

Date of issue: 24<sup>th</sup> March, 2015

**MEETING**

**PLANNING COMMITTEE**

(Councillors Dar (Chair), Ajaib, Bains, M Holledge, Plenty, Rasib, Sidhu, Smith and Swindlehurst)

**DATE AND TIME:**

WEDNESDAY, 1ST APRIL, 2015 AT 6.30PM

**VENUE:**

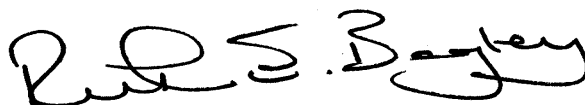
FLEXI HALL, THE CENTRE, FARNHAM ROAD,  
SLOUGH, SL1 4UT

**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**

**AGENDA  
ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

1. Apologies for Absence

**CONSTITUTIONAL MATTERS**

2. Declarations of Interest

**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

*All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.*

*The Chair will ask Members to confirm that they do not have a declarable interest.*

*All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.*

- |    |  |         |  |
|----|--|---------|--|
| 3. | Guidance on Predetermination/Predisposition - To Note  | 1 - 2   |  |
| 4. | Minutes of the Last Meeting held on 17th February 2015 | 3 - 10  |  |
| 5. | Human Rights Act Statement - To Note                   | 11 - 12 |  |

**PLANNING APPLICATIONS**

- |   |   |         |                        |
|---|---|---------|------------------------|
| 6.  | S/00539/001 - Car Park, Alpha Street North, Slough, SL1 1RA     | 13 - 28 | Central                |
| <b>Officer Recommendation:</b> Delegate to Planning Manager |   |         |                        |
| 7.  | P/00176/033 - 392 Bath Road, Slough, SL1 6JA                    | 29 - 44 | Haymill and Lynch Hill |
| <b>Officer Recommendation:</b> Delegate to Planning Manager |   |         |                        |
| 8.  | P/12934/009 - Theale, Old Bath Road, Colnbrook, Slough, SL3 0NS | 45 - 66 | Colnbrook with Poyle   |
| <b>Officer Recommendation:</b> Delegate to Planning Manager |   |         |                        |

**MISCELLANEOUS REPORTS**

- |    |  |         |     |
|----|--|---------|-----|
| 9. | Consultation on South Bucks and Spelthorne Local Plans | 67 - 72 | All |
|----|--|---------|-----|

**MATTERS FOR INFORMATION**

- |     |                           |         |     |
|-----|---------------------------|---------|-----|
| 10. | Planning Appeal Decisions | 73 - 78 | All |
|-----|---------------------------|---------|-----|



**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

11. Members Attendance Record 79 - 80

12. Date of Next Meeting

29<sup>th</sup> April, 2015

**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. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

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## **PREDETERMINATION/PREDISPOSITION - GUIDANCE**

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

### Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

### Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased”. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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**Planning Committee – Meeting held on Tuesday, 17th February, 2015.**

**Present:-** Councillors Dar (Chair), Ajaib (Vice-Chair), Bains, M Holledge, Plenty, Sidhu (until 8.25 pm) and Swindlehurst (from 6.45 pm)

**Also present under Rule 30:-** Councillors Chahal, Davis and Sandhu

**Apologies for Absence:-** Councillors Rasib and Smith

**PART I**

**86. Apologies for Absence**

Apologies were received from Councillors Rasib and Smith.

**87. Declarations of Interest**

Councillor Plenty declared an interest in respect of Agenda item 8, P/03896/003 - Former Arbour Vale School, Stoke Road, Slough, and Agenda item 9, S/00587/005 - Former Arbour Vale School Site & St Josephs Playing Field, Stoke Road, Slough. He advised that he had a personal and prejudicial interest in respect of Agenda item 9 as he is a Supporter of Slough Football Club, and holds a season ticket. He stated that as there was a synergy between Agenda items 8 and 9 he also wished to declare a personal and prejudicial interest in respect of Agenda item 8. Councillor Plenty left the meeting during the consideration of Agenda item 8. He rejoined the meeting to hear the introduction of Agenda item 9 by the Planning Officer. He then addressed the Committee under Rule 30 and left the meeting prior to the debate by Committee Members.

Councillor Bains advised in respect of Agenda item 6, P/06674/010 - 30 Rambler Lane, Slough, that he was a Ward Member (Upton Ward). He advised that he had an open mind and would debate and vote on the item.

Councillor Ajaib advised in respect of Agenda item 12, P/00906/030 - 43-61 Windsor Road, Slough, that he was a Ward Member (Central Ward). He advised that he had an open mind and would debate and vote on the item.

Councillor Swindlehurst advised in respect of Agenda item 9, S/00587/005, Former Arbourvale School and St Josephs Playing Field, Stoke Road, Slough, that he had in previous years discussed issues relating the Stadium at Cabinet, in his capacity as Commissioner for Neighbourhoods and Renewal. He advised that he had no involvement since, had an open mind and would debate and vote on the application.

Councillor Dar advised in respect of Agenda item 10, P/16006/000 - Wexham Nursery & Land off Forest Close, Wexham Road, Slough, and Agenda item 11, P/06622/075 - Wexham Park Hospital, Wexham Street, Slough, that he

## **Planning Committee - 17.02.15**

was a Ward Member (Wexham Lea Ward) for the applications. He advised that he had an open mind and would debate and vote on the items.

### **88. Guidance on Predetermination/ Predisposition**

Members confirmed that they had read and understood the guidance on predetermination and predisposition.

### **89. Minutes of the Last Meeting held on 8th January, 2015**

**Resolved** – That the minutes of the meeting of the Planning Committee held on 8<sup>th</sup> January, 2015 be approved as a correct record.

### **90. Human Rights Act Statement**

The Human Rights Act statement was noted.

### **91. Planning Applications**

Details were tabled in the amendment sheet of alterations and amendments received since the agenda was circulated. The Committee adjourned for fifteen minutes to allow Members the opportunity to read the amendment sheet.

Oral representations were made to the Committee by objectors and applicants or their agents under the Public Participation Scheme and local members prior to the planning applications being considered by the Committee as follows:-

Application , P/06674/010 - 30 Rambler Lane, Slough: A Registered Objector, the Applicant's Agent, and two Ward Members (Councillors Chahal and Sandhu) addressed the Committee.

Application P/03896/003 - Former Arbour Vale School, Stoke Road, Slough: A Registered Objector, and the Applicant's Agent, addressed the Committee.

Application S/00587/005 - Former Arbour Vale School Site & St Josephs Playing Field, Stoke Road, Slough: A Registered Objector, the Applicant's Agent, and Member under Rule 30 (Cllr Plenty) addressed the Committee.

The Chair varied the order of agenda so that the item where Objectors were in attendance was taken first.

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



**92. P/06674/010 - 30 Rambler Lane, Slough, SL3 7RR**

<b>Application</b>	<b>Decision</b>
Construction of two storey front and single storey side and rear extensions.	Approved with conditions and subject to further conditions: 1. The submission of a servicing and delivery management plan. 2. Removal of permitted development rights to erect a marquee or other moveable structure on the site.

(Councillor Plenty left the meeting at 7.52 pm)

**93. P/03896/003 - Former Arbour Vale School, Stoke Road, Slough, Berkshire**

<b>Application</b>	<b>Decision</b>
Application for full planning permission for the demolition of the existing building and erection of a non-residential institution (use Class D1) for use as a secondary school incorporating building and erection of a three storey academic building, ancillary sports hall and facilities, and playing fields together with new car parking areas and landscaping.	Delegated to the Acting Planning Manager, subject to completion of a satisfactory section 106 planning obligation, submission of additional information /revisions, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for Communities and Local Government. Further contributions and/or commitment should be sought to implement new or further travel plan remedial measures connected with control of parking or reducing travel by car by parents/pupils.

(Councillor Sidhu left the meeting at 8.25 pm).

**94. S/00587/005 - Former Arbour Vale School Site & St Josephs Playing Field, Stoke Road**

<b>Application</b>	<b>Decision</b>
Application for full planning permission for the erection of a community stadium together with ancillary accommodation (use class D2) four court sports hall, all weather sports pitch and associated parking and landscaping.	Delegated to the Acting Planning Manager, subject to planning obligation matters being secured; submission of additional information /revisions, variation and addition of planning conditions and subject to the planning application not being called in by the Secretary of State for

## Planning Committee - 17.02.15

	Communities and Local Government.
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(Councillor Plenty rejoined the meeting at 9.00 pm)

### 95. P/11490/003 - Poyle 14, Newlands Drive, SL3 0DX

Application	Decision
Demolition of existing buildings on site and redevelopment of a 8,758sqm Class B8 distribution warehouse together with 6,059sqm of B1(a) ancillary office space (including mezzanine), hgv parking, employee and customer car parking and ancillary works.	Delegated to the Acting Planning Manager for formal determination, following withdrawal of the Highway Agency and Natural England's objections, resolving highway and transport matters, to agree revised drawings requested and consider any further observations from statutory consultees, finalising conditions and completion of a Section 106 Agreement.

### 96. P/16006/000 - Wexham Nursery & Land off Forest Close, Wexham Road

Application	Decision
Residential development comprising the demolition of existing structures and the erection of 104 dwelling in the form of two, three and four bedroom houses with accompanying private and public amenity space, off street parking provision, cycle and refuse storage, highway and associated ancillary works.	Delegated to Acting Planning Manager for a Section 106 planning obligation to be completed, alteration or addition of conditions, receipt of satisfactory revisions/further information requested.

