

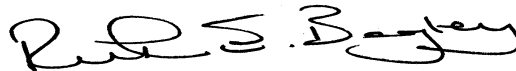
Public Document Pack

Date of issue: 20th December 2012

MEETING	PLANNING COMMITTEE (Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib, Sharif, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 9TH JANUARY, 2013 AT 6.30 PM
VENUE:	SAPPHIRE SUITE 5, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Apologies for absence.		
	CONSTITUTIONAL MATTERS		
1.	Declaration of Interest (Members are reminded of their duty to declare personal and personal prejudicial interests in matters coming before this meeting as set out in the Local Code of Conduct).		

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
2.	Minutes of the Last Meeting held on 29th November 2012	1 - 4	
3.	Human Rights Act Statement	5 - 6	
PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH			
4.	P-02523-010 - 27 Cheviot Road	7 - 24	Foxborough
5.	P-15326-000 - Garage site rear of 63-71 Cheviot Road	25 - 50	Foxborough
6.	P-09961-002 - Brook and Future House Poyle Road	51 - 70	Colnbrook with Poyle
MATTERS FOR INFORMATION			
7.	Planning Appeal Decisions	71 - 74	
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Press and Public

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

Planning Committee – Meeting held on Thursday, 29th November, 2012.

Present:- Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib (Vice-Chair), Sharif (arrived 6.54pm) and Smith

Apologies for Absence:- Councillor Swindlehurst

PART I

43. Declaration of Interest

None.

44. Minutes of the Last Meeting held on 17 October 2012

Resolved – That the minutes of the Planning Committee held on 17th October 2012 be approved as a correct record.

45. Human Rights Act Statement

Noted.

46. S-00694-000 Baylis Court Nursery School, Oatlands Drive, Slough

Application	Decision
Erection of a 60 sqm flat roofed modular building to provide teaching facilities for 4 no. Special Educational Needs (SEN) students.	Approved, subject to the conditions set out in the report, for up to 6 no. SEN students.

47. Tree Preservation Order (TPO) 3 of 2012 - Land at 87-121 Laburnum Grove, Slough

The Development Control Manager, Mr McCarthy, informed members that the Planning Department had been made aware of plans to remove a maturing horse chestnut tree from within the grounds of flats in Laburnum Grove. The tree had since been assessed by the tree management officer and local residents had been consulted on the TPO. Members were informed that 4 letters of objection and 8 letters of support to the order had been received.

It was recommended that a tree preservation order be issued and served. Members were requested to confirm the tree preservation order.

Resolved – That Tree Preservation Order Number Three of 2012 be confirmed.

48. Consolidated Local Plan - Self Assessment of Policies compared to the National Planning Policy Framework

The Head of Planning Policy & Projects, Mr Stimpson, introduced a report which set out the next steps in the process to produce a 'consolidated' Local Plan for Slough which was compliant with the new National Planning Policy Framework (NPPF).

(Councillor Sharif joined the meeting)

Members noted that the Committee had previously agreed that it was not necessary to carry out a full scale review of existing plans but that they should be republished in a single 'consolidated' Local Plan for Slough. The first step had been to establish that the existing plans complied with the NPPF because in future plans would only be given due weight according to their consistency with the new Framework. A self-assessment had therefore been carried out and the initial conclusions was that the policies in the Slough Plans generally performed well when compared to the NPPF. Members were informed of possible steps to address a small number of policies which did not currently fully comply. Mr Stimpson stated that the report and 'self-assessment' detailed the extent which Slough's existing policies were compliant in relation to the new 'presumption in favour of sustainable development', housing, retail & town centres, business & employment, Green Belt and minerals.

Members asked a number of questions regarding the future timescale for a full review of Slough's existing plans and the policies covering town centre development. The recommendation was that the self-assessment be circulated for comment. This exercise would not be a consultation on the policies themselves but was targeted at engaging with bodies such as the Environment Agency, Highways Agency etc to test compliance.

Resolved – That the 'self-assessment' of Slough's planning policies in terms of their compliance with the National Planning Policy Framework be published for public comment.

49. Consultation on Extending Permitted Development Rights for Homeowners and Businesses

The Development Control Manager, Mr McCarthy, introduced a report regarding the Government consultation on extending permitted development rights for homeowners and businesses.

Members were informed that the Department for Communities and Local Government consultation was being held between 12 November and 24 December 2012 and it was proposed that Slough Borough Council respond to the consultation. The Officer explained the scope of the proposed changes which included significant increases in permitted development for both residential and commercial premises.

Members agreed with the proposal to respond to the consultation and raised the following issues:

Planning Committee - 29.11.12

- It had not been made clear from press reports whether local authorities could decide whether to implement the proposals in their area. The Officer stated that planning authorities could apply Article 4 Direction but it would not be practical to do so because of the time frame and potential compensation liabilities.
- A Member asked whether it was true, as a Government spokesperson had asserted, that most applications up to the extended permitted development rights were currently being approved. The Officer stated that a number of such applications were approved if applicants felt their plans would satisfy the planning authority. However, it was anticipated that an extension to permitted rights would open the door for more cases that probably would not apply under the current arrangements.
- A number of Members expressed significant concern about the impact of the proposals on Slough in terms of the loss of green space and potential flood risk. Members asked that the response expressed concern about the extension for residential premises in the strongest possible terms and that the authority liaise with other authorities who shared similar concerns to ensure a strong and co-ordinated response.

Members anticipated that the 3-year time frame under which these new rights would exist would present the authority with a number of problems including the setting of planning precedent, a development 'rush' and potential enforcement issues at the end of the 3-year period. The Officer also believed that the proposals were likely to increase the workload of planning departments as residents sought 'certificates of lawful development'.

Members agreed to proceed with a response to the consultation in line with the recommendations set out in the report and noting the comments above.

Resolved –

- (a) That the Head of Planning Policy and Projects proceed to respond to the consultation document, by objecting to the changes to the General Permitted Development Order relating to residential extensions and the fact that it will only apply for a three year period.
- (b) That the Head of Planning Policy and Projects proceed to respond to the consultation document, by responding positively to the changes to the General Permitted Development Order relating to commercial extensions (shops/financial services/offices/industrial) and broadband.

50. Planning Appeal Decisions

Noted.

51. Members Attendance Record

Noted.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 7.46 pm)

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

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

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

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

	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
SB	Sharon Belcher

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Registration Date:	25-Sep-2012	Applic. No:	P/02523/010
Officer:	Mr Smyth	Ward:	
		Applic type:	
		13 week date:	
Applicant:	Mr. Waqas Choudhery, Dawat-e-Islami		
Agent:			
Location:	Langley Village Club, 27, Cheviot Road, Slough, SL3 8LA		
Proposal:	CHANGE OF USE FROM LICENSED MEMBERS SOCIAL CLUB (SUI GENERIS) TO ISLAMIC COMMUNITY AND TEACHING CENTRE AND PLACE OF WORSHIP (CLASS D1).		

