support for the scheme.

- *Design Policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall size, scale, density, massing, height, landscape, layout, materials, access of new development in relation to neighbouring buildings and the local*

area more generally.

Response: The local planning authority has adopted such an approach and has negotiated a substantially reduced development in terms of its height scale bulk and massing.

- *Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.*

Response: Whilst encouraged, it is not mandatory for applicants to work with local residents. Nonetheless, residents views are considered when planning applications are being determined as is the case here.

A 14 day re-consultation undertaken on amended plans.

In response to the re- notification a further two letters of objection have been received. Both letters cite the following objections:

- Lack of parking
- Children' s safety
- Overcrowding
- Lack of consultation prior to the submission of a planning application
- Increase in noise

These issues have already been addressed.

6.0 **Consultation**

6.1 Transport

This application will increase the average number of daily vehicular trips to the area by approximately 14 based on the construction of 2 new 3 bed houses. The application states that 2 assigned parking spaces will be provided per dwelling. This is in line with Council standards.

The application states the provision of a secure cycle store for each dwelling. Before approving the application I would like to view and agree details of the cycle store to ensure it is in line with the Council's standards and fit for purpose. Please request these additional details from the applicant. Please refer the applicant to page 25 of the Transport and Highway Guidance Developer's Guide Part 3, November 2008. I would recommend that a store should be constructed 2m by 2m in dimension and have two racks to accommodate a maximum of 4 cycles. As these houses have 3 bedrooms it is assumed that families will live in them, this level of cycle store provision is in line with this.

I would question the suitability of the location of the refuse collection area. I doubt, with the space available that a refuse vehicle would be able to undertake a turning movement at the location of the area designated for

refuse collection. Please ask the applicant to provide a refuse vehicle swept path based on a 12m vehicle to ensure refuse collection is not a problem in the future when the dwellings are constructed.

Recommendation

Therefore, subject to agreeing the refuse location and cycle store details; I have no objection to the application in terms of transport.

Conditions

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

Should the application be revised in accordance with my comments the following informative(s) will apply.

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

Highways

A verbal discussion has taken place with the Highway engineers. There are no issues regarding parking. With respect to servicing of the site, the engineers are happy to accept the refuse vehicle reversing into the site with a suitably positioned refuse collection point. With respect to other larger delivery vehicles accessing the site, such trips would be infrequent

and therefore no objection is being raised. With respect to the servicing of the existing shops in Cheviot Road, there would be no change to the current situation.

6.2 Neighbourhood Protection

No comments received to date. Any comments received, including comments relating to land contamination, will be reported on the Amendment Sheet.

6.3 Thames Valley Police Crime Prevention Design Adviser

There are no police objections to this proposal and the addition of activity and control by the new residents into this garage block is to be welcomed. Normally entrance doors positioned to the side of dwellings are to be avoided but in this garage block location they provide extra activity and surveillance over existing footpaths etc.

I note that these dwellings are for the Buckinghamshire Housing Association and as such will be required to meet Part 2 (physical security) of Secured by Design. This is particularly important in this location and will greatly enhance their resistance to attack and will help to provide safe housing for the residents.

I hope the above comments are of use to you in your deliberations to determine the application and will help the development achieve the aims of the National Planning Policy Framework (NPPF) para 17 – re high quality design and para 58 – re function and designing against crime and fear of crime, Safer Places – The Planning System and Crime Prevention and the principles of Secured by Design.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework (NPPF)

Slough Local Development Framework Core Strategy 92006 – 2026)
Development Plan Document December 2008

- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 12 Community safety)

Adopted Local Plan for Slough 2004

- Policy H13 (Backland/Infill Development)
- Policy H14 (Amenity Space)
- Policy EN1 (Standard of Design)
- Policy T2 (Parking Restraint)

7.2 The proposal is assessed in the context of the following:

- The Principle of Development
- Design & Street scene Impact
- Impact on Neighbours

- Transport, Highways & Parking
- Designing Out Crime

8.0 **The Principle of Development**

8.1 In its overarching Core Principles the National Planning Policy Framework encourages the effective use of land by reusing land that has been previously development (brownfield land) provided that it is not of high environmental value. Local planning authorities should ensure deliverance of a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

8.2 Core Policy 4 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.

8.3 No objections are raised the principle of development in relation to the Nation Planning Policy Framework nor Core Policy 4 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008

9.0 **Design and Street Scene Issues**

9.1 The Core Principles of the National Planning Policy Framework requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people.