### 97. P/06622/075 - Wexham Park Hospital, Wexham Street, Wexham, Slough, SL2 4HL

Application	Decision
Reconfiguration of existing car parking and provision of an additional 573 car parking spaces.	The principle of additional car parking provision at Wexham Park Hospital approved and that the application be delegated to the Acting Planning Manager for the conclusion of outstanding issues, completion of a Section 106 Agreement, finalising conditions and final determination. If no resolution to the outstanding matters is found than the application

## Planning Committee - 17.02.15

	should be refused within the statutory 13 week time limit.
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### 98. P/00906/030 - 43-61 Windsor Road, Slough, SL1 2EE

Application	Decision
Erection of a part 10 / part 7 / part 6 / part 5 storey building comprising 153 residential units, part 7 / part 6 storey building comprising 131 bedroom hotel and ancillary A1, A3, D2 floor space, access, servicing, car parking, landscaping and associated works.	Delegated to Acting Planning Manager for the consideration of outstanding consultation responses and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination. In the event that scheme viability and section 106 contributions cannot be agreed that the acting Planning Manager is authorised to refuse planning permission.

(Councillor Plenty did not vote on the above item as was absent during part of the debate).

### 99. P/05343/001 - 7 Quaves Road, Slough, SL3 7NX

Application	Decision
Construction of a single storey side to rear extension and an infill ground floor rear extension.	Approved with conditions.

### 100. Review of the Local Plan for Slough

Paul Stimpson, Planning Policy Lead Officer, outlined a report seeking the Committee's approval to begin the process of reviewing the Local Plan for Slough.

Members were reminded that the Core Strategy for Slough, which was adopted in 2008, covered the period up to 2026. The Site Allocations Document was adopted in 2010 but other elements of Slough's Development Plan such as the 'saved' policies of the Local Plan, the Minerals Plan and the Waste Plan were much older.

The 'self assessment' exercise carried out in 2013 indicated that the policies in the various plans were still compliant with the National Planning Policy Framework (NPPF) and were performing well and it was highlighted that an excess of a 15 year supply of housing land remained.

The NPPF came into force in 2012 and it was now necessary to begin a review of the Local Plan so that it did not become out of date. The Committee noted that the Council's Five Year Plan was approved at Cabinet in January 2015 and this set out a vision for the Borough against which the Council would

## **Planning Committee - 17.02.15**

prioritise its resources. The Plan set out a number of key outcomes and to achieve these planning policies would be developed which would deliver more high value business properties to meet modern needs. Also, an average of 550 new homes would be built each year over the 5 year period compared to the current target of 315.

It was suggested that the Local Plan should cover the twenty year period from 2015 to 2035. The Committee noted the impact of uncertainty around the future of Heathrow and the time table for the review of the Local Plan would have to be sufficiently flexible to take account of the decision around its future.

The Committee noted that all Council's in Berkshire would together commission a strategic housing market assessment which would decide what objectively assessed housing need was for each authority (results available in summer 2015).

Members noted the progress that adjoining authorities were making in preparing their plans. It appeared sensible to begin to review the Local Plan for Slough in parallel with adjoining authorities so that issues could be addressed in a co-ordinated way and all parties could fulfil their obligations to comply with the Duty to Cooperate. This would also provide greater scope for joint working.

Members noted the need to produce a Centre of Slough Strategy by the autumn and this could be taken forward as a key input into the Review of the Local Plan. A number of key factors affected the timing of the review of the Local Plan for Slough and it is was not possible to specify when all of the stages will be completed within the time frame.

It would be necessary to produce and publish a Local Development Scheme setting out a time table for the plan and a Statement of Community Involvement which would discuss engagement with interested parties.

The Committee considered the report and:

### **Resolved-**

- (a) That the Council formally agree to carry out a Review of the Local Plan for Slough.
- (b) That all interested parties be notified of the intention to review the Local Plan.
- (c) That the Council prepare a Statement of Community Involvement.
- (d) That the Council prepares a Local Development Scheme which will set out the time table for the preparation of the Review of the Local Plan for Slough.

## **Planning Committee - 17.02.15**

### **101. Members Attendance Record**

**Resolved** - That the Members Attendance Record for 2014/15 be noted.

### **102. Date of Next Meeting**

The date of the next meeting was confirmed as Wednesday 1<sup>st</sup> April, 2015.

Chair

(Note: The Meeting opened at 6.30pm and closed at 10.35pm)

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

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

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

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

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

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

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<b>Registration Date:</b>	07-Jan-2015	<b>Applic. No:</b>	S/00539/001
<b>Officer:</b>	Ian Hann	<b>Ward:</b>	Central
<b>Applicant:</b>	Slough Borough Council	<b>Applic type:</b>	Major
<b>Agent:</b>	Ehsan Ul-Haq, ArchiGrace Limited 50, Two Mile Drive, Slough, SL1 5UH	<b>13 week date:</b>	8 <sup>th</sup> April 2015
<b>Location:</b>	Car Park, Alpha Street North, Slough, SL1 1RA		
<b>Proposal:</b>	ERECTION OF THREE STOREY BUILDING WITH ROOMS IN ROOF SPACE TO PROVIDE 14NO FLATS (7 X 1 BED AND 7 X 2 BED) WITH ASSOCIATED CAR PARKING, CYCLE PARKING AND BIN STORE.		

**Recommendation: Delegate to Planning Manager**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for resolving outstanding highway and transport issues, completion of an undertaking to secure a future Section 106 Agreement finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 Planning permission is sought for the change of use of the existing car park to a residential scheme. The scheme would comprise:
- erection of a three storey building with rooms in the roof space to comprise 14 no. flats (7 no. one bedroom and 7 no. two bedroom flats).
  - new access, cycle parking and refuse storage.
- 2.2 The proposed building would consist of one block and would measure 24.5m deep by 14.6 wide. The building would consist of three stories with rooms in the roof space served by dormer windows and would have an eaves height of 8.5m and ridge height of 12.1m.
- 2.3 The proposed building would have almost entire site coverage with a small set back of between 1m and 1.5m to the eastern, northern and southern boundaries and between 3.2m and 1.2m to the western boundary. Private amenity space is proposed via balconies and ground floor terrace areas for most units.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Alpha Street North leading to a lift and stair access providing access between the levels. Access to the cycle and bin store would also be from this entrance as well as the parking area. Parking would be provided for 9 cars and accessed from the existing access from Alpha Street North although 2 spaces would be accessed from Herschel Street.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:
- Design and Access Statement
  - Transport Statement
  - Noise Impact Assessment
- 3.0 Application Site
- 3.1 The site is rectangular in shape and is located to the north east of the junction of Herschal Street and Alpha Street North with frontages to both of these roads. The site was used as a short stay pay and display car park with 18 parking spaces with access

from Alpha Street North and mobility site.

3.2 The site is adjoined by:

- Three storey commercial/ office buildings and parking area (Pegasus Court) to the west;
- Commercial units and a vacant site that face onto High Street to the north;
- Alpha Street North and Herschal Street to the east and south respectively with mostly residential units beyond.

3.3 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

4.1 Planning permission was granted for the erection of a portable building to provide a mobility aids centre for disabled people in November 1996 (S/00539/000). A further building to act as an extension to the consented building was approved in May 1998 for a temporary period (P/10560/000) and was extended for further periods in December 1999, December 2004, July 2006, April 2009 and July 2011 and has now expired.

5.0 **Neighbour Notification**

5.1 25, 26, 27, 28, 34 Herschel Street, Slough

204-208, 210-216, 218-220, 222-224, 230-236, High Street, Slough

2a, 4, 8, 10, 12, 14, 16, 18, 19, 20, 21, 34 Alpha Street North, Slough

Notice published in local press

No comments have been received to date; any comments will be reported on the Committee Amendment Sheet.

6.0 **Consultations**

6.1 **Highways and Transport**

*Trip Generation*

The trip generation for the proposed development proposal is expected to be significantly lower than the current use as a public car park.

*Access*

The plans need to be amended to show pedestrian visibility splay of 2.4metres by 2.4metres from the back edge of the proposed footway back into the development to ensure that vehicles egressing the car park can be seen by pedestrians and vice a versa. The existing bollards on the footway in front of the site will need to be removed and dropped kerbs provided for pedestrians on both sides of the access. .

A new vehicle access is proposed in the south western corner of the site to provide access to 2 parking spaces. The siting of these spaces are not considered acceptable and will need to be deleted from the proposal as the vehicles are likely to reverse out onto Hershel Street with very restricted visibility.

There is an existing footway (path public right of way) that runs along the western boundary of the site and this path is formed of two sections, that within the development site and that between the development site and the High Street. Both sections of the path will need to be stopped up. In order for the northern section of the path to be fully stopped up it will need to be gated and therefore the applicant will need to fund both the stopping up cost of £5,000 and the gating cost estimated at £2,000.

#### *Car Parking and Car Park Design*

Under the Slough Local Plan Parking Standards residential developments within the town centre can be provided with nil parking spaces, but as this is a minimum standard developers can if they choose to provide parking as in this case. Taking account of my comments above the developer will provide 7 parking spaces, which equates to 0.5 spaces per flat and this is considered acceptable.

However in order to protect the amenity of existing residents who live within this part of the town who have parking permits within existing resident parking schemes then occupiers of new residential developments should not be eligible to receive a permit for on street parking.