Recommendation: Refuse



1.0 SUMMARY OF RECOMMENDATION

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

- The planning application submitted on 25th September 2012 by Dawat-e-Islami charitable organisation is to convert the former Langley Village Club into an Islamic Community & Teaching Centre through change of use to class D1, however the planning application on the SBC website claims this is a change of use from licensed members club to Islamic community centre and place of worship. The floor plans include the conversion of the 1st floor into a dedicated prayer hall as a mosque rather than as a teaching and community centre.
- The objections from local residents in Cheviot Road, Mendip Close, Quantock Close and Grampian Way are that there are only 35 parking spaces available in the Langley Village Club site therefore where will the additional car parking be available during weekday evenings and weekends when local residents are at home with their cars parked out in the surrounding streets?
- Residents fear serious traffic congestion in Cheviot Road and surrounding roads which could occur when religious festivals such as Eid take place at the proposed place of worship.
- Friday lunchtime prayers will take place at the same time as patient appointments at the adjacent Langley Medical Centre and also parents collecting their children from the morning session and dropping off their children off for the afternoon session at the Sure Start Centre and reception classes at Foxborough Primary School which is also adjacent to the proposed site in Common Road. These prayer times between 1-2 pm on Fridays could also cause traffic congestion in the surrounding area.

1.2 Having considered the relevant Policies below and the additional information provided by the applicant, officers are of the view that the development is considered to have an adverse affect on the sustainability and the environment for the reasons set out.

1.3 Refuse planning permission for the reasons set out at the end of the report.

PART A: BACKGROUND

2.0 Proposal

2.1 The application as originally submitted was for *a change of use from licensed members social club to Islamic Community and Teaching Centre*.

The further supporting information states the planned activities to include:

- Children's education classes
- Ladies study circle, probably twice weekly
- Adult Study Classes and Tuition
- Language courses: English, Arabic, Urdu
- Counselling & advice as required for community members eg on issues of drugs, domestic, marital, family etc.
- Education for special needs and disabled members of the community.

2.2 Upon reviewing the submitted plans it was apparent that the first floor is proposed as a prayer hall. In light of this, the description of the proposal was changed to: *Change of Use from Licensed Members Social Club (Sui Generis) to Islamic Community and Teaching Centre and Place of Worship (Class D1)*. The change to the description has not been challenged by the applicant.

2.3 On the ground floor, the accommodation will comprise 2 no. classrooms, reception, committee room, entrance hall with reception toilets and store. At first floor the accommodation will comprise prayers hall, toilets, kitchen and stairs. There is no change to the second floor two bedroom flat, which is accessed via the clubhouse and is to be retained for a caretaker or project manager.

2.4 On the application form the total gross internal floorspace is shown as 305 sq m. However, it has been established that this is the footprint and not the total internal floorspace, which excluding the second floor flat equates to 610 sq m. The dimensions of the building have been verified by reference to the original planning permission.

2.5 There is existing on site car parking for 35 no. cars.

3.0 Application Site

3.1 The site comprises a two storey social club with a residential flat within the roof space. The site is served by its own car park which provides car parking for up to 35 no. cars. The building contains some full height windows although most windows are high level,

designed to minimise noise outbreak.

3.2 Adjoining the site to the north east is the Langley Health Centre and car park. To the south of the host property is a four storey block of flats, beyond which is Foxborough Primary School. To the south and west of the site is two storey terraced housing. Currently, there are no on- street parking restrictions in place within the vicinity of the site.

4.0 Site History

4.1 There is an extensive planning history for this site, but the relevant site history is set out below.

4.2 P/02523/008, Demolition of existing buildings and erection of two and four storey buildings to provide 30 flats, 11 houses and a new village club house (including stewards flat) (amended plans dated 27/05/02, , 12/07/02, 30/08/02). Approved 20-Jun-2003

4.3 P/02523/009, Installation of 2 smokers shelter canopies and a brick pillar to create additional front entrance door. Approved 17-Oct-2007

4.4 The social club was constructed following a grant of planning permission in 2003 for demolition of existing buildings and erection of two and four storey buildings to provide 30 flats, 11 houses and a new village club house. Formerly the wider site contained a larger single storey village club, car park and 2 no. large Council owned house.

5.0 Neighbour Notification

5.1 Langley Health Centre,
Headteacher, Foxborough Primary School
1 – 12, 14 – 17 Sir Robert Mews
2 – 12, 14 – 30 (even nos) Cheviot Road
19, 49 Cheviot Road
25 – 38 Mendip Close
27 – 35 Quantock Close

Letters of Objection have been received from 33, 36 Mendip Close and Site Controller's bungalow, Foxborough Primary School. An e mail has also been received named, but with no address given. The main reasons for objecting are set out below:

- Cheviot Road is very busy for parking due to Langley health centre being next door and for which parking commences at around 7.30 am and lasts through to early evening, with parking spilling over onto Cheviot Road itself, Mendip close and the club itself. This situation is aggravated by parking for

- Foxborough primary school.
- Cheviot Road is the only road into and out of the Foxborough estate and constantly busy
- A change of use to mosque will generate much more traffic than the club did.
- What provisions are there to prevent parking from the proposed mosque spilling over onto neighbouring roads, particularly on Islamic holy days and on prayer day each Friday
- Increased noise and disturbance and in particular external noise from the car park and its users and Islamic calls for prayer which could involve the use of external speakers.

5.2 In addition a petition containing 255 signatures has been submitted opposing the application. The petition comprises 200 no. standard letters of objection which have been signed on an individual basis. On the reverse side of most of these sheets, but not all, are minutes of a meeting held by the Foxborough Tenants and Residents Association, held on 8th September, to discuss three alternative uses for the Langley Club based upon the bids received. Being a standard letter, the reasons for objecting are common to all petitioners, that being on grounds of traffic and parking:

“that we are already virtually up to capacity with parking and that there are potential hazards in a number of places: the doctors surgery is open all day, queues beginning form at 0.7.30; the local primary school, just 100 metres from the surgery, has access problems; the school has special needs classes, whose pupils arrive and leave at different times between 08.45 and 16.30; the redwood House ambulance needs constant access; Cheviot Road, Mendip Close, Common Road, Eden Close, Quantock Close, Sir Roberts mews, Humber way, Raymond Road and Tamar way are frequently at capacity with parked cars and heavy congestion; large vehicles, waste-disposal lorries, coaches etc etc already frequently bring the area to a near standstill; as most of the garage sites have been – or are going to be- demolished, more and more cars and vans have been parked on the highway, with the result that you take your life in your hands when crossing the road; there is only one exit to the estate and even if a second was created, it would not solve congestion at the top of Cheviot road, a problem highlighted by Fiona Mactaggart, our member of Parliament.

It must be emphasised that this is in no way anti-Islam, but merely opposition to a potential parking problem in an area and on an estate which is creaking at the seams”

In addition a further 55 no. signatures have been collected, with a general objection to the proposal, but without any detailed reasons given. When collecting signatures information was also gathered relating to car ownership. This revealed that the 255 signatories

owned a total of 91 no. cars.