9.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that:

All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.

9.3 Policy H13 (Backland/infill Development) of the Adopted local plan states:

Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:

- a. the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;*

- b. appropriate access, amenity space and landscaping are provided for the new dwellings;*
- c. appropriate car parking provision is made in line with the aims of the integrated transport strategy;*
- d. the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas;*
- e. the proposal is not located within a residential area of exceptional character; and*
- f. the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land*

9.4 Policy EN1 (Standard of Design) states:

Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:

- a. scale;*
- b. height;*
- c. massing/Bulk;*
- d. layout;*
- e. siting;*
- f. building form and design;*
- g. architectural style;*
- h. materials;*
- i. access points and servicing;*
- j. visual impact;*
- k. relationship to nearby properties;*
- l. relationship to mature trees; and*
- m. relationship to water courses.*

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.

9.5 By its very nature the development is an infilling backland development and being single storey will not be visible within the street scene. The design is clean and simple with construction traditionally in brick with concrete tiles. A condition will be imposed requiring approval of external

materials. The existing garages at the western end of the site are being retained such that the view from the entrance to the site off Grampian Way will remain largely unaltered.

- 9.6 No objections are raised on grounds of design or street scene impact subject to an appropriate condition covering external materials in accordance with guidance in the NPPF, Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 nor Policy EN1 of the Adopted Local Plan for Slough 2004.

10.0 **Impact on Neighbours**

- 10.1 The overarching Core Principles of the NPPF state that: *Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

- 10.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that: *All development will respect its location and surroundings.*

- 10.3 Policy H13 of the Adopted local Plan for Slough states: *the scheme is designated so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas.* Policy EN1 states that : *Development proposals must be compatible with and/or improve their surroundings in terms of relationship to nearby properties.*

- 10.4 At the pre-application stage the proposals were for a terrace of three houses. Following concerns raised by officers the scheme as submitted at the application stage was for a pair of semi detached gable end houses. During negotiations the applicant changed the roof design from gable end to hipped and pitched. This reduced the impact for neighbouring residential occupiers and potential overshadowing of rear gardens for properties due north of the site. Following a site visit, officers considered that notwithstanding that minimum separation distances were being met that, two storey houses would appear overly dominant and overbearing for the occupiers of existing houses to the north and south of the site. Following further negotiations the scheme was amended to show a pair of bungalows with hipped and pitched roofs.

- 10.5 It is considered that the revised proposals have an acceptable relationship with neighbouring and surrounding residential properties and as such no objections are raised on grounds of adverse impact on neighbours in relation to the NPPF, LDF Core Strategy or Adopted local Plan.

11.0 **Transport, Highways & Parking**

- 11.1 **Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that:**

In the rest of the Borough, the level of parking within residential

development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents.

11.2 Policy T2 of the Adopted local Plan for Slough 2004 states:

Residential development will be required to provide a level of parking appropriate to its location and which will overcome road safety problems, protect the amenities of adjoining residents, and not result in an adverse visual impact upon the environment.

11.3 No changes are proposed to the existing access from Grampian Way and the western end of the site remains largely unchanged, including servicing arrangements for the existing shops in Cheviot Road. There is insufficient space available on site to allow a refuse vehicle to turn and such the refuse vehicle will need to reverse into the site and a refuse collection point will need to be provided to the rear of 103 Grampian Way. Whilst there would be other infrequent deliveries by lorries or large vans, the highway engineers have raised no objections on grounds of highway safety.

11.4 Given the proposed reduction in the number of garages on site from 18 no. down to 6 no. the potential trip generation from the site will significantly reduce. On this basis no objections are raised on grounds of general highway safety.

11.5 4 no. car parking spaces are provided on site to serve the two bungalows. Information provided from the Housing Department has established that: 8 no. of the garages are rented from the Council, of which 6 no. are being retained on the site. The remaining 10 no. garages are all empty. The displaced tenants have been offered alternative garaging either in the neighbouring Peterhead mews or within the garage compound in front of 1 – 17 Grampian Way. On the basis of the above the proposals should not add to existing on street parking pressures.