The undercroft car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays.

Slough Town Centre is a declared Air Quality Management Area (AQMA) and as part of measures to reduce air pollution in the town centre the Council is encouraging all new developments to future proof their parking areas such that electric vehicles can be charged in the bays. Therefore it is recommended that the developer should cable up each bay with simple 3 pin plug socket (most EV cars will come with a 3pin plug charging cable). This is akin to home charging – wall mounting plug sockets would be best. A point installed for each bay (this takes away issue of allocation and upgrading). A 3 pin standard slow charger will charge a car overnight (with approximate charge time of around 8 hours).

#### *Cycle Parking*

The cycle parking racks in the store as currently proposed are unacceptable and it is also considered that the cycle store is too small to adequately accommodate 14 cycles. The store can be extended to the boundary of the land to the west in line with the car park to create a larger store. Cycle parking could be provided by way of Sheffield racks sited at a 45 degree angle. This would remove the need for residents to lift bikes onto hanging racks.

#### *Refuse Storage*

The applicant will need to consider how they can achieve the 2.4m x 2.4m pedestrian

visibility splay at the access point. It would appear feasible to relocate the refuse store to space 'A' if this helped and it is noted that refuse could be slightly smaller – accommodating three eurobins rather than 4 to assist this if required.

#### *Recommendation*

Subject to the application being revised in accordance with the above comments and the applicant agreeing to enter into a S106 agreement and planning conditions (as detailed at the end of the officers report) I confirm that there is no objection to this application from a transport and highway perspective.

S106 Transport Schedule:

- £5,000 contribution towards stopping up of the two sections of public right of way
- £2,000 contribution to funding the gating of the public right of way north of the site
- Residents excluded from being eligible to apply for parking permits

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 The application is considered alongside the following policies:

#### National guidance

- National Planning Policy Framework (NPPF) and technical guidance notes.

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

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

- Core Policy 1 (Spatial Strategy)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

#### Adopted Local Plan for Slough

- H9 (Comprehensive Planning)
- H10 (Minimum Density)

- H11 (Change of Use to Residential)
- H13 (Backland/ Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic/ highway/ parking and servicing
- Contributions

## 8.0 **Principle of the Development**

8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.

8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.

8.3 Although these proposals would see the loss of a parking area this loss is considered to be acceptable due to the limited amount of parking that was provided and would also comply with policy with regards to there being no increase in parking within the Town Centre.

8.4 Therefore the site is considered suitable for housing. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

## 9.0 **Design and Appearance/ Impact on Street Scene and Surrounding Area**

9.1 The National Planning Policy Framework confirms the following:

*“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para*

56).

*“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).*

*“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).*

*“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).*

- 9.2 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.
- 9.3 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.
- 9.4 The site is located on an important corner location within the borough and therefore the design and style of any development on this site will need to be of high quality to reflect the prominence and importance of the site.
- 9.5 The site is bordered to the west by the flank wall of a three storey office Pegasus House which has a hipped and pitched roof. The proposed residential building replicates the design of the neighbouring building with a pitched and hipped roof and front facing gable features. Therefore the building replicates characters and features of the neighbouring building and would respect the character and appearance of the surrounding area.
- 9.6 The building has been designed in a modern style using clean lines. A mixture of cladding (primarily brick and render) is again proposed to match Pegasus House together with the changes in fenestration to break up the mass of the building. Most of the apartments would have their own balcony and these would have glass

balustrades. While the current plans shows a roller shutter door at the entrance to the car park it is considered that this provides a blank and dead appearance to the elevation and should be changes for gates and this should be amended. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.

- 9.7 The proposed building has a mass and bulk which is again in keeping with Pegasus House and acts as a stop to the larger scale development to the west before the mass, bulk and height of development decreases to a more residential scale to the east. The mass scale and bulk of the development is therefore considered appropriate for the site and in keeping with the character of the area.
- 9.8 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 **Impact on Residential Amenities**

- 10.1 The National Planning Policy Framework outlines the following:

*“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are 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 (Para 17).*

- 10.2 Core Policy 8 states *“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 ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*
- 10.3 Policy EN1 of the Local Plan requires 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:*
- 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."*

- 10.4 The west boundary of the development site adjoins the office building at Pegasus Court and although there are some side facing windows facing onto the application site as this is an office building no protection should be granted to the building in terms of loss of light, privacy or overbearing impact.
- 10.5 The application site is positioned the opposite side of the road from residential properties in Alpha Street North and Herschel Street with a minimum separation distance of 12m. This also forms a traditional street scene arrangement so there will be no detrimental impact upon these residential properties.
- 10.6 The proposed development would have a separation distance of approximately 14m to the neighbouring site facing onto High Street. This site has planning permission for a four storey building and basement providing 3 no. retail units and 12 no flats. This development has angled bay windows facing onto the application site so there should be no real impact upon these buildings from the proposed development.
- 10.7 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the nearby residential properties and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

#### **11.0 Living Conditions for Future Occupants**

- 11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

*"Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):*

- making it easier for jobs to be created in cities, towns and villages;*
- moving from a net loss of bio-diversity to achieving net gains for nature;6*
- replacing poor design with better design;*
- improving the conditions in which people live, work, travel and take leisure and*
- widening the choice of high quality homes." (Para 9).*

*"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (para 56).*

*"Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities." (Para 73).*

- 11.2 Core Policy 8 states *"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....*

#### *Internal Living Space – room sizes and layout*

- 11.3 The proposal has been assessed against the Council's Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes. Two of the living areas would fall below the required standards by 0.06 sqm. Therefore most of the rooms comply with the minimum room standards and it would not be reasonable to refuse the application based on the minimal shortfall of the size of two living areas. Therefore the room sizes of the flats are considered to be acceptable. With regards to the accommodation within the roof space one of the kitchen and dining areas is served only by velux windows which while providing light does not provide a good source of outlook. However as this unit benefits from a separate living area with an appropriate form of outlook this is not considered appropriate to refuse the application on this basis. A further bedroom in the roof accommodation is also served by a velux window and an amendment has been sort to secure a better form of outlook for this room and members will be updated via the amendment sheet with regards to this amendment.
- 11.4 In terms of layout, the units would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels. The units have been stacked so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. As such, this is considered acceptable.

#### *Amenity Space*

- 11.5 The proposal is for a mix of one and two bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that all but 2 of the units would have their own private balcony or private amenity space. The ground floor private amenity space also provides a defensible space to the public footpath helping to provide appropriate amenity for future occupiers.
- 11.7 The proposal would fall below the level of amenity space normally sought for one and two bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 11.8 It is considered that the provided levels of amenity space are at an acceptable level of provision for this town centre site.

#### **12.0 Traffic and Highways Issues**

12.1 The NPPF states that :

*“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- accommodate the efficient delivery of goods and supplies;*
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- consider the needs of people with disabilities by all modes of transport.*

*If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- the accessibility of the development;*
- the type, mix and use of development;*
- the availability of and opportunities for public transport;*
- local car ownership levels; and*
- an overall need to reduce the use of high-emission vehicles.*

12.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that 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.

12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

12.4 The site has a total of 18 parking spaces on it at present. Under the proposal these spaces would be lost and there would be on-site parking provision for nine cars, although this would be reduced by a further three spaces subject to the changes requested by the Council's Transport Consultant. This complies with the Local Plan where nil parking is considered acceptable within a town centre site.

12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (i.e. 14 spaces). Whilst a cycle store has been shown at ground floor level it currently needs to be amended so that appropriate space is provided and this can be dealt with by way of a condition.

12.6 These proposals would generate fewer trips than the current use and would not have any impact upon highway safety, subject to the appropriate changes being

made to the access and visibility splays being provided as outlined above.

- 12.7 The proposal is considered to comply to Core Policy 7 and will have no detrimental impact on highway safety.

13.0 **Contributions**

- 13.1 The proposal is just under the 15 unit threshold for affordable housing so there is no requirement for such contributions under this scheme.

- 13.2 A Section 106 Agreement will still be necessary as a contribution will be required to stop up the footpath and provide for gating at a total sum of £7,000 along with an agreement to exclude residents from applying for parking permits. As this is a Council scheme it will not be possible for the Council to have an agreement with itself and therefore such an agreement should be drafted and an undertaking secured from the Council's legal section to ensure that the Section 106 Agreement will be signed by any purchasers of the site.

14.0 **Summary**

- 14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 **PART C: RECOMMENDATION**

- 15.1 Delegate the planning application to the Planning Manager for resolving outstanding highway and transport issues, completion of an undertaking to secure a future Section 106 Agreement finalising conditions and final determination.

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

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

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

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

Authority:

Drawing No.146 PL-10\_02 P6, dated 19/09/2014, received 19/12/2014  
Drawing No.146 PL-11\_01 P5, dated 19/09/2014, received 19/12/2014  
Drawing No.146 PL-11\_02 P4, dated 11/09/2014, received 19/12/2014  
Drawing No.146 PL-11\_03 P4, dated 11/09/2014, received 19/12/2014  
Drawing No.146 PL-11\_04 P5, dated 19/09/2014, received 19/12/2014  
Drawing No.146 PL-11\_05 P4, dated 19/09/2014, received 19/12/2014  
Drawing No.146 PL-12\_01 P4, dated 09/09/2014, received 19/12/2014  
Drawing No.146 PL-12\_02 P5, dated 19/09/2014, received 19/12/2014  
Drawing No.146 PL-12\_03 P5, dated 30/12/2014, received 31/12/2014  
Drawing No.146 PL-12\_04 P5, dated 19/09/2014, received 19/12/2014  
Drawing No.146 PL-13\_01 P4, dated 09/09/2014, received 19/12/2014

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

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

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

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

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

5. No part of the development shall be occupied until the details of the controlled entry to the residential scheme have been submitted to and approved in writing by the Local Planning Authority. The controlled entry shall be implemented in accordance with the approved details and maintained thereafter.