6.0 Consultation

6.1 Transport & Highways

This is a proposal to convert an existing social club into an Islamic community and teaching hall which will have a range of uses including teaching and prayers. As it has previously operated as social club, the type of use is similar in terms of transport impact and therefore in this instance I think it is reasonable not to request a travel plan, also the size of the development is below the threshold for preparing a travel plan.

The site has a 35 space car park and it is adjacent to it is the local health centre car park. There are no controls on either car park so I suspect that when either of them are not in operation some overspill parking occurs. If this was to become a problem then the respective owners /operators would need to introduce measures to prevent unauthorized use. However this is not an issue for the Local Highway Authority to resolve.

Cycle Parking will need to be implemented in accordance with the Council's adopted cycle parking standards.

No highway objection

Condition

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

Reason: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

The engineers have in part revised their previous comments as follows:

I don't think I would support a highway objection to this proposal, because these are community facilities and it isn't a bad site for this type of use

Some people will definitely walk. Seek a Travel Plan plus £3k Travel Plan Monitoring fee

Response: In light of the uncertainty regarding total parking

requirements necessary to comply with the Council's approved parking standards for a D1 use, the applicant was requested to provide additional information to support their application and allow officers to consider whether or not the level of car parking is adequate to serve the proposed use. The following additional information was requested:

- *The maximum numbers of people likely to be attending the premises, particularly on prayer days and holy days.*

Applicant's Response

Maximum number of people expected is 300 on special occasion days. Please note this is the maximum and this number of people will only attend the building a few times a year.

- *Typical usage in terms of numbers of people attending the building on different days and at different times during the day.*

Applicant's Response

The building will mainly be used for education classes for adults and childrens which will start after 4.30pm, There will be a few classes in the evening, each class will consist of 15-20 people. There will be 50-60 people in the building at any one time during the week. On weekends there will be about 60-100 people in the building in the evenings.

- *An indication of the likely travel modes for visitors in terms of walking, bicycle, public transport and car provided expressed as a percentage*

Applicant's Response

We expect 90% of people to walk as this establishment is for the local residents, people from outside Langley are unlikely to come as they will probably prefer to go to the major places of worship in Slough which will be closer to them. There is a mosque in Cippenham (Bath Road), Diamond Road, Stoke Poges Lane and Chalvey (two), hence we only expect the attendance of the close surrounding areas.

- *An indication of the likely catchment area i.e. identifying those areas from in and around Slough from where the people would travel.*

Applicant's Response

As mentioned above, we only expect the local people from Langley, mainly the Foxborough ward of Langley.

- *Any evidence to support the above which can be obtained in relation to another similar facility either elsewhere in Slough*

or outside of Slough.

Applicant's Response

Also as mentioned above there are a few other establishments in Slough. However there is no such facility for the Foxborough residents. We also have a petition ready with a large number of local residents supporting the idea which we will be submitting to the council shortly.

In response to the further information provided, the transport and highway engineers have made the following further comments.

Further information has been supplied by the applicant in terms of the size of the development and the proposed use of the hall and the comments provide an updated recommendation of the proposed development.

Development Proposal

The applicant states that the building will be used:

- mainly on evenings and weekends;*
- community activities and classes will be held in the evenings and weekends after both the school and health centre will be closed;*
- Friday prayers will be between 13.00-14.00 – this will not coincide with school traffic*
- facility for local people who live in Langley (Foxborough ward) meaning that these people will not have to travel to other facilities elsewhere in the Borough*
- the applicant assumes that 90% of people will walk to the site for Friday prayers as the catchment area for the Centre will be Langley*
- Maximum number of people expected is 300 on special occasion days. Please note this is the maximum and this number of people will only attend the building a few times a year.*
- The building will mainly be used for education classes for adults and children which will start after 4.30pm. There will be a few classes in the evening, each class will consist of 15-20 people. There will be 50-60 people in the building at any one time during the week. On weekends there will be about 60-100 people in the building in the evenings.*

Assessment Against Local Plan Parking Standards

D1 places of worship require 1 space per 10m² for car parking provision, so against the gross floor area the development requires 61 spaces. However if one looks specifically at the use of each part of the building a case could be made that the hall which measures 217m², would require 22 parking spaces under the adopted parking standards. The ground floor facilities should be considered under D1 Further Education, which requires 1 space per member of staff, plus 1 space per 3 non-teaching staff, plus 1 space per 3 students. Therefore against current parking standards for this use class the level of provision meets the standards. Although the planning case

officer has advised that it would be very difficult to prevent the ground floor of the building being used for prayers as well and therefore a greater proportion of the building should be considered under the standard of 1space per 10m². In the case of this particular development, one does need to make sure that the level of parking provision can accommodate the development peaks and that if parking cannot be accommodated within the site car park then there should be facilities that provide parking without saturating the local residential streets.

Parking Concerns During Peak Periods

Following the submission of further information in relation to this application and complaints about the operation of the recently opened Islamic Centre at Westward House on Montrose Avenue, which have been made since I made my original comments, I am concerned that my initial comments may have overlooked a genuine concern that there is likely to be a shortage of parking. At the Westward House site the Council has received complaints that the area of the building being used as a prayer hall is larger than what was given permission for and as a result the building is generating a higher number of trips and greater parking demand. Whilst the applicant has re-iterated that the catchment area for the Centre is Langley, this will not stop people travelling to the site by the car. If people are travelling from work to the prayer hall on a Friday there are only a limited number of employment establishments within a short walk distance of the site; therefore the suggestion of 90 percent of centre users arriving by foot is considered unrealistic.

Another element of local concern is that there is already high demand for parking within the immediate vicinity of the site, with the patients from the adjacent Health Centre capitalizing on the empty Social Club car park and on my site visit at 10.00 on 12/12/12 the Social club car park was close to capacity. Patients are also parking in the vicinity of the health centre / social club on-street. I would suspect that any future occupier of the Social Club would seek to prevent patients from parking in their car park if it was affecting their operation. Therefore the streets around the centre will become much busier in parking terms than the existing situation now. Whilst the health centre parking issues are not a material consideration within this application I think one does need to take account of the impact of periods of high parking demand on local residents.