11.6 No objections are raised on grounds of access, trip generation servicing or parking in relation to Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 nor Policy T2 of the Adopted local Plan for Slough 2004.

12.0 **Designing Out Crime**

12.1 The NPPF states that “*decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion*”.

12.2 Core Policy 12 (Community Safety) of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states: *All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.*

12.3 Policy EN5 (Design and Crime Prevention) of the Adopted local Plan
All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Planning permission will not be granted unless all the following criteria have been adequately considered in drawing up a scheme:

- a. limited number of access points;*
- b. provision of secure boundaries such as fences, walls or landscaping around private and public spaces;*
- c. well lit external areas subject to maximum natural surveillance without any potential hiding areas;*
- d. use of suitably robust materials; and*
- e. use of defensive landscaping to deter intruders.*

12.4 The proposals make no changes to the existing footpath arrangement around the site and therefore the proposals would not deter pedestrian permeability through the site, although it is accepted that there would greater enclosure along part of the northern footpath which be enclosed on two sides by close boarded fences. On the southern side the footpath is already enclosed by the presence of the existing garages. There is an argument to say that by placing residential accommodation within the site, would create a better presence and better natural surveillance. The Thames Valley Police Crime prevention Design Adviser has indicated his general support for the scheme and have stated:

There are no police objections to this proposal and the addition of activity and control by the new residents into this garage block is to be welcomed. Normally entrance doors positioned to the side of dwellings are to be avoided but in this garage block location they provide extra activity and surveillance over existing footpaths etc.

I note that these dwellings are for the Buckinghamshire Housing Association and as such will be required to meet Part 2 (physical security) of Secured by Design. This is particularly important in this location and will greatly enhance their resistance to attack and will help to provide safe housing for the residents.

I hope the above comments are of use to you in your deliberations to determine the application and will help the development achieve the aims of the National Planning Policy Framework (NPPF) para 17 – re high quality design and para 58 – re function and designing against crime and fear of crime, Safer Places – The Planning System and Crime Prevention and the principles of Secured by Design.

12.5 No objections are raised on grounds of crime or fear of crime in relation to the NPPF, LDF Core Strategy or Local Plan.

PART C: RECOMMENDATION

13.0 **Recommendation**

Approve with conditions

19.0 **PART D: LIST OF CONDITIONS OR REFUSAL REASONS**

1. TL04, Time 3 Years
2. NAP01, Approved Plans:
3. Drawing No. 2109/02, Revision A, Dated April 2012, Received 24th Aug 2012,
Drawing No. 2109, Dated August 2012, Received 24th Aug 2012
Drawing No. B0612 – B , dated 02/02/2012, Received 07/07/2012
- 3 NEX02, samples of materials
- 4 NEX03, surface materials
- 5 NPD03, Removal of PD rights
Non Standard 1 (Land Contamination)
- 6 Prior to the commencement of the development, an investigation and phased risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The assessment should be undertaken by competent persons in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model. If potential contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the extent, scale and nature of contamination present; an assessment of the potential risks to receptors identified in Phase 1. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 requires that a detailed scheme of remediation and/or monitoring to ensure the site is brought to a condition suitable for its intended use by removing unacceptable risks identified in Phase 2, be submitted and approved in writing by the LPA.

Any approved remediation scheme must be carried out in accordance with the agreed terms prior to the commencement of

the development, other than those works required to carry out the remediation, unless otherwise agreed in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of that remediation scheme must be produced and submitted in writing and is subject to the approval of the LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the LPA. Where further investigation and/or remediation is necessary a scheme must be prepared in accordance with the above requirements and which is subject to the approval in writing of the LPA.

Reason- To ensure that risks from land contamination to the future users and occupants of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 7 NEX05, Lighting Scheme
- 8 NST01, Bin Store
- 9 NLA01, Landscaping
- 10 NLA06, Boundary Treatment

Non Standard 2 (Construction Management Plan)

- 11 Prior to the commencement of works a construction management plan which shall include a strategy for the management of construction traffic to and from the site together with details of parking and waiting for construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority and the details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON: So as not to prejudice the free flow of traffic along the neighbouring highway and 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.

Non Standard 3 (Vehicle Access Gates)

- 12 No vehicle access gates or other vehicle entry barriers or control systems shall be installed without first obtaining permission in

writing from the Local Planning Authority.