REASON To ensure the security of the future occupants of the development.

6. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

7. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

8. For the duration of construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

9. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

10. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

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

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

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

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

REASON In the interests of the amenities of the area.

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

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

REASON In the interests of the amenities of the area.

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

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

14. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

15. No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

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.

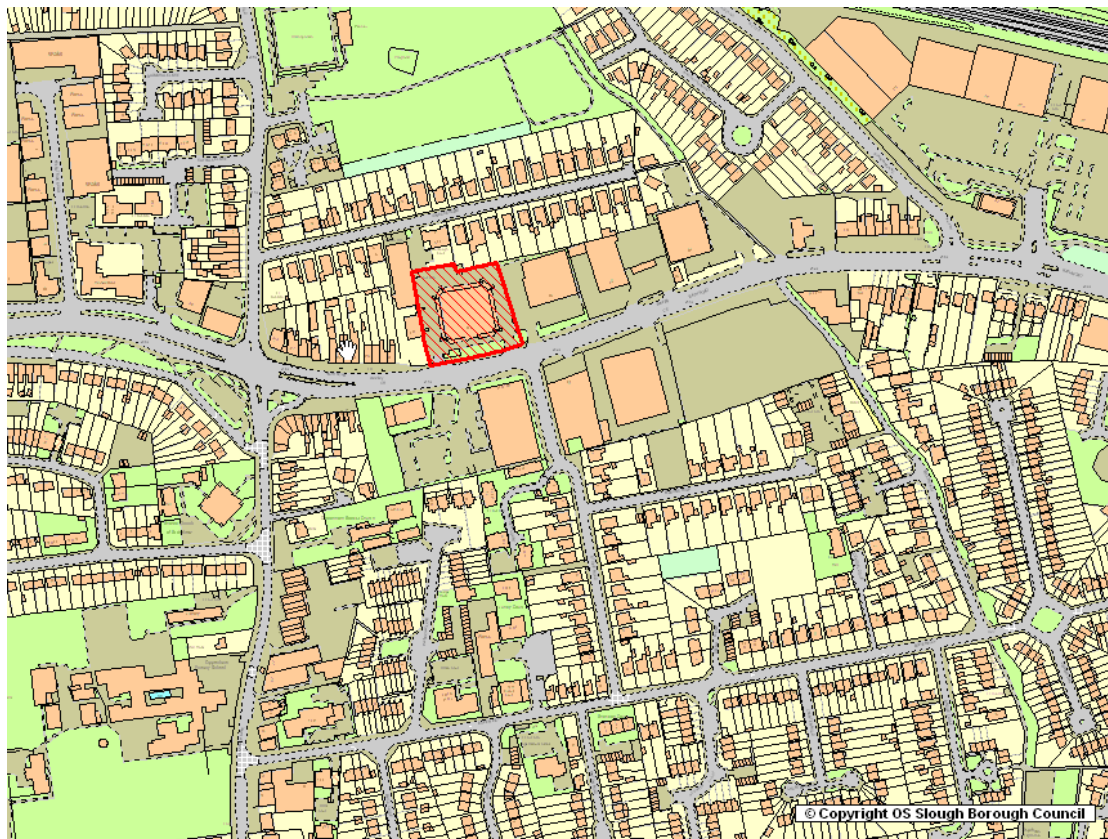
INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.
3. 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.
4. 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. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
5. 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.
6. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.



<b>Registration Date:</b>	22-Jan-2015	<b>Applic. No:</b>	P/00176/033
<b>Officer:</b>	Mr. J. Dymond	<b>Ward:</b>	Haymill and Lynch Hill
		<b>Applic type:</b>	Major
		<b>13 week date:</b>	23 <sup>rd</sup> April 2015
<b>Applicant:</b>	Mr. Charles Slaughter, Trading as Grafise Limited		
<b>Agent:</b>	Ernest Ansah, MEDA The Granary, Church Lane, Steventon, Oxfordshire, OX13 6SW		
<b>Location:</b>	392 Bath Road, Slough, SL1 6JA		
<b>Proposal:</b>	DEMOLITION OF EXISTING BUILDING AND CHANGE OF USE OF SITE, AND ERECTION OF A NEW AUTOMOTIVE RETAIL DEALERSHIP, TO INCLUDE A NEW CAR SHOWROOM, WORKSHOP, MOT, VALETING, VEHICLE DISPLAY AND PARKING FACILITIES.		

**Recommendation: Delegate to Planning Manager**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the comments and representations received, and all other relevant material considerations, it is recommended to delegate a decision to the Planning Manager for Section 106.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 The proposal is for the demolition of existing building and change of use of site, and erection of a new automotive retail dealership, to include a new car showroom, workshop, MOT, valeting, vehicle display and parking facilities.

### 3.0 **Application Site**

- 3.1 The site is 0.4 of a hectare in area and is broadly square in shape. The existing building on the site has a floor area of 2,665 square metres and is two storeys in height. The building fronts Bath Road. The nature of the surrounding uses when viewed from Bath Road is generally commercial in nature. There are residential properties beyond the rear boundary of the site.
- 3.2 Marlborough Court is situated beyond the north western corner of the site and the properties of Iona Crescent (nos. 26-30) are situated to the rear and to the north east. Iona Crescent is a cul-de-sac which is accessed off of Station Road to the west.
- 3.3 To the east of the site is 380 Bath Road. This building is currently occupied by Halfords, a retailer selling cycle and motoring products. To the west of the site is 396 Bath Road. This unit is used for the sale of carpets. On the opposite side of the road to the south is 383-389 Bath Road. This building is in use for retail purposes, and the unit adjacent to Bath Road is a bed superstore.
- 3.4 The site has two access points onto Bath Road. There are car parking spaces surrounding the building and abutting the northern, eastern and western boundaries.
- 3.5 The boundary treatment is timber fencing to the rear and sides. There is a wall along the front boundary.

### 4.0 **Site History**

- 4.1 Recent applications relating to the site are as follows:

P/00176/034 ADVERTISEMENT CONSENT FOR DISPLAY OF SIGNAGE  
COMPRISING 1NO. FREE-STANDING ILLUMINATED PYLON, 1NO.

WALL-MOUNTED ILLUMINATED PANEL SIGN, 3NO. FREE-STANDING FLAGS, 7NO. POST-MOUNTED NON-ILLUMINATED PARKING SIGNS, 1NO. FREE-STANDING INTERNALLY ILLUMINATED DIRECTIONAL SIGN, 1NO. FREE-STANDING COMMUNICATIONS PANEL, 3NO. FREE-STANDING INFORMATION TOTEMS, 2NO. WALL-MOUNTED APPLIED VINYL INFORMATION SIGNS.

Application under consideration

P/00176/032 CHANGE OF USE FROM OFFICES (CLASS B1A) TO RESTURANT (CLASS A3), WITH SEATING AT GROUND FLOOR ONLY AND STORAGE/ FOOD PREPARATION AT FIRST FLOOR, INSTALLATION OF NEW SERVICE ENTRANCE, MINOR ENTENAL WORKS TO PROVIDE CYCLE PARKING AND CHANGES TO PARKING LAYOUT.

Withdrawn (Treated As)

P/00176/031 CHANGE OF USE OF EXISTING BUILDING FROM CLASS B1 (BUSINESS) TO PART SUI GENERIS (BANQUETING) AT FIRST FLOOR AND PART CLASS A3 (RESTAURANT) AT GROUND FLOOR. MINOR EXTERNAL ALTERATIONS TO IMPROVE STAIR ESCAPE WIDTHS FROM FIRST FLOOR

Withdrawn (Treated As)

P/00176/030 VARIATION OF CONDITION 3 AND 4 OF PLANNING PERMISSION P/00176/021 TO ALLOW UNRESTRICTED USE WITHIN THE B1 USE CLASS

Approved with Conditions; Informatives 21-Feb-2007

## 5.0 **Neighbour Notification**

5.1 9, Stowe Road, Slough, SL1 5QE, Halfords Ltd, 380, Bath Road, Slough, SL1 6JA, H S S Hire Group Plc, 375, Bath Road, Slough, SL1 5QA, 15, Stowe Road, Slough, SL1 5QE, 23, Iona Crescent, Slough, SL1 6JH, 29, Burnham Lane, Slough, SL1 6LH, 14, Masons Road, Slough, SL1 5QJ, 5, Iona Crescent, Slough, SL1 6JH, Flat 3, Compton Court, Brook Crescent, Slough, SL1 6LL, 25, Stanhope Road, Slough, SL1 6JR, 17, Stowe Road, Slough, SL1 5QE, 43, Iona Crescent, Slough, SL1 6JH, Wyeth Research, 392, Bath Road, Slough, SL1 6JA, 4, Stowe Road, Slough, SL1 5QF, Himiliya Carpet, 396, Bath Road, Slough, SL1 6JA, 22, Stowe Road, Slough, SL1 5QF, 35, Iona Crescent, Slough, SL1 6JH, 30, Iona Crescent, Slough, SL1 6JH, 24, Stowe Road, Slough, SL1 5QF, 7, Iona Crescent, Slough, SL1 6JH, Jag Dev Autos, 398, Bath Road, Slough, SL1 6JA, 383-389, Bath Road, Slough, SL1 5QA, 23, Stanhope Road, Slough, SL1 6JR, 28, Iona Crescent, Slough, SL1 6JH, 42, Iona Crescent, Slough, SL1 6JH, 19, Iona Crescent, Slough, SL1 6JH, 17, Burnham Lane, Slough, SL1 6LH, 33, Iona Crescent, Slough, SL1 6JH, 34, Iona Crescent, Slough, SL1 6JH, 21, Suffolk Close, Slough, SL1 6JN, 16a, Stowe Road, Slough, SL1 5QF,