Consistency of Assessment in terms of Parking with other Sites

In terms of considering this application one does need to consider how other recent applications have been assessed. The most recent similar sites that have received consent are Islamic Centres at :

- 68-72 Ragstone Road – 783m² with 34 parking spaces – 1 space per 23m² - extension to site was agreed at appeal
- Westward House, 39 Montrose Avenue – 932m² with 49 car parking spaces (311m² for prayer hall) – 1 space per 19m²
- 339-345 Bath Road – 574m² with 24 car parking spaces (1 space per 24m²)
- proposed development - 610m² with 35 car parking spaces (1 space per 17m²)

Proximity to Places of Work

- Montrose Avenue - close proximity to the Slough Trading Estate, Perth Trading Estate and the businesses and shops on Farnham Road;
- 339-345 Bath Road close proximity to businesses and workplaces on the Slough Trading Estate, Bath Road Retail Park and Bath Road frontages
- Ragstone Road is within 520m of edge of Slough town centre and serves the Chalvey ward which contains a busy secondary shopping area and a number of small businesses
- proposed development is 950m from Hurricane Court development, the Harrow Centre in Langley 1.15km and Sutton lane development is 1.8km away

Proximity to Public Car Parks (Public and Private)

Whilst this was not a consideration when the other sites were considered, following their implementation it has become apparent that overspill parking does occur at public car parks in the vicinity of these sites:

- Montrose Avenue – opposite Sainsburys car park on Farnham Road;
- 339-345 Bath Road is opposite the Bath Road Retail Park car park;
- Ragstone Road site – 400m to Jubilee River public car park, 850m from Herschel multi-storey car park
- proposed site – the nearest public car parks is on Parlaunt Road 580m, 840m from Langley leisure Centre car park, and there is a Leisure Services car park at Harvey Memorial Park 440m from the site which is only operational at the weekend – use outside of this time would be subject to an agreement with SBC Leisure Services;

In terms of consistency with other applications, in terms of parking provision provided specifically for the development it has a similar number. In respect of proximity to work places there are no obvious large employers within 800m of the site (a 10 minute walk). In terms of additional car parks there are no public car parks within 400m (5 minute walk). There are some clear differences with this site to the other three sites.

Travel Plan Measures

It is unlikely that travel plan measures on their own would be

sufficient to encourage 90 percent of worshippers to travel to the site by non car means as suggested by the applicant. As no travel plan has been submitted it is difficult to be sure if any measures are to be proposed, but it would appear unlikely. The most effective measures would be to prevent worshippers from parking on-street, but this would have impacts on local residents as well and they would have to accept the implementation of a residents parking zone. This would cause some inconvenience to local residents as they would have to purchase permits to park on-street, compared to no charge now, also it would mean that their visitors would have to pay in future. The costs of implementing a scheme would be relatively high (which would be funded by the applicant through a S106 agreement) and the enforcement costs for the Council would also be high, which would not be covered by a S106 contribution. A residents parking scheme could only be implemented following public consultation and there is no guarantee that the scheme would be accepted by local residents.

Summary and Recommendation

Taking account of the further submitted information and reflecting on our approach at other sites I do not believe that the applicant has made the case for this development and whilst it is consistent with the Parking Standards assuming the hall is only 217m², a case could be made that the development should be providing a larger number of spaces. Information has not been submitted to date that supports the claim that 90 percent of worshippers will arrive on foot and therefore unless this claim backed up I think it is reasonable to assume that a greater proportion of worshippers will come by car. If 90 percent are not going to arrive on foot where will those who are driving going to park if the car park capacity is exceeded. Therefore I think the applicant should be given a final chance to provide further information, if this is not forthcoming or not sufficiently robust to defend the 90 percent mode share claim then the application should be refused as it does not contain sufficient information for the Local Highway Authority to determine the impacts of the proposed development on the safety and operation of the public highway and the wider transportation network. Therefore the proposed development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

Response

Officers have written further to the applicant for further clarification on the information provided and this will be reported on the Amendment Sheet.

The applicant has responded with the further clarification:

The reason we have said 90% is because this facility is targeted only at the local residents of the foxborough ward. We do not expect people from slough to come to this facility as they already

have facilities available in slough which will be closer to their homes so they will not come to Langley

Currently the places of worship in slough do not have a high number of people walking as people from Langley are going to slough by car because of the distance. To this place mainly the residents of the foxborough ward will attend and it will be a very short distance from their homes so there will be no need to bring their cars. This will also decrease congestion in Slough as the Residents of The foxborough ward will no longer need to go into slough with their cars and will be able to walk to this premises because of the short distance from their homes.

Response: This is still based upon assumption and has not been substantiated. Officers are still of the view that this may be unrealistic.

- 6.2 Neighbourhood Protection
Have confirmed that there are no objections to the proposed change of use from Club to Islamic Centre and that no complaints about noise were received when the building was used as a club.

PART B: PLANNING APPRAISAL

- 7.0 Policy Background

National Planning Policy Framework (NPPF)
Core Policies 7, 8 and 11 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document December 2008
Policies EN1 and T2 of the adopted local plan for Slough 2004.

- 7.1 The proposal is assessed in relation to:
- Principle of the change of use
 - Impact on neighbouring uses/occupiers
 - Traffic and Parking

- 8.0 Principle of the Change of Use

- 8.1 The overarching Core Planning principles of the NPPF requires that planning *should always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings* (Paragraph 17). Paragraph 70 further states that: *To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should....plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of*

communities and residential environments.....and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Core Policy 11 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that: *The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.*

- 8.2 The principle of using the building as *an Islamic Community and Teaching Centre and Place of Worship* is supported in planning terms as it would be an appropriate alternative use for the building and would serve as a local Islamic community facility and place of worship for the Langley area.
However, concerns are expressed about the potential for traffic congestion and parking overspill onto surrounding residential streets as set out in the report below.
- 8.3 No objections are raised to the principle of the change of use in relation to paragraphs 17 and 70 of the NPPF nor Core Policy 11 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, although concerns are expressed regarding matters of traffic and parking.
- 9.0 Impact on Neighbouring Uses/Occupiers
- 9.1 The overarching Core Planning principles of the NPPF requires that planning *should always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings* (Paragraph 17). 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.* Policy EN1 of the Adopted Local plan for Slough 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 relationship to nearby properties.*
- 9.2 The potential impacts identified relate to noise and disturbance. Significant noise outbreak from the building is considered to be unlikely given that its most recent use was as a social club and as part of the original planning permission details of noise attenuation measures were required through planning condition. Nonetheless, in the event that the application was being supported in planning terms, a condition could be imposed requiring that there should be no increase in the ambient background noise when measured at the nearest noise sensitive boundary when the building is in use. Further, conditions restricting the total number of people permitted

to occupy the building at any one time could be imposed, although such a condition would require constant monitoring and would not be enforceable in practice. External noise could occur as a result of people congregating in the car park, particularly late at night. However it is not proposed to change the current operating hours which are: 6.00 am to 23.00 pm daily. The Neighbourhood Protection Section has confirmed that no complaints about noise have been received whilst the building has operated as a social club. Another potential source of external noise could be through the use of external tannoy/loudspeakers. However, in the event that the application was to be supported, this could be regulated through the imposition of planning conditions.