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

13 EN07, Construction traffic

14 EN05, Working Hours

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

Non Standard 4 (Parking)

15 The scheme for parking and manoeuvring indicated on the submitted plans which shall include the retention of 6 no. garages, shall be laid out prior to the initial occupation of the development hereby permitted.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, and to ensure adequate car parking to serve the development in accordance with Core Policy 7 of the Local Development Framework Core Strategy (2006 – 2026) development plan Document December 2008.

Non Standard (Cycle Parking)

16 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 applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. 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.

3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
4. Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
5. National Planning policy Framework, Core Policies 4, 7, 8 & 12 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policies, H13, EN1, EN5 and T2 of the Adopted local Plan for Slough 2004.
6. The applicant is advised that rights of vehicular access across the site may be required through the land transfer agreement.
7. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE** 17 October 2012

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

WARD(S): Haymill, Farnham and Baylis

PART I
FOR DECISION

RENEWAL OF SLOUGH TRADING ESTATE SIMPLIFIED PLANNING ZONE

1 Purpose of Report

The purpose of the report is to request Members agreement to work with SEGRO to renew the SPZ in accordance with the general principles set out below. Member's agreement is also sought to write to the Secretary of State to confirm Slough Borough Council's intention to prepare a new SPZ scheme for the Slough Trading Estate.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- That the Council should work with SEGRO to prepare a new Simplified Planning Zone for Slough Trading Estate in accordance with the general principles set out in the report.
- That the Council should write to the Secretary of State to confirm its intention to prepare a new SPZ scheme for the Slough Trading Estate.

2 Community Strategy Priorities

2.1 The SPZ forms part of the Council's planning framework which is 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

An Equalities Impact Assessment will be prepared as appropriate.

(d) Workforce

There are no workforce issues arising from this report.

4 Supporting Information

Slough Trading Estate

- 4.1 Slough Trading Estate covers approximately 161 hectares and is the largest business area in the Borough. It currently includes a wide variety of business, industrial and warehouse uses and provides around a quarter of the jobs in Slough. As a result its continued success as an employment centre is important to the local economy and the prosperity of the town as a whole.
- 4.2 The Trading Estate benefits from its close location to Heathrow, London, the M25 and M4, and due to the power station, its own secure electricity supply. In recent years the Estate has seen a reduction in its traditional manufacturing base and an increase in demand for knowledge based industries, warehouses and data centres.

Simplified Planning Zones (SPZ)

- 4.3 A Simplified Planning Zone is a planning mechanism which has the effect of granting planning permission in advance for specified types of development within a defined area or Zone, for a fixed time period.
- 4.4 The SPZ only grants planning permission and so all other legislative requirements (such as building regulations, advertisements consent) remain and must be complied with.
- 4.5 Any development proposals which fall outside of the scope of the SPZ, either in terms of their scale or use, would have to apply for planning permission in the normal way.

The SPZ in Slough

- 4.6 SPZs were introduced in the Town and Country Planning Act 1990 and Slough Trading Estate has been one of the few areas in the country to take advantage of this planning tool. The first SPZ for the Estate ran from 1994 to 2004 and the second one is due to expire in November 2014. As a result it is now proposed to put another one in place to cover a further ten years up to 2024.
- 4.7 An SPZ provides SEGRO, the owners of the Estate, a number of commercial advantages which include:
- **Flexibility** to respond quickly and effectively to changes in market demands and tenants' requirements

- **Certainty** for owners and occupiers about what development is acceptable to the Council under the scheme, and will therefore not require detailed planning approval
 - **Speed** of development being brought forward- as individual applications are not required and consistent parameters are established by the SPZ, they are not subject to the normal planning permission timeframes
 - **Marketability** of the Estate in a way which enhances the perception of the trading estate for investment, and has led directly to companies choosing to locate on the estate.
- 4.8 Two examples that demonstrate the effectiveness of the SPZ include the retention of Selig and Karl Storz on the Trading Estate. Selig manufacture food bottle seals and have been based on the Trading Estate since 1929. They had a requirement for a new building in order to meet modern food standards. The SPZ enabled a new building on Ajax Avenue to be built and was completed in 2011 and which resulted in the firm and associated jobs staying within Slough. Similarly, Karl Storz who produce endoscopes are relocating to new larger premises on Montrose Avenue, which are currently under construction and will be ready in early 2013. The SPZ provided the certainty to meet the firm's timescales for finding alternative premises and which again resulted in the firm staying in Slough
- 4.9 The advantage to the Council of having an SPZ is that it does not have to spend time processing what are straight forward planning applications.