39, Stanhope Road, Slough, SL1 6JR, 26, Iona Crescent, Slough, SL1 6JH, 16, Balmoral Close, Slough, SL1 6JP, 25, Iona Crescent, Slough, SL1 6JH, Flat 4, 24, Iona Crescent, Slough, SL1 6JH, Flat 5, 24, Iona Crescent, Slough, SL1 6JH, Flat 6, 24, Iona Crescent, Slough, SL1 6JH, Flat 7, 24, Iona Crescent, Slough, SL1 6JH, Flat 1, 24, Iona Crescent, Slough, SL1 6JH, Flat 2, 24, Iona Crescent, Slough, SL1 6JH, Flat 3, 24, Iona Crescent, Slough, SL1 6JH, Flat 8, 24, Iona Crescent, Slough, SL1 6JH, Flat 9, 24, Iona Crescent, Slough, SL1 6JH, 11, Masons Road, Slough, SL1 5QJ, Flat 9, Marlborough Court, Iona Crescent, Slough, SL1 6JH, Flat 6, Marlborough Court, Iona Crescent, Slough, SL1 6JH, 17, Jupiter Court, Slough, SL1 5QG

5.2 One objection has been received from a resident of Marlborough Court, Iona Crescent, and the concerns raised in summary are as follows:

5.3 – Proposal has not made adequate access arrangements – the dealership may exacerbate the existing traffic levels and give rise to a build-up of traffic;

Response: The assessment of trips shows that the development will lead to a reduction in traffic flows during the peak periods compared to office trips.

– Loss of privacy and glare from signage;

Response: The rear elevation of the building is proposed to be solid with no window openings. It is therefore considered that the proposal would not give rise to any potential overlooking issues to the rear. A condition is to be recommended to state that no windows should be formed in this elevation. The signage is to be sited to the front of the building facing Bath Road and it is not considered that glare from signage would have an adverse impact on the privacy of occupiers to the rear.

– Noise disturbance as a result of motor workshop, deliveries and associated noise, valet service and machinery;

Response: The Council's Environmental Protection section has been consulted. The applicant has submitted a noise assessment and this has been considered. Conditions have been recommended to address potential noise issues and a noise management plan will also be required to address operational matters.

– Car fumes;

Response: It is not considered that the proposal would give rise to unacceptable impacts on neighbour amenity as a result of fumes. In this regard it is noted that there is an existing car park around the building at present which has in the past, and could indeed potentially today be used as a car park.

– Light pollution;

Response: The glazed showroom element of the proposal is to be located to the front of the building facing Bath Road. A lighting scheme will be required by condition.

- Effect on trees;

Response: The Council's Tree Officer has been consulted and has not raised an objection on tree grounds. It is however considered that it would be desirable to have some further vegetation on the site where possible and it is recommended that a detailed landscape plan is required by condition to mitigate the loss of the existing vegetation.

- Inadequate landscaping/means of enclosure;

Response: The Council's Tree Officer has been consulted and has recommended that a detailed landscape plan is required by condition to mitigate the loss of the existing vegetation. A condition regarding boundary treatment will also be recommended.

- Design of means the building and signage appearance will have a negative effect on the surrounding area;

Response: The design and appearance of the building is considered to be acceptable and inkeeping with the surrounding area. Signage is to be assessed under a separate advertisement consent application.

- Impact of the proposed dealership works against relevant planning policies.

Response: In summary, the proposal is considered to be acceptable and in accordance with the aims of relevant planning policies.

## 6.0 **Consultation**

### 6.1 **Transport and Highways**

No objections subject to conditions and Section 106 obligations. Comments as follows in summary:

- The assessment of trips shows that the development will lead to a reduction in traffic flows during the peak periods compared to office trips;
- Access to the site will be managed by signage and road markings;
- Both existing access points will be improved to facilitate large vehicles turning left in and left out of the site onto Bath Road;
- The transporter that will deliver the cars that are to be sold to the public will visit the site only once every one to two weeks. Cars to be used in the showroom will be delivered at a lower frequency;
- The deliveries will be scheduled to allow time for customer parking to be managed effectively;
- Visibility from the site egress should meet 2.4m x 90m and this should be secured by a planning condition;
- The proposed number of spaces is considered appropriate for the sui generis use;

- A framework travel plan has been submitted with the transport statement – this was not compulsory but the efforts are welcomed.

## 6.2 **Environmental Protection**

No objections subject to conditions.

## 6.3 **Tree Officer**

No objections subject to a condition. Comments as follows in summary:

- The application proposes to remove the vegetation on the Bath Road; this vegetation would soon be lost to road widening in any case;
- It is considered desirable to have some vegetation on the Bath Road boundary to soften the view of the proposed development and it is considered that this can be achieved;
- There is enough space for vegetation on the eastern boundary to be retained or replaced;
- It would be desirable to have some further vegetation on the site where possible;
- It is recommended that a detailed landscape plan is required by condition to mitigate the loss of the existing vegetation.

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

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

#### **The National Planning Policy Framework and the Planning Practice Guidance**

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

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

#### **The Local Plan for Slough, Adopted March 2004**

Policy EN1 – Standard of Design

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy EMP2 – Criteria for Business Developments

Policy EMP12 – Remaining Existing Business Areas

#### **Slough Local Development Framework Site Allocations Development Plan Document** Selected Location for Comprehensive Regeneration – SKL1

## Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Parking and highway safety;
- 5) Heads of terms;
- 6) Other issues.

### 8.0 **Principle of Development**

- 8.1 The building fronts Bath Road and the nature of the surrounding uses when viewed from Bath Road is generally commercial in nature. There are residential properties beyond the rear boundary of the site.
- 8.2 The building was formerly in use for B1(a) office purposes however it is understood to be currently vacant.
- 8.3 The site is located within an existing business area as illustrated on the Core Strategy Key Diagram.
- 8.4 The site is identified as an Area of Major Change in the Core Strategy. The western

end of the A4 Bath Road is identified in paragraph 7.98 as having the potential to accommodate some alternative uses or mixed use developments.

- 8.5 The site therefore forms part of site allocation SKL1 in the Site Allocations Development Plan Document. The allocation allows for the loss of the existing business area and seeks to achieve the comprehensive regeneration of the Trade Sales site which is to the east of the application site, and surrounding sites.
- 8.6 There is considered to be no objection to the loss of the office use. It is understood that this building has been vacant for some time. The principle of the proposed use is considered to be acceptable as the proposal would constitute an employment generating use and would be inkeeping with the commercial nature of this Bath Road frontage location.
- 8.7 The submitted application form states that the proposal would provide 30 full time jobs and the proposal would therefore provide employment opportunities and would accord with Core Policy 5 of the Core Strategy. Furthermore, the proposal would accord with the aims of the identified Area of Major Change.
- 8.8 The proposal would be consistent with its location and would comply with Core Policies 1, 5 and 6 of the Core Strategy and Policy EN1 of the Adopted Local Plan for Slough.

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

- 9.1 The thrust of Policy EN1 of The Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed development should be of a high standard of design and should reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would have a height of 7.4 metres and would contain the following:
- Ground Floor; Gross external area of 1130 sq m, zoned into three sections, to include internal areas of;
    - Showroom display, customer lounge area and front-of-house environment – 350 sq m
    - Offices, customer facilities and back-of-house environment – 85 sq m
    - Parts Stores, and Workshop facilities including 7 workbays, 2 Mot Bays and valeting facilities – 640 sq m
  - First Floor; Gross external area of 240 sq m (2, 583 sq ft) will house offices, staff and Mechanics' facilities, taking up an internal floor space of 230 sq m.
- 9.3 The proposed building would be broadly rectangular in shape and would be sited in a similar position on the site to the existing building.
- 9.4 Proposed materials are considered to be acceptable and inkeeping with the surrounding area. An application for advertisement consent is also currently under consideration.