- 9.3 No objections are raised on grounds of adverse impact on neighbouring uses/occupiers in relation to 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 on the basis that had the application been supported in planning terms, conditions could be imposed covering noise breakout, operating hours and a restriction on the use of external tannoy systems or loudspeakers,
- 10.0 Traffic and Parking
- 10.1 The Council's consulting transport and highway engineer is raising no objection on grounds of transport impact on the basis that the pattern of travel would be similar between the two uses. In discussions which have since pursued, it has been agreed that further information is needed on how the building is to be used in terms of total numbers and modes of travel, to allow a more informed decision to be made. The requested information is set out as responses in paragraph 6.1 above.
- 10.2 There are a total of 35 no. parking spaces available to serve the existing building. From the site visit it would appear that whilst the building is currently unoccupied, the car park is being used informally by visitors to the neighbouring health centre. The site visit was made on a Wednesday at 11.30 am and there were a total of 14 no. cars in the car park. In addition the adjacent health centre car park was almost full and there were additional cars parked on street. The existing use of the building is sui generis and with the absence of a specific car parking standard, this was previously assessed on its individual merits. The current proposal falls into Class D1, albeit there are varying parking standards within that use class depending on the actual use.
- 10.3 The approved parking standard for a place of worship is 1 space per 10 sq metres. On the basis of the submitted layout, only the first floor is proposed as a prayer hall. Taking the net floor area i.e. excluding circulation areas, toilet areas and kitchen, the total floor

area is 215 sq m. requiring 22 no. car parking spaces and leaving a balance of 13 no. spaces to serve the ground floor which comprises 2 no. classrooms, reception and Committee room.

- 10.4 Assessing the planning application strictly on the basis of how it is proposed to be used and in accordance with the Council's approved car parking standards, it could be argued that a total of 35 car parking spaces would be sufficient, to support the use. However, drawing on local experience from other similar places of worship in Slough, where there are problems with parking spilling over onto neighbouring roads, it is considered that a total of 35 no. car parking spaces may prove to be inadequate. The applicant has advised that on special days, of which there are 2 no. in each calendar year, the maximum number of people attending would not exceed 300 people. The further issue is that both places of worship and community/education centres fall within the same D1 Use Class and which are interchangeable without the need for further planning permission, unless controlled through the imposition of a planning condition, but which would prove difficult to enforce against in practice.
- 10.5 Assuming a worst case scenario, in practice both ground and first floors, which would provide a total combined floorspace (excluding kitchens toilets and general circulation areas) of 443 sq metres which could potentially be used for purposes of worship, as indeed may be necessary on special days to accommodate the maximum numbers of people anticipated. There is also the potential for marquees to be erected on the site to accommodate additional persons, on special days or at other times when larger numbers of people are anticipated and which being temporary structures would not need specific planning permission unless controlled by planning condition. The applicant advises that 90% of persons will walk to the centre and would be drawn primarily from the Langley/Foxborough area, although the basis for this figure is not known. Indeed drawing on local experience of other places of worship in Slough, this is considered to be unrealistic, with a high percentage of visitors likely to travel by car.
- 10.6 Whilst the applicant has responded to the queries raised, the responses appear to be based upon opinion rather than fact, and not as requested drawing upon evidence from other similar facilities elsewhere in Slough or other areas. Local experience would seem to suggest that such facilities can and do result in traffic congestion and parking overspill onto surrounding roads. As such, Officers have some reservations about the adequacy of existing car parking and the implications for traffic congestion and parking overspill, particularly as the local planning authority would have little or no control over an intensification of the use from combined education and community centre and place of worship to a place of worship only, with its obvious implications for visitor numbers, traffic and

parking. Objections are thereby raised in relation to Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy T2 of the Adopted Local plan for Slough 2004.

11.0 Process

11.1 Following an amendment (Amendment 2) to the Town and Country Planning (Development Management Procedure) Order 2012 , which was effective from the 1st December 2012, there is now an obligation on the local planning authority that a decision notice shall include a statement explaining how, in dealing with the application, the local planning authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.

11.2 Officers have worked with the applicant to try and resolve the issue of total floorspace, which itself has implications for total car parking requirements. Despite some earlier disagreement over the total floorspace figures, the applicant is no longer challenging the local planning authority over this matter.

11.3 On the more general matter of car parking, officers wrote to the applicant requesting further information, as set out in paragraph 8.1 above, to allow a more informed decision to be made with respect to the adequacy of the car parking on site. The applicant has responded as set out above.

11.4 It is considered that the local planning authority has worked proactively with the applicant to try and resolve issues of total floorspace, visitor numbers , parking and traffic. However, given officers concerns regarding potential intensification of the use in terms of visitor numbers and associated issues of parking and traffic impact, it is not considered that the proposed use would improve the economic social and environmental conditions of the area and as such does not accord with the National Planning Policy Framework.

PART C: RECOMMENDATION

12.0 Recommendation

12.1 **Refuse, for the reasons set out below**

12.2 The applicant has failed to demonstrate through the submission of supplementary information that the proposal, which has the potential to intensify in terms of its use as a place of worship within Use Class D1 and which when considered in conjunction with other parking intensive uses in the locality, including the neighbouring health clinic and school, will not result in localised traffic congestion and parking overspill onto surrounding residential streets, to the detriment of general highway safety and amenities of local residents. The proposed use is thereby contrary to Core Policy 7 of the Slough Local Development Framework Core Strategy(2006 – 2026) Development Plan Document December 2008 which is attached full weight under the National Planning Policy Framework (Annex 1: paragraph 2.14).

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SUPPLEMENTARY REPORT:

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 ROOF AND PROVISION OF 8 NO. CAR PARKING SPACES (4 NO. FOR PUBLIC USE) WITH ACCESS FROM GRAMPIAN WAY.		

At the Meeting of Planning Committee on 17th October 2012, verbal representations were made to the Committee by an objector, Ms Shipway and local ward members, Councillors Plimmer and Shah. Having considered the various presentations and following a debate amongst the Members of the Committee, a decision on the planning application was deferred to allow officers time to discuss parking concerns /facilities with the applicant. A copy of the original officer's report to Planning Committee is attached for information purposes (Appendix A).

Officers have undertaken two separate evening site visits to assess the use of the garage court for parking by local residents and/or visitors. During the first site visit only one car was parked in the garage court and on the second visit two cars were parked in the garage court.

On the basis of this information, the applicant was requested to amend the site layout, by setting back the proposed bungalows closer to the eastern boundary with Peterhead Mews. Each bungalow maintains a 9m deep garden which complies with the Council's guidelines. Further, there are no issues regarding overlooking or loss of privacy, given that the flats at Peterhead Mews are orientated away from the site, such that there would be no direct overlooking of the rear gardens and there would be no direct overlooking from the proposed bungalows as they are single storey only.

However, a repositioning of the bungalows has allowed an additional 4 no. car parking spaces to be provided for general use by local residents and visitors, which on the basis of the site visits undertaken would seem to be sufficient.

Local residents have been re-consulted on the changes and no further objections have been received.

Ward Councillor Plimmer has requested information from the Council's Housing Section under the Freedom of Information Act, relating to both the garage court in question and general garage provision within the Foxborough Ward. Both the request and response insofar as they are relevant to the current planning application is set out below.