The Planning Context

- 4.10 The planning objectives for the Trading Estate and the role of the SPZ in achieving these objectives are set out in the Core Strategy and Site Allocations DPD.
- 4.11 The Core Strategy recognised that the Trading Estate will have to continue to evolve to serve the needs of modern businesses and provide the sort of facilities and infrastructure that is necessary to continue to attract inward investment.
- 4.12 As a result the Core Strategy proposed that the Trading Estate should be treated as a special case. Core Policy 5 therefore states that offices may be located on the Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the Estate. The policy makes it clear that this would be subject to the production of a Master Plan and the provision of a package of transport improvements. Core Policy 5 also envisages that this would be partly delivered through a Local Development Order or SPZ.
- 4.13 SEGRO have subsequently produced an illustrative Master Plan for the Trading Estate which has been included in the Site Allocations DPD.
- 4.14 A key component of the Master Plan is the proposed development of a central amenity core within the Trading Estate which would contain new offices, a transport hub, shops and other amenities. With the exception of the Bath Road, the rest of the Estate would then be developed with flexible business space.
- 4.15 In order to facilitate the development of the central amenity hub SEGRO have submitted planning applications for the Leigh Road Commercial Core Area. The latest of these (known as LRCC2) permits 152,800 square metres of new development including high profile offices plus hotels, retail, a health club and

conference and crèche facilities. This is subject to a Section 106 agreement which secures a package of transport and other benefits and applies a parking cap to the Trading Estate as a whole.

- 4.16 As a result, having put in place the Core Strategy and the Site Allocation Document with the Master Plan, and granted planning permission for the commercial core area, the SPZ is the last part of the planning framework for the Trading Estate that needs to be put in place.

Renewal of the SPZ

- 4.17 Members were advised at the meeting of the Planning Committee on 19th June of SEGRO's wish to renew the current SPZ. Negotiations have been taking place since then to agree the general principles.
- 4.18 The current SPZ is due to expire on the 11th November 2014 and so it is proposed to make a timely start on the process of renewing it now in order to ensure that there is no gap.

The Contents of the SPZ

- 4.19 The purpose of the SPZ is to allow development to take place within the Trading Estate which does not conflict with the planning objectives set out above. As a result it excludes potentially inappropriate uses such as B1(a) offices, major retail or specialist development such as the power station.
- 4.20 It would, however, grant planning permission for other business uses such as research & development, light industrial, general industrial and warehousing uses (Classes B1(b), B1(c) B2 and B8). It would also allow some retail, food and drink and financial and professional services within the existing Buckingham Avenue Centre (Classes A1, A2, A3, A4 and A3). There can also be Data Centres (Sui Generis Use).
- 4.21 The SPZ would also be deemed to grant planning permission for demolition without the need for prior notification.
- 4.22 All development would have to comply with a series of conditions which control the height, plot ratio and provision of parking, servicing on a site. There is however, no control over the design of buildings.
- 4.23 The amenities of any adjoining residential areas will be protected by retaining the existing "Sensitive Boundary Sub Zones", and the buffer zone in the North.

Outstanding Issues

- 4.24 The SPZ has worked successfully over the last 17 years without producing very many problems. There are, however, a number of lessons that have been learnt that can be taken forward in the detailed wording of the renewed Scheme to ensure it is fit for purpose up to 2024.
- 4.25 The renewal also enables the SPZ to implement a standard approach to a few major issues that need to be addressed on the Estate, and that at this stage form the basis upon which the Council agrees to progress with the renewal of the SPZ.