- 9.5 The proposal has been subject to a BREEAM pre-assessment in which a “Very Good’ rating has been identified.
- 9.6 It is considered that the proposal would be acceptable in design terms and compliant with Core Policy 8 of the Core Strategy and Policy EN1 of The Adopted Local Plan for Slough.
- 10.0 **Potential Impact on Neighbouring Properties**
- 10.1 Concerns have been raised in the representation received regarding the potential impact of the proposal on the amenity of nearby neighbouring residents. There are neighbouring properties beyond the northern boundary of the site and rear gardens back onto the rear of the existing car park.
- 10.2 Core Policy 8 of the Core Strategy states that development will respect its location and surroundings, and respect the amenities of adjoining occupiers.
- 10.3 Policy EMP2 of the Adopted Local Plan states that proposals for business developments will only be permitted if there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, and overlooking.
- 10.4 The proposed building is not considered to give rise to a loss of light, overshadowing or overlooking to neighbouring properties.
- 10.5 **With regard to hours of use, the applicant has stated that these would be as follows for each element of the proposal:**

	Monday to Friday		Saturday		Sunday and Bank Holidays	
	Start Time	End Time	Start Time	End Time	Start Time	End Time
A1 (Showroom)	08:00	18:00	08:00	18:00	10:00	16:00
B1A (Office)	08:00	18:00	08:00	18:00	10:00	16:00
B1C (Workshop)	08:00	18:00	08:00	18:00	Closed	Closed

- 10.6 It is considered that these hours of use would be consistent with other similar commercial uses in the surrounding area and would be acceptable in amenity terms.
- 10.7 Turning to other neighbour impact issues, the Council’s Environmental Protection section have been consulted. The applicant has submitted a noise assessment and this has been considered. Conditions have been recommended to address potential noise issues. The cladding to be used would also have sound reduction properties.
- 10.8 With regard to operational noise, the noise assessment recommends that must be

addressed by suitable management control, and a statement to that effect is to be completed by the users. A condition is recommended regarding this.

- 10.9 With regard to hours of deliveries, no deliveries will take place outside of recommended working hours, with no deliveries to be made on Saturday afternoons after 1pm, Sundays and bank holidays.
- 10.10 The workshop would be accessed from the rear however most customer vehicular movements would take place within the forecourt to the front.
- 10.11 On this basis and subject to appropriate planning conditions, it is considered that the proposed development would not give rise to unacceptable neighbour impacts and would be acceptable in planning terms. It is therefore considered that the proposal would be acceptable in terms of amenity and compliant with Core Policy 8 of the Core Strategy and Policy EMP2 of the Adopted Local Plan for Slough.

#### 11.0 **Parking and Highway Safety**

- 11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 11.2 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 11.3 The Bath road widening line affects the front of the site, and this has been incorporated into the scheme. Tracking drawings for transporters also indicates that all servicing can take place on site. Circulation on the site is proposed as a one-way system with access via the west, and the exit to the east. The existing east exit has been relocated to improve visibility and to accommodate transporter manoeuvres out of the site onto the Bath road.
- 11.4 The Council's Transport consultant has been consulted. No objections have been raised subject to conditions and Section 106 obligations. These matters are set out in detail in the section below.
- 11.5 It is therefore considered that the proposal would comply with Core Policy 7 of the Core Strategy and policies T2 and T8 of the Adopted Local Plan for Slough.

#### 12.0 **Heads of Terms**

- 12.1 The applicant will need to enter into a Section 106 Agreement with Slough Borough Council; this will obligate the developer to enter into a Section 278 Agreement under the Highways Act 1980 for the satisfactory implementation of the works identified in the highways schedule.

The highways schedule includes:

- Installation of crossover / junction
- Reconstruct the footway fronting the application site
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications (as necessary)
- Drainage connections (as necessary)
- Dedication as highway maintainable at the public expense, free of charge, land within the widening line
- Lining and signing of accesses with western access as 'In' only and eastern access as 'Out' only.

12.2 A financial contribution will also be sought towards the implementation of a loading ban on the A4.

12.3 The development will also be required to achieve a BREEAM rating of 'Very Good'.

12.4 These obligations are considered to comply with Regulation 122 of the Community Infrastructure Levy Regulations 2010 in that the matters which will be covered are:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

### 13.0 **Process**

13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

### 14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments and representations received, and all other relevant material considerations.

14.2 It is recommended to delegate a decision to the Planning Manager to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

## **PART C: RECOMMENDATION**

### 15.0 **Recommendation**

15.1 Delegate a decision to the Planning Manager to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

**PART D: LIST OF CONDITIONS**

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

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

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

- (a) Drawing No. P-0001, Dated 14/DEC/14, Recd On 22/01/2015
- (b) Drawing No. P-0002, Dated 14/NOV/14, Recd On 22/01/2015
- (c) Drawing No. P-1010\_PH1, Dated 14/NOV/14, Recd On 22/01/2015
- (d) Drawing No. P-1010\_PH2, Dated 14/NOV/14, Recd On 22/01/2015
- (e) Drawing No. P-1015, Dated 14/NOV/14, Recd On 22/01/2015
- (f) Drawing No. P-1020, Dated 14/NOV/14, Recd On 22/01/2015
- (g) Drawing No. P-1100, Dated 14/NOV/14, Recd On 22/01/2015
- (h) Drawing No. P-1110, Dated 14/NOV/14, Recd On 22/01/2015
- (i) Drawing No. P-1120, Dated 14/NOV/14, Recd On 22/01/2015
- (j) Drawing No. P-1170, Dated 14/NOV/14, Recd On 22/01/2015
- (k) Drawing No. P-1190, Dated 14/NOV/14, Recd On 22/01/2015

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

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

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

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The

Local Adopted Plan for Slough 2004.

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

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

6. Prior to the first occupation of the development hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

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

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

8. At least 10% of the energy supply of the development shall be secured from renewable and low carbon energy (as described in the glossary of the National

Planning Policy Framework). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document.

9. A Service Management Plan shall be submitted to and approved in writing prior to the occupation of the development hereby permitted. The Service Management Plan shall be carried out in accordance with the approved details.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

10. The showroom and associated office use hereby permitted shall not be open to members of the public / customers outside the hours of 08:00 hours to 18:00 hours on Mondays-Thursdays, 08:00 hours to 18:00 on Fridays and Saturdays, and 10:00 hours to 16:00 hours on Sundays and Bank/Public Holidays.

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

11. The workshop and MOT and valeting use hereby permitted shall not be open to members of the public / customers outside the hours of 08:00 hours to 18:00 hours on Mondays-Thursdays, 08:00 hours to 18:00 on Fridays and Saturdays, and at no times on Sundays and Bank/Public Holidays.

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

12. There shall be no commercial deliveries visiting the site outside the hours of 0800 - 1800 Monday to Friday 08:00 - 13:00 on Saturdays and at no times on Sundays or Bank/Public Holidays.

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

13. All deliveries and servicing to be undertaken from within the site; no servicing shall be undertaken from the public highway.

REASON To minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

14. No development shall commence until a noise management plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall be implemented on site prior to the first occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON To protect the amenity of nearby occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

15. Unless otherwise agreed in writing, the western access shall only be utilised as an entrance to the site from Bath Road, and the eastern access shall only be utilised as an exit from the site onto Bath Road. The gate to the western access shall remain open at all times whilst the use is in operation and shall be kept free from obstruction.

REASON In the interests of the free flow of traffic and to prevent instances in queuing on Bath Road in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

17. No part of the development shall be occupied until the redundant access has been removed and the footway reinstated and constructed in accordance with Slough Borough Council's Design Guide.

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

18. No vehicle access gates, roller shutters doors 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 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

20. No part of the development shall begin until visibility splays have been provided on both sides of the eastern access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 90 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Core Policy 7 of the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

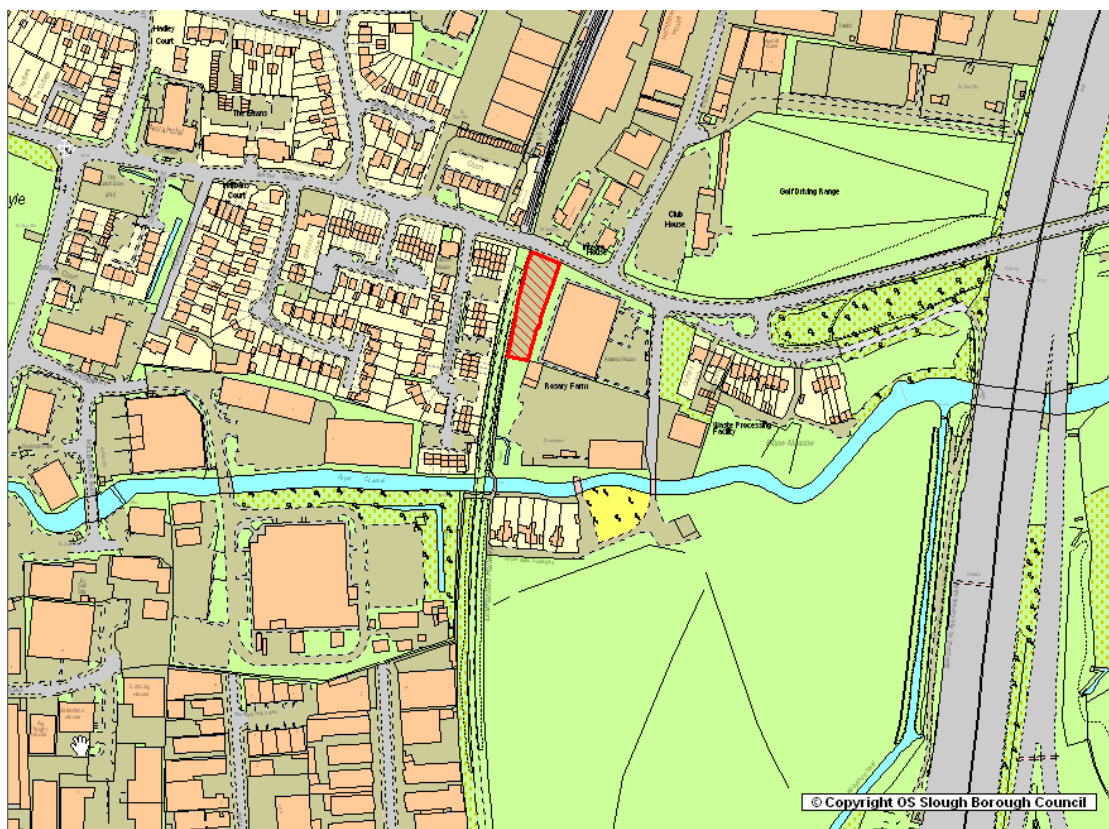
21. No windows other than those hereby approved shall be formed in the rear or flank wall elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.