(1) I would like to know how many Council owned garage units are there in Foxborough Ward?

Response: Grampian Way (65 units), Cheviot Rd (18 units), Peterhead Mews (9 units), Mendip Close (22 units), Quantock Close (33 units at the moments but numbers 1-17 due to be demolished), Eden Close (20 units, 15-20 due to be demolished)

Planning Officer's Comments

The total number of units within the Cheviot Road Garage Court, the subject of this application is stated as being 18, which is the same figure as given in the original officer's report.

(2) How many Council owned garage units are currently rented out to tenants and leaseholders in Foxborough Ward?

Response: Grampian Way (28 rented), Cheviot Road (8 rented), Peterhead Mews (4 rented), Mendip Close (15 rented), Quantock Close (15 rented, 1-17 not vacant), Eden Close (6 rented).

Planning Officer's Comments

The total number of units within the Cheviot Road Garage Court, the subject of this application, which are currently being rented from the Council, is stated as being 8, which is the same figure as given in the original officer's report. As previously reported of this figure, 6 no. tenants will be able to continue renting garages from this site. The other 2 no. tenants have been offered alternative garaging either in the neighbouring Peterhead Mews or within the garage compound in front of 1 – 17 Grampian Way

(3) How many Council owned garage units in Foxborough Ward are currently vacant?

Calculated as above

Planning Officer's Comments

Garage Compound	Total Council Owned Garages	Total garages rented	Vacant Garages
Grampian Way	65	28	37
Cheviot Road	18	8	10
Peterhead Mews	9	4	5
Mendip Close	22	15	7
Quantock Close	33	15	17 (to be demolished)
Eden Close	20	6	14 (6 to be demolished) balance 8
Total vacant garages now			98 (currently vacant)
Total vacant garages following proposed demolitions			67 (vacant following demolitions)

It can be deducted from the information given above, that there is a significant surplus of vacant garages within the Foxborough Ward.

(4) How many of the vacant Council owned garage units in Foxborough Ward are currently being used to store furniture from clearances from void council housing which are being redecorated by Interserve for prospective new tenants?

Response: 1 in Grampian way and 1 in Eden Close as per my records.

Planning Officer's Comments

According to the Council's records none of the garages within the Cheviot Road garage compound are currently being used to store furniture.

5) How many applicants are there on the current waiting list for an available council garage in Foxborough Ward and what is the current average waiting time for an available garage in Foxborough Ward?

Response: *6 applicants are currently on the waiting list in the whole of the Foxborough Ward and garage allocations for each of these are currently in process. (awaiting repairs, clearances).*

Planning Officers Comments

From Council records it would appear that garages are currently being allocated to those on the waiting list.

With respect to Councillor Plimmer's second Freedom of Information request, the Council's Strategic Housing team have responded as follows:

With regard to the door painting the doors at Cheviot road weren't painted. It was 4 garage sites in Grampian Way that were painted. The roof at Cheviot Road has always been a pitched roof, as confirmed with John Einig.'

I have also provided a copy of the repairs undertaken at this garage site and the associated costs from May 2008 with a total of £1041.36. However, the total given in the table below also includes a repair undertaken in March 2008.

Job No	Date Rep	Asset UDF3	Title
5278971	06-Mar-08	GARAGE 17 CHEVIOT ROAD	RMFBJ; repair Inspect door as not opening as tenant has
5318519	03-Dec-08	GARAGE 9 CHEVIOT ROAD	RMFDC; carry out lock change to garage return keys to
5318877	05-Dec-08	GARAGE 5 CHEVIOT ROAD	RMFFRD; carry out lock change reported by kashif khan
5319532	10-Dec-08	GARAGE 4 CHEVIOT ROAD	fit 2 no heavy duty padlocks hasp and staple top and
5326815	05-Feb-09	GARAGE 5 CHEVIOT ROAD	RMFBJ; Please secure garage door that has been broken in
5350859	03-Jul-09	GARAGE 4 CHEVIOT ROAD	RMFFRD; Carry out lock change to garage as per Kashif
5372573	18-Jan-10	GARAGE 8 CHEVIOT ROAD	RMFBJ; Repair garage door that is handing off hinges after
5379189	05-Mar-10	GARAGE 16 CHEVIOT ROAD	RMFBOA; Carry out lock change to garage as per Kashif
5480410	10-May-12	GARAGE 8 CHEVIOT ROAD	RMFBOA; Carry out lock change as per Kashif Khan.AC
5486800	06-Jul-12	GARAGE 9 CHEVIOT ROAD	RMFBOA; Change lock as per K Khan. EA
5489422	07-Aug-12	GARAGE 3 CHEVIOT ROAD	RMFFRD; Carry out lock change to Garage Door. Requested by
5501698	06-Nov-12	GARAGE 4 CHEVIOT ROAD	RMFBOA; Carry out lock change to vacant garage as per
5501701	06-Nov-12	GARAGE 5 CHEVIOT ROAD	RMFBOA; Carry out lock change to

			vacant garage as per
5501702	06-Nov-12	GARAGE 6 CHEVIOT ROAD	RMFBOA; Carry out lock change to vacant garage as per

Planning Officer's Comments

From the above records it is confirmed that in the period from March 2008, only day to day repairs have been undertaken in respect of the garages in Cheviot Road. Further, it has been confirmed by the Strategic Housing team that neither the roof over the garages has been replaced nor the garage doors painted during this same period. A former housing officer of the Council has confirmed that the roof over the garages has always been a pitched roof.

Process

Following an amendment (Amendment 2) to the Town and Country Planning (Development Management Procedure) Order 2012, which was effective from the 1st December 2012, there is now an obligation on the local planning authority that a decision notice shall include a statement explaining how, in dealing with the application, the local planning authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.

With reference to this, officers would advise that following concerns expressed by local residents and the resolution of Planning Committee to defer decision to allow officers time to negotiate with the applicant to address parking issues, it is considered that the local planning authority has since been positive and proactive in its negotiations with the applicant. These negotiations build upon earlier pre application discussions and further negotiations following submission of the application. During the first round of negotiations, due to officer concerns about overbearing impact, the applicant revised the proposals by changing the scheme from 2 no. X two storey three bedroom houses to 2 no. X two bedroom bungalows. During the current round of negotiations, post Committee, the applicant has revised the site layout to provide additional parking on site for local residents use.

It is therefore concluded that the development, as amended, improves the economic social and environmental conditions of the area and is therefore in accordance with the National Planning Policy Framework.

The following additional informative is proposed for inclusion in the decision notice:

In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

In addition, the wording to condition 05 is changed as follows:

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

Policies: National Planning Policy Framework, Core Planning Principles (Design & Effective Use of Land), Section 7 Requiring Good Design, paragraph 58 (Crime)

Core Policies 4, 7, 8, 12 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

H13, H14, EN1, T2 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 477340.