- 4.26 *The Hoppa bus*: The existing SPZ has a legal agreement that introduced the 'Hoppa' bus service that runs from Slough train station through the Estate to Burnham or Britwell. This service has been secured up until 2015 but it is important that the new SPZ will have an agreement to secure the 'Hoppa' bus service, or its equivalent up until 2024.
- 4.27 *Car parking cap*: One of the key planning policies for the Trading Estate is that there should be a cap on the total number of parking spaces in order to ensure that any redevelopment does not add to existing congestion. As such it is proposed that the new SPZ will require development to provide parking within a range of minimum and maximum spaces (per gross floor area). While SPZ development generally only results in minor alterations to car parking numbers, there will not be any specific mechanism in the SPZ to deal with the cumulative impact of the individual schemes. As a result it will be necessary to rely upon the controls within the Section 106 agreement for the Leigh Road Commercial Core Area planning permission to enforce the parking cap. If, however, for any reason this planning permission is not implemented a mechanism to control parking will need to be built into the SPZ. The SPZ will also continue to specify values for cycle and lorry parking provision, but these do not require a cap.
- 4.28 *Retail and amenity services provision*: In order to enable the SPZ to implement its objectives as simply as possible it is proposed to retain the existing 'Service Use Sub-Zone' which includes the Buckingham Road centre. The Sub-Zone allows the SPZ to permit flexible provision of amenity uses such as shops and banks on the estate for employees whilst controlling the impacts of it on neighbours and the road network. A significant amount of retail has been permitted in the Leigh Road Centre and it is recognised that small food outlets could be provided in convenient locations throughout the Estate. These will, however, have to be the subject of separate planning applications which will enable the appropriateness of individual proposals to be assessed.

Timetable

- 4.29 In order to renew the SPZ under the 1990 Act a number of steps have to be followed.
- 4.30 Firstly a letter needs to be sent to the Secretary of State to confirm Slough Borough Council's intention to prepare a new SPZ scheme for the Slough Trading Estate.
- 4.31 Although there is no statutory requirement to do so, it is proposed that there will be a Pre-Deposit consultation with statutory consultees and local residents. The Revised SPZ will then be placed on Deposit for 6 weeks during which period objections can be made. If no objections are made the Local Authority can adopt the SPZ. However, if objections are made a Public Local Inquiry will need to be held and proposed modifications made as necessary. A further report will be made to Planning Committee with the results of the 6-week Deposit period.
- 4.32 Assuming that no Public Inquiry is needed, it is envisaged that the new SPZ would be completed by the end of 2013.

5 Conclusion

- 5.1 Members' approval is being sought to begin the process of producing a new SPZ for the Slough Trading Estate in order to replace the existing one which runs out in 2014. The first stage involves writing to the Secretary of State to confirm the Council's intention to prepare the new SPZ scheme.

6 Background Papers

- Slough Trading Estate SPZ (January 1995)
- Slough Trading Estate SPZ (November 2004)

SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 17th October 2012

PART 1
FOR INFORMATION

Planning Appeal Decisions

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

WARD(S) **ALL**

Ref	Appeal	Decision
P/15267/000	<p>89 Braemar Gardens</p> <p>ERECTION OF SINGLE STOREY SIDE EXTENSIONS TO SIDE OF GARAGE AND REAR OF EXISTING PROPERTY, BOTH WITH PITCHED ROOFS</p> <p><i>Reasons for refusal:</i></p> <p><i>The proposed double garage to the side of the property by reason of its overall size and scale will introduce an un-neighbourly form of development in that it would have an overbearing impact and be out of keeping with the character and appearance of the original house, which would be to the detriment of the visual amenities of the street scene. The proposal is therefore contrary to Policy EN1, EN2 and H15 of the Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough LDF Core Strategy 2006 - 2026 Development Plan Document, December 2008, and Development Control Guidelines for Residential Extensions 1994.</i></p> <p><i>The application site would only provide 6.4m in depth of private amenity space. This is not considered a sufficient amount for a two / three bedroom house and would result in a development which would be detrimental to the residential amenity of future occupiers. The proposal is therefore considered contrary to Policy H14 of the Adopted Local Plan for Slough: 2004, Core Policy 8 of the Slough LDF Core Strategy 2006 - 2026 Development Plan Document, December 2008, and Development Control Guidelines for Residential Extensions 1994.</i></p> <p>The Inspector felt that given the single storey height and set back from the street frontage that the double garage would appear subservient in scale to the existing property and would not appear dominant in the streetscene.</p> <p>As the garden is north facing and constrained by the flank wall of the existing garage the Inspector considered the remaining rear</p>	<p>Appeal allowed subject to conditions</p> <p>13th September 2012</p>