<b>Registration Date:</b>	16-Jan-2015	<b>Applic. No:</b>	P/12934/009
<b>Officer:</b>	Mr Smyth	<b>Ward:</b>	Colnbrook with Poyle
		<b>Applic type:</b>	Major
		<b>13 week date:</b>	17 <sup>th</sup> April 2015
<b>Applicant:</b>	Mr. Talwinder Hayre, Hayre Investments (Slough) Ltd		
<b>Agent:</b>	Mr. Sundeep Bhavra, GA & A Design Mountbatten House, Fairacres, Dedworth Road, Windsor, SL4 4LE		
<b>Location:</b>	Theale, Old Bath Road, Colnbrook, Slough, SL3 0NS		
<b>Proposal:</b>	REDEVELOPMENT OF SITE TO PROVIDE 22NO. FLATS CONTAINED WITHIN ONE 5 STOREY AND 4 STOREY BLOCKS TOGETHER WITH ACCESS PARKING AND LANDSCAING.		

**Recommendation: Delegate to Planning Manager**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate to the Planning Manager for resolution of outstanding transport/highway and drainage issues, completion of a S106 Agreement, making minor changes if required, finalising conditions and final determination

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 The proposal is for the erection of a four storey frontage block, containing 8 x 1B2P flats and 1 x 2B4P flat, and a five storey rear block comprising 6 x 1B2P flats, 6 x 2B3P flats and 1 x 2B4B flat, together with parking for 32 cars and 25 bicycles.

### 2.2 **Frontage Block**

At ground and first floor levels the building measures between 8.75m and 11m in depth X 13.75m wide and provides 2 no. X 1 bedroom flats. At second floor level the building extends south projecting over an undercroft parking area and turning head for a service vehicle. The depth of the building extends to 22.25m in depth and between 10.75m and 13.75m in width and provides 4 no. X 1 bed flats. The third floor comprises a 2 bedroom penthouse apartment which measures 7.25m wide X 10.25m deep and is substantially set back from all sides (3m from the front of the building, 8 metres from the rear of the building and between 1.5m and 4.5m from the sides) with a large surrounding roof terrace. The overall height of the building scales 10.75m. The frontage block is sited between 7 and 8m from the highway.

### 2.3 **Rearward Block**

At ground floor level there is undercroft car parking. At first second and third floors the building measures between 14.5m and 15.5m in width and between 14.5m and 23.5m in depth providing 2 no. X 1 bed and 2 no. X 2 bed flats on each floor. The first floor apartments have access to roof terraces. At fourth floor level there is a 2 bed penthouse apartment which is between 4.5m and 12m in width and between 9m and 12m in depth. As with the frontage block the penthouse apartment is set back on all sides with a large surrounding rooftop terrace. The overall height of the building scales 13.5 and 15m to the top of the lift tower. The rearward block is sited between 4.5m and 9m from the rear boundary with Rosary Farm. There is a minimum separation distance of 33m between the two blocks.

- 2.4 An external bin store and cycle store are proposed, the latter to accommodate 22 no. bicycles.

- 2.5 The planning application is accompanied by full plans showing the site layout, floor plans, elevations, sections and perspectives. In addition the following supporting statements have been submitted:

- Planning Statement
- Design and Access Statement
- Flood Risk Assessment
- Transport Statement
- Noise Impact Assessment Report

3.0 **Application Site**

3.1 The site comprises "Theale", formerly occupied by a vacant bungalow, now demolished. The existing building was set some 13 metres back from the back edge of footpath. The neighbouring land, which is also included within the red line application site, was also formerly a bungalow at one time and although the building is also now demolished, It has been in a variety of unauthorised commercial uses over a number of years, including a car wash facility and an unauthorised burger van, both of which operated from the site; airport parking and car sales, car wash and valeting. The site has been the subject of planning enforcement action.

3.2 The site is located within a predominantly industrial part of Colnbrook. Immediately to the east of the site is a large imposing industrial building occupied by a B8 warehousing and distribution user. The access and parking to this building is provided to the east side of the building and away from the application site. To the north of the site on the opposite side of the Old Bath Road there is the small industrial estate in Galleymead Road. To the west of the site is a private footpath which links through to Poyle New Cottages, which are sited on the south side of the Poyle Channel. On the opposite side of the footpath is the disused West Drayton to Staines railway line. On the west side of the disused railway line are the two storey flats in Meadowbrook Close. To the north west of the disused railway line are a mix three storey and two storey residential units. The nearest three storey block has retail units on the ground floor. Immediately to the south of the site is Rosemary Farm, which is located within the Green Belt. Workshops are positioned close to the application site boundary.

3.3 The site formerly contained two principle trees, one of which was a hawthorn. There was also a smaller elder tree, all of which were located within what would have been the former rear gardens of both properties. The grounds to the rear were heavily overgrown and included a number of shrubs and bushes. The site is now cleared hard surfaced land enclosed by palisade security fencing.

3.4 Immediately adjoining and overhanging the western boundary of the site are a large Willow tree and less substantial Elder tree. Access to both sites is currently from the Old Bath Road. Along this section of the Old Bath Road there is an obvious curvature. The priority road is heavily trafficked by heavy goods vehicles.

3.5 There is some evidence of tipping towards the southern end of the site which comprises mainly builders rubble. The situation is being kept under review and at the time of writing the report was also under investigation by the Council's Neighbourhood Protection Team.

4.0 **Site History**

4.1	P/12934/000	11-Aug-2004	21-Sep-2004	Withdrawn (Treated As)
	Proposal:	PROPOSED DEMOLITION OF EXISTING DWELLING AND ERECTION OF 8 NO. ONE-BEDROOM FLATS IN 1 NO. TWO-STOREY BLOCK AND 1 NO. THREE STOREY BLOCKS, WITH ASSOCIATED PARKING FOR 9 CARS.		

P/12934/001	14-Jun-2005	17-Mar-2006	Withdrawn (Treated As)
Proposal:	DEMOLITION OF EXISTING BUNGALOW AND OTHER BUILDINGS AND REDEVELOPMENT TO PROVIDE 24 NO. FLATS IN TWO BLOCKS 3.5 STOREYS AND 4.5 STOREYS HIGH TO ACCOMMODATE 17 X ONE BEDROOM FLATS AND 7 X TWO BEDROOM FLATS TOGETHER WITH ACCESS AND BASEMENT PARKING FOR 33 CARS.		
P/12934/002	11-Apr-2006	07-Jun-2006	Approved with Conditions; Informatives
Proposal:	DEMOLITION OF EXISTING BUNGALOW AND OTHER BUILDINGS AND REDEVELOPMENT TO PROVIDE 22NO. FLATS IN TWO BLOCKS THREE AND FOUR STOREYS HIGH TO ACCOMMODATE 17NO. X ONE BEDROOM FLATS AND 5NO. X TWO BEDROOM FLATS TOGETHER WITH ACCESS AND PARKING FOR 33 CARS		
P/12934/003	21-Nov-2007		
Proposal:	DEMOLITION OF EXISTING BUNGALOW AND OTHER BUILDINGS AND REDEVELOPMENT TO PROVIDE 24 NO. FLATS IN TWO BLOCKS THREE AND FOUR STOREYS HIGH TO ACCOMMODATE 8 NO. X ONE BEDROOM FLATS AND 16 NO. X TWO BEDROOM FLATS TOGETHER WITH ACCESS AND PARKING FOR 36 CARS.		
P/12934/004	21-May-2008	31-Jul-2008	Approved with Conditions; Informatives
Proposal:	ERECTION OF A THREE STOREY FRONTAGE BLOCK CONTAINING 6NO. X ONE BEDROOM FLATS AND 2NO.X FOUR STOREY REAR TERRACED BLOCKS EACH CONTAINING 3NO. X THREE BEDROOM HOUSES;TOGETHER WITH ACCESS AND PARKING FOR 18NO. CARS.		
P/12934/005	27-Sep-2010	14-Dec-2010	Refused
Proposal:	USE OF LAND FOR COMMERCIAL CAR PARKING (RETROSPECTIVE)		
P/12934/006	01-Oct-2010	28-Jul-2011	Refused; Informatives
Proposal:	USE OF LAND FOR THE DISPLAY, SALE AND VALETING OF MOTOR VEHICLES		
P/12934/007	15-Jul-2011	15-Sep-2011	Approved with Conditions; Informatives