It is recommended that the scheme as amended be approved with conditions. With the exception of condition 2 which relates to approved drawings, all draft conditions as set out in the previous officers report, as attached for information purposes, will continue to apply.

Condition 02 is amended as follows:

NAP01, Approved Plans:

Drawing No. 2109/05, Dated August 2012, Received 24th Aug 2012,
Drawing No. B0612 –B Dated 02/02/2012, Received 07/07/2012
Drawing No. B0612 –B-S0/01 A , Dated 02/02/2012, Received
06/11/2012

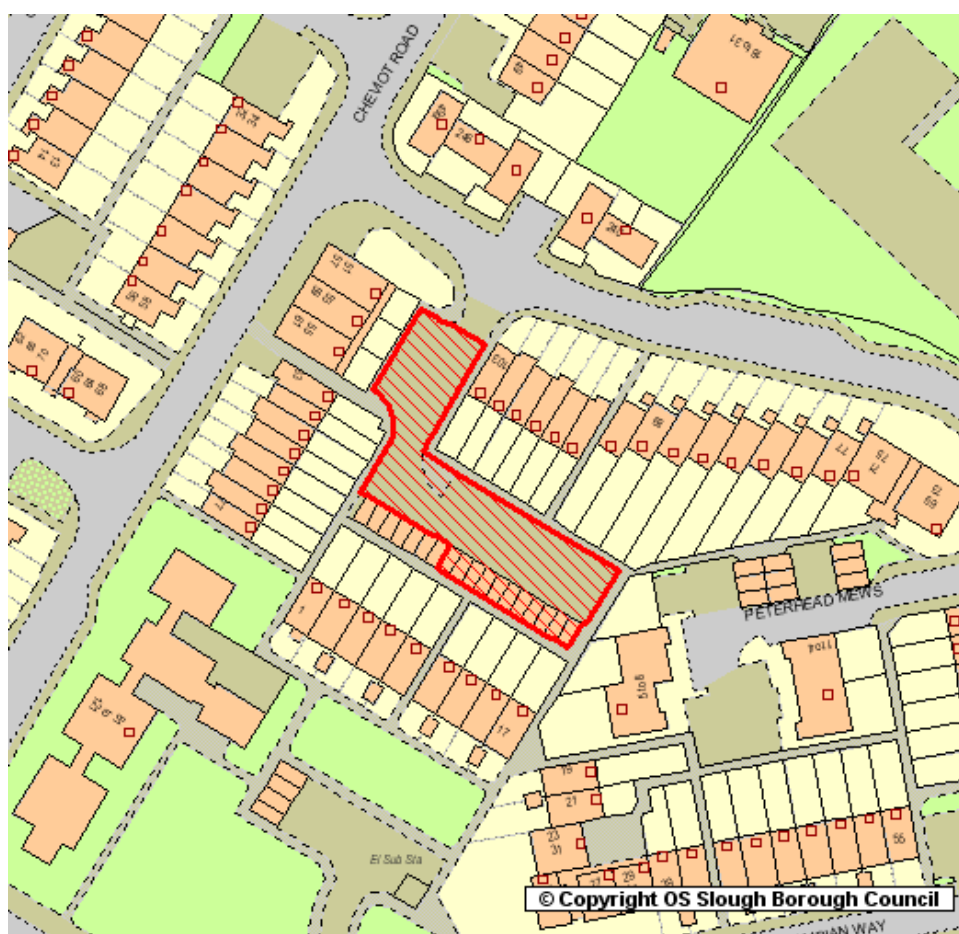
Recommendation

Approve, with Conditions

Appendix A: Committee Report of 17th October 2012

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 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

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 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.

SUPPLEMENTARY REPORT

Registration Date:	04-Jul-2012	Applic. No:	P/09961/002
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
		Applic type:	Major
		13 week date:	3rd
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.		

At its Meeting on 17th October 2012, this Committee considered an application for outline planning permission for the above development. A copy of the previous officer's report is attached for information. The officer's report refers to a total floorspace of 3770.57 sq m, which then formed the basis for imposing condition 09, which restricts the maximum floorspace on the site to that figure. A decision notice has been issued incorporating that condition.

Since issuing the decision notice, it has since come to light that the total floorspace being applied for as set out in the details to that application was in fact 4011 sq m. It should be stressed to Members that this figure would represent the maximum floorspace which could be accommodated on the site and that the local planning authority would need to be satisfied at the Reserved Matters stage, that the development was acceptable in all respects including parking and servicing.

To regularise the situation Committee are asked to approve the revised maximum floorspace figure of 4011 sq m and grant authority to the Head of Planning Policy and Projects to amend condition 09 to reflect the new floorspace figure and to issue a revised decision notice.

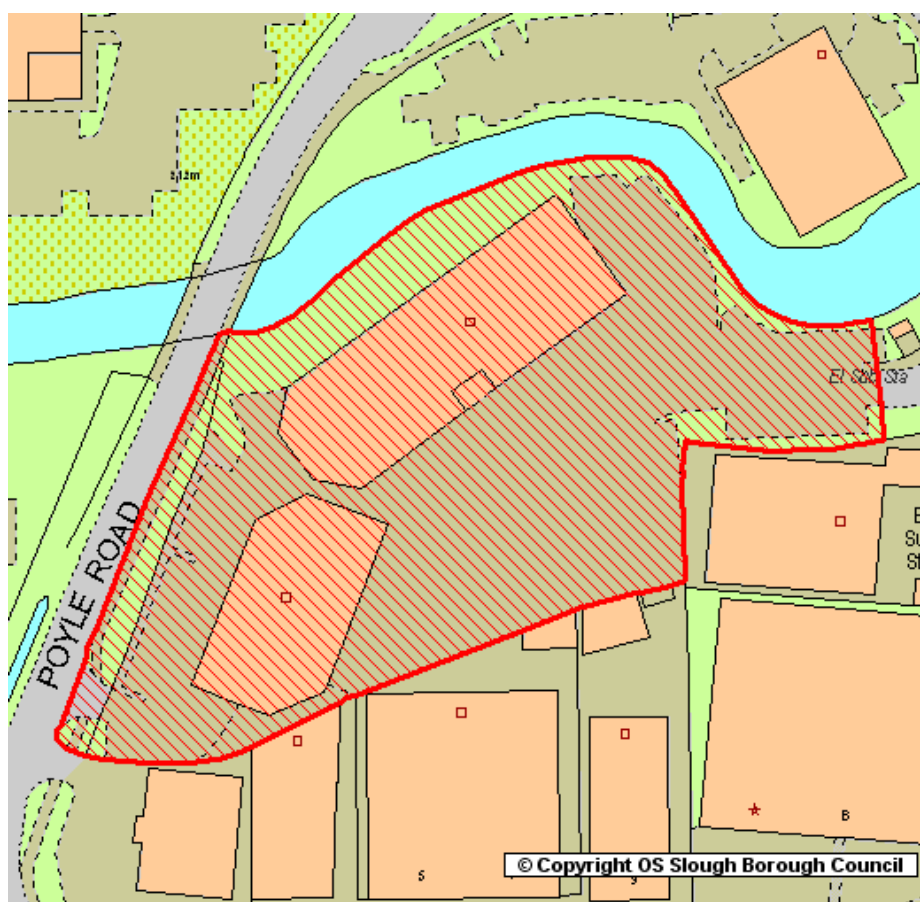
Recommendation

That Committee resolve to approve the revised maximum floorspace figure of 4011 sq m and to grant authority to the Head of Planning Policy and Projects to amend condition 09 to reflect the revised floorspace and to issue a revised decision notice.