	garden would not result in an unacceptable size of private amenity space.	
P/10656/003	193 Stoke Road CERTIFICATE OF LAWFUL DEVELOPMENT FOR AN EXISTING USE OF A DETACHED BUILDING AT REAR OF GARDEN AS RESIDENTIAL USE.	Appeal Dismissed 16 th August 2012
P/03115/006	293 Wexham Road ERECTION OF A FIRST FLOOR SIDE TO REAR EXTENSION WITH GABLE ROOF	Appeal Dismissed 17 th September 2012
P/15269/000	31 Portland Avenue ERECTION OF A PART SINGLE STOREY AND FIRST FLOOR SIDE EXTENSION ALL WITH PITCHED ROOFS <i>Reasons for refusal:</i> <i>The proposed two-storey side extension by reason of the inadequate gap between No: 31 and No: 33 and the position of the side boundary would close the visual gap between the two properties, thereby resulting in the visual terracing of buildings, to the detriment of the character and appearance of the original property, the surrounding area and the visual amenity of the street scene. As such, the proposal is considered to be contrary to Policies H15, EN1 and EN2 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 and Residential Extensions Guidelines.</i> <i>The scale and massing of the proposed side extension due to the lack of set down from the original roof line does not appear subservient or in proportion to the original house and would appear overly prominent within the street scene, thereby detracting from the character and appearance of the original house. The development is contrary to the National Planning Policy Framework, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and Policies H15, EN1 and EN2 of The Adopted Local Plan for Slough 2004. It is also contrary to the Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</i> <i>The siting, scale, bulk and massing of the two storey side extension close to the boundary with 33 Portland Close will appear overly dominant and overbearing for the occupiers of 33 Portland Close thereby detracting from residential amenity. The development is thereby contrary to Policies EN1, EN2 and H15 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 Residential Extensions Guidelines, Supplementary Planning</i>	Appeal allowed 18th September 2012

	<p><i>Document, Adopted January 2010.</i></p> <p><i>The application site would only provide 10m in depth of private rear amenity space. This is not considered a sufficient amount for a 4 bedroomed house and would result in a development which would be detrimental to the residential amenity of future occupiers. The proposal is therefore considered contrary to Policy H14 of the Adopted Local Plan for Slough: 2004.</i></p> <p>The appeal property is in an estate of detached houses all of similar scale, design and materials. Whilst the first floor side extension is not set down or set back to appear subordinate to the host dwelling, the Inspector considers it would respect the character and appearance of the host property but accepts it will minimise the visual gap between Nos: 31 and 33. The Inspector considered the proposed extension would not impinge on the 45 degree code on the horizontal axis therefore creating no material harm to the living conditions of the adjoining occupiers at No: 33. The Inspector acknowledged that the amenity space depth would fall short of that required for a 4 bedroomed dwelling in the Residential Extensions Guidelines but with the area been level and regular in shape thought it was sufficient to offer a private and usable area for the residents, therefore allowing the appeal and imposing 5 conditions.</p>	
P/04307/003	<p>32 Hillersdon</p> <p>ERECTION OF REAR CANOPY COMPRISING POLYCARBONATE ROOF SUPPORTED ON TIMBER POSTS</p>	<p>Appeal dismissed</p> <p>18th September 2012</p>
P/15254/000	<p>Land to the rear of 31 Brands Road</p> <p>ERECTION OF A TWO BEDROOM DETACHED BUNGALOW WITH HIPPED AND PITCHED ROOF AND ACCESS FROM PEPYS CLOSE</p> <p><i>Reason for refusal:</i></p> <p><i>The proposed development by virtue of its siting, scale, bulk, height and massing has an unsatisfactory relationship with the neighbouring dwellings at 31 and 33 Brands Road, being visually intrusive and therefore harmful to residential amenity and through an insensitive sub division of the existing plot at 31 Brands Road, results in a cramped form of development, which is out of keeping with the character and appearance of the existing area and results in insufficient retained amenity space to serve the existing dwelling. The development is thereby contrary to Planning Policy Statement 1, Planning Policy Statement 3, Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policies H13 and EN1 of the Adopted Local Plan for Slough 2004.</i></p> <p>The Appeal Inspector concluded that there are three main issues</p>	<p>Appeal allowed subject to conditions</p> <p>26th September 2012</p>

in this appeal. They are first, the effect of the proposal on the character and appearance of the area; secondly, the effect on quality of the residential environment for the occupants of Nos. 31 and 33 Brands Road and thirdly, the adequacy of the garden area remaining for No. 31 Brands Road.