Appendix A: Committee Report of 17th October 2012

Registration Date:	04-Jul-2012	Applic. No:	P/09961/002
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
		Applic type:	Major
		13 week date:	3rd
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



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 an 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.

SLOUGH BOROUGH COUNCIL**REPORT TO: PLANNING COMMITTEE****DATE: 9th January 2013****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/13086/004	65 Meadfield Road ERECTION OF TWO STOREY SIDE EXTENSION WITH GABLE END, PART TWO STOREY REAR EXTENSION WITH HIPPED AND PITCHED ROOF/PART SINGLE STOREY REAR EXTENSION WITH MONO-PITCHED ROOF; FRONT EXTENSION WITH MONO-PITCHED ROOF	Appeal Allowed subject to conditions 22nd October 2012
Enforcement	The Octagon, Brunel Way CHANGE OF USE OF LAND FROM BUSINESS USE TO USE AS A CAR PARK The appointed Inspector heard an appeal against the serving of a planning enforcement notice by the Council requiring the unauthorised use of the site as a car park to cease. The appellants sought planning permission under Ground A. The Appeal Inspector considered the main issue to be <i>"whether the continue use of the car park for a period of about 2 years would undermine the Councils policies to encourage a modal shift away from private car use towards more sustainable forms of transport"</i> . Having considered all relevant policy documents, the Inspector concluded that, <i>"There is thus no doubt in my mind that reading all these documents together, the Council have a strategy to use car parking provision to strike a balance between the need for restraint so as to discourage car use but at the same time to encourage the use of the town centre. Although the Council sought to downplay the significance of the 5000 cap, it seems obvious to me this was the figure for the maximum number of car park spaces that would enable that balance to be struck. Once the number of spaces rose above</i>	Appeal Allowed, notice quashed and planning permission granted with conditions. 13th November 2012

	<p><i>that figure, the policy of restraint would be undermined, but fall below it, and the vitality and viability of the town centre could be harmed. This figure, and indeed the entire strategy, was developed before the current recession, and assumed the growth of office development and shopping demand would continue. In other words 5000 spaces was the maximum when the town was booming”.</i></p> <p>In response to the Council’s suggestion that it has been consistent in its decision making on recent planning applications for town centre car parks, the Inspector commented: <i>“Although the Council have been consistent, where they have allowed car parks, their reasons for doing so would seem to be generally applicable to the appeal site. I do not think consistency or lack of it is decisive in this case. In my view the fact that there is currently an over provision of car parking spaces in the town centre suggest strongly to me the policy of using car parking restraint to effect choice of transport modes cannot be effective. If local residents can always find a space to park, then there is no lack of car parking to act as a restraint on choices. The Council would not appear to have any plans to further reduce the number of spaces. To do so would require a recalculation of the 5000 cap and this is not envisaged. Consequently, at the moment refusing this car park will have no immediate effect on sustainable transport choices or on the Council’s strategic desires to manipulate those choices through car park restraint”.....As long as the 5000 cap is not breached, then Slough will be in a good position after the recession to both provide for adequate car parking and encourage the choice of alternative modes of transport as required by its transport strategy. At present the recession and consequent lack of demand has somewhat sidelined the restraint policy – a fact the Council have recognised in the three permissions they have granted - and as long as the 5000 figure is not breached there will be no long term harm to the wider strategy, as noted by the Councillors in the Aspire 2 case.</i></p> <p>The Appeal Inspector granted a temporary planning permission until 19th October 2014 for a maximum of 124 parked cars.</p>	
Enforcement	<p>263 Uxbridge Road</p> <p>ERECTION OF A SINGLE STOREY CONSERVATORY EXTENSION.</p>	<p>Appeal dismissed, enforcement notice upheld.</p>
P/15009/004	<p>51 Buckland Avenue</p> <p>RETENTION OF FRONT EXTENSION WITH HIPPED AND PITCHED ROOF</p> <p>Planning permission was refused on the grounds that:</p>	<p>Appeal Allowed</p> <p>22nd November 2012</p>

	<p>The existing front extension by virtue of its scale, bulk and visual dominance represents an overly dominant feature which detracts from the character and appearance of the original house and that of the general street scene contrary to Core Policy 8 of Slough Local Development Framework, Adopted Core Strategy 2006 - 2026 (Development Plan Document - December 2008), Policies EN1, EN2 and H15 of the Adopted Local Plan for Slough, 2004; Council's Residential Extensions Guidelines, Supplementary Planning Document, 2010.</p> <p>The Inspector concluded that:</p> <p><i>"I observed porch projections of a similar size at various nearby properties, including Nos 56, 62 and 64. These other structures did not strike me as being excessively prominent and I take the same view with respect to the porch at the appeal property. I take this view particularly as the detailed design of the individual houses varies whilst their setback helps to ensure that individual features, such as the porches, are not unduly dominant. Neither does the width of the porch take up an excessive proportion of the frontage.</i></p> <p><i>This leads me to conclude that the development causes no significant harm to the character and appearance of the existing dwelling and the surrounding area. It follows that there is no conflict with Core Policy 8 of the adopted Slough Local Development Framework Core Strategy 2008, saved Policies EN1, EN2 and H15 of the adopted Local Plan for Slough 2004 and the Council's adopted guidelines for residential extensions, insofar as these seek to ensure that development, including extensions, contributes positively to the quality of the environment and is compatible with the original structure and its surroundings. Neither is the proposal contrary to the National Planning Policy Framework to the extent that great importance is attached to the design of the built environment."</i></p>	
P/01071/016	<p>85a Elliman Avenue</p> <p>EXTENSION AND CHANGE OF USE OF EXISTING DOMESTIC GARAGE (C3) TO HOT FOOD TAKEAWAY (A5)</p>	<p>Appeal Dismissed</p> <p>3rd December 2012</p>

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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	P	P				
Rasib	P	P	P	P	P				
Dar	P	P	P	P	P				
Hussain	P	P	P	P	P				
O'Connor	P	P	Ap	P	P				
Plenty	P	P	P	P	P				
Sharif	P* (from 7pm)	P* (from 7.07pm)	P	P* (From 6.35pm)	P* (from 6.54pm)				
Smith	P	P	P	P	P				
Swindlehurst	P* (from 6.40pm)	Ap	P	P	Ap				

P = Present for whole meeting
 Ap = Apologies given

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

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