In respect of the first issue, the Appeal Inspector concluded that the proposed two-bedroom bungalow would be constructed towards the eastern end of the plot, fronting Pepys Close, and separated from the bungalow at No. 31 by a distance stated by the appellant to be some 15 m., a distance not contested by the Council. In terms of its design and appearance, massing and siting the proposed hipped roof bungalow would relate well to the existing bungalows facing Brands Road. The distance from No. 31 would be sufficient to ensure that the proposed bungalow would not appear cramped in a way that would detract from the street scene. There is an existing 1.8 m. fence abutting the footway along the entire site frontage which means that the similar fence dividing the rear garden of No. 31 from the appeal site is difficult to see from Pepys Close. For these reasons, I consider that the proposal would respect the character and appearance of the area

In respect of the second issue the Appeal Inspector concluded: As the proposed bungalow would be to the east of the existing property at No. 31 and sited at the furthest end of the former garden there would, in my assessment, be no significant overshadowing of the rear courtyard to that dwelling or the dwelling itself, nor would there be any loss of privacy as any views would be effectively screened by the 1.8 m. fence. For similar reasons there would be no effect on the bungalow at No. 33 or the privacy of its occupants and there would be but a marginal effect on the outlook from the existing bungalows. The main visual impact would be from the bottom third of the garden to No. 33 Brands Road where the rear of proposed bungalow would be close to the boundary fence. However, with eaves at 2.35m., the hip roof design would minimise the extent to which the full height of the roof ridge would be apparent from the garden to No. 33. The massing of the building would not be such that it would be seen as overbearing when viewed from that garden and, as it would be to the north, there would be no overshadowing. I consider, therefore, that the proposal would have but a marginal visual impact (criterion j of LP policy EN1); it would respect the amenities of adjoining occupiers (CS Core Policy 8) and accord with criterion d) of LP policy H13 in so far as there would be no overlooking or loss of privacy.

Turning to the third issue the appeal Inspector concluded: the Council have accepted that the amenity space around the proposed bungalow would be fully useable and would meet the requirements of Local Plan policy H14. However, the existing bungalow, No. 31, following the fencing off which has already occurred, is left with a rear amenity area of only 3 to 5 metres in depth, although I observed that there is also a sizeable front garden On my visit I was able to

	<p>see from Brands Road that the area to the rear of No. 31 has been neatly paved and laid out with shrubs. With the 1.8 metre fencing all around it provides an easily maintainable area which is of sufficient size to allow for the basic domestic requirements for clothes drying and sitting out. It is a secluded and private courtyard, oriented such that it is sunlit through much of the day, although there will be shadowing from the bungalow in the afternoon. The Council describe the bungalow as a 'family' dwelling and I accept that there would be limited capacity for outside play. However, this would be apparent to any future purchaser or tenant. There is a role and place for dwellings with easily maintainable amenity areas, as part of a varied housing stock. Taking these factors into account I consider that the amenity (garden) areas around No. 31, including the front and south sides as well as the rear, totalling 63 m2., are not so sub-standard as to render the proposal unacceptable.</p>	
P/12934/006	<p>Land at Theale, Old Bath Road</p> <p>USE OF LAND FOR THE DISPLAY, SALE AND VALETING OF MOTOR VEHICLES</p>	<p>Appeal Dismissed</p> <p>27th September 2012</p>

This page is intentionally left blank

MEMBERS' ATTENDANCE RECORD 2012/13
PLANNING COMMITTEE

COUNCILLOR	19/06/12	26/07/12	05/09/12	17/10/12	29/11/12	09/01/13	21/02/13	04/04/13	08/05/13
Carter	P	P	P						
Rasib	P	P	P						
Dar	P	P	P						
Hussain	P	P	P						
O'Connor	P	P	Ap						
Plenty	P	P	P						
Sharif	P* (from 7pm)	P* (from 7.07pm)	P						
Smith	P	P	P						
Swindlehurst	P* (from 6.40pm)	Ap	P						

P = Present for whole meeting
 Ap = Apologies given

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

This page is intentionally left blank