Proposal:	APPLICATION FOR THE EXTENSION OF TIME TO IMPLEMENT EXTANT PLANNING PERMISSION P/12934/004 FOR ERECTION OF A THREE STOREY FRONTAGE BLOCK CONTAINING 6 NO. X ONE BEDROOM FLATS AND 2NO X FOUR STOREY REAR TERRACED BLOCKS EACH CONTAINING 3 NO. X THREE BEDROOM HOUSES; TOGETHER WITH ACCESS AND PARKING FOR 18 NO. CARS		
P/12934/008	19-Nov-2012	16-Oct-2013	Withdrawn (Treated As)
Proposal:	USE OF LAND FOR THE DISPLAY AND SALE OF MOTOR VEHICLES CAR WASH AND VALETING		

- 4.2 With respect to the earlier planning applications for residential development, one of the planning permissions has expired. A further application was the subject of a deemed withdrawal by the local planning authority and the most recent planning permission was granted an extension of time, although has now subsequently expired. The two earlier applications were originally granted subject to a S106 Agreement which required a building out of the footway/narrowing of the A4 carriageway to achieve, the minimum required sight lines of 2.4m X 90m. However in respect of the later of the three applications the requirement for essential off site highway works was covered by a Grampian planning condition.
- 4.3 The site was until recently used for the unauthorised sale of cars car wash and valeting, but the use was ceased following the serving of a Stop Notice. Following the recent sale of the site, this planning application has been submitted for a residential flatted scheme on the site.
- 5.0 **Neighbour Notification**
- 5.1 The Occupier, Lanz Farm Ltd, Galleymead House, Galleymead Road, Colnbrook  
The Occupier, 64, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 58, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 63, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 57, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 62, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 61, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 55, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 56, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 60, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 54, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 53, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 59, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 48, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 47, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 52, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 51, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 46, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 45, Meadow Brook Close, Colnbrook, Slough, SL3 0PA

The Occupier, 50, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 49, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 44, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 40, Meadow Brook Close, Colnbrook, Slough, SL3 0PA

The Occupier, 43, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 39, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 42, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 38, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 41, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, 37, Meadow Brook Close, Colnbrook, Slough, SL3 0PA  
The Occupier, Overseas Courier Service, Unit 1b, Galleymead Road, Colnbrook  
The Occupier, Jet Worldwide Uk Ltd, Unit 1b, Galleymead Road, Colnbrook  
The Occupier, Chronopost International, Unit 1b, Galleymead Road, Colnbrook  
Miss L.O'Connor, 5 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
Mrs. J Sanderson, 3 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, Kuehne & Nagel Ltd, Cargopoint-heathrow, Old Bath Road  
Colnbrook, Slough, SL3 0NW  
The Occupier, Integra House, Galleymead Road, Colnbrook, Slough  
The Occupier, Ramset Fasteners Ltd, Ramset House, Galleymead Road  
Colnbrook, Slough, SL3 0EN  
The Occupier, Kuehne & Nagel Ltd, Cargopoint-heathrow, Old Bath Road  
Colnbrook, Slough, SL3 0NW  
Councillor Laurie Tucker, Colnbrook with Poyle Parish Council, The Parish Clerk  
1, Swallow Gardens, Hatfield, Herts, AL10 8OR  
Mr. D. Bartlett, 4 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, 2 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, 1 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
Mrs. C.Gray, 6 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
The Occupier, 5 Poyle New Cottages, Old Bath Road, Colnbrook, Slough  
Mrs. J Lovelock, Station Cottage, Bath Road, Colnbrook, Slough, SL3 0NJ  
Mrs. B Evans, Station House, Bath Road, Colnbrook, Slough, SL3 0NJ

Notice published in local press and placed on site.

One letter submitted from 4 Poyle New Cottages, concerned about the footpath link along the western side of the site which has been swallowed up by the development site and over which residents of Poyle New Cottages have rights of access and under which their water supply pipes run. The writer is looking for reassurances that the footpath can be re-instated.

Response: The red line application site excludes the existing footpath which runs along the western boundary of the site.

## 6.0 **Consultation**

### 6.1 **Transport & Highways**

#### *Existing Site Conditions*

The site is located on the Old Bath Road, Theale and is currently vacant but was

used for display and sale of motor vehicles, car washing and valeting. The site is served by a single dropped crossing on the Bath Road.

#### *Application proposal*

The applicant proposes to provide 22 flats (14, 1 bedroom and 8, 2 bedroom) contained within 5 storey and 4 storey blocks together with access parking and landscaping. The 4 storey block contains x8 1 bed flats and x1 two bed flats and the 5 storey block contains x6 one bed flats and x7 two bed flats.

#### *Traffic Generation*

Having reviewed the application I note that a trip rate assessment has been undertaken, but the TRICS outputs have not been provided so in order to check the trip rates I have undertaken a new assessment and derived trip rates from the TRICS database. If permitted estimate the development has the potential to generate in the region of 84 daily vehicle trips on the network, which was similar to the rates provided in the Transport Statement.

#### *Car Parking*

32 car parking spaces have been proposed and I confirm this complies with Local Plan car parking standards, however the bays at the southern end of the undercroft parking area do not have enough space for a vehicle to manoeuvre in and out of the bay. The aisle width must be extended to 6m.

The undercroft car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays. In order to demonstrate this it is necessary to submit a dimensioned car park layout for approval. This requirement should not be made as a planning condition for approval, if the parking provision is a critical factor for the approval of this scheme. Of particular importance should be given to the location of columns within the interbin support zone:

- The distance from end of parking space to edge of column should be a minimum of 3.3m and a desirable 3.6m;
- The distance from end of parking space (aisle) to edge of column should be a minimum of 0.46m and a desirable 0.8-1.0m (see fig 4.2 of the document);
- No fewer than 3 bays per between interbin columns; and
- Column projection into parking space of up to 200mm permitted.

The undercroft car park at the rear of the site will create a risk of anti-social behavior particularly as it is unclear whether it will be gated and because occupiers of both blocks will need to have access to it. It is recommended that the design of the scheme could be amended to remove part of the undercroft car park (i.e. that section that a first floor area provides a terrace). This would mean that a greater number of spaces could be provided outside of the undercroft area and all of these spaces could be allocated to Block A residents. This together with relocating the bin and bike stores would allow this to be achieved.

It is recommended that the remaining undercroft area is gated to prevent anti-social behavior in this space.

### *Cycle Parking*

A cycle store has been provided, which it is said can accommodate 22 cycles, but I am of the view that the cycle store is too small to accommodate this number of bikes in an appropriate and usable fashion. For security reasons it would be better to provide two separate stores one for block A and one block B. This can be relatively easily achieved by siting a cycle store within the undercroft parking area at the southern end where aisle width is substandard. The cycle store for block A should be sited in the vicinity of the main entrance to the block. Access to the cycle store should be from a fully secured area.

### *Refuse and recycling*

The headroom clearance under the southern wing of Block A should be 4.5metres (4.1 absolute minimum for standard 11m refuse vehicle) and the access road/parking area must be designed to take the load of service vehicles including a refuse collection vehicle which weights. Can the applicant please confirm that the headroom clearance is suitable for a refuse vehicle? Developer should ensure that the refuse store is within 10m of where the refuse lorry will reverse to.

The path between the bin and storage area and the collection vehicle should be a smooth continuous surface free of steps and kerb. 4 to 5 Euro bins are required for 22 flats.

### *Access*

The site is accessed from Bath Road and currently access arrangements are unacceptable from a traffic and road safety perspective. Visibility from the existing access to this site is limited due to a combination of the alignment of Old Bath Road and the proximity of neighbouring property boundaries to the edge of the road. In particular visibility to the left, the West) as you exit is particularly substandard.

Previous planning approvals for developments on this site have required the developer to build out the kerbline at the site access to provide a visibility splay of 2.4m x 90m. In this application, the developer accepts that works are required to build out the kerbline, but this proposed only to extend to a distance of 70m. This is on the basis that speed surveys have been conducted in accordance with the Highways Agency DMRB standards TA 22/81. From what has been submitted there is some doubt that the counts have been conducted in accordance with this standard and therefore could be considered a representative sample of traffic speed on that road. For example it is unclear:

- where precisely the counts were undertaken;
- how many people were on-site when the counts were undertaken (a minimum of 2 are required);
- the guidance recommends that the preferred times for taking readings is between 10.00-12.00 and 14.00-16.00. This was not followed as surveys were conducted during the period 15.30 to 17.00;
- The guidance recommends that readings are taken at different times of the day and on different days of the week. This was not followed as both surveys were undertaken between 15.30 and 17.00;
- It is unclear what proportion of light vehicles and heavy goods vehicles formed part of the sample; and



- Only the minimum number of 100 readings were taken.

The developer's consultant has assumed the design speed of the road is 50kph and therefore determined that the y distance should be 70m. However the local highway authority has previously considered this road to have a design speed of 60kph and therefore it would require a y distance of 90m. As the speed survey has not been undertaken in accordance with the TA 22/81, it cannot be considered as representative of the speed on Old Bath Road and therefore I would be unwilling to reduce the length of the y distance to less than 90m. Therefore the kerbline build-out must ensure that a visibility splay of 2.4m x 90m can be achieved at the access to the site. No obstructions over 600mm in height will be permitted in the sight line areas and the sight lines must fall on land in control of the applicant.

The road width of the development can be reduced to 4.8m thereby allowing enough space to increase the pedestrian access to at least 2m in order to enable safer passage for pedestrian accessing the development.

Measures should also be implemented to prevent vehicle parking between block A and the footway. This is recommended in the form of a low wall.

#### *Highway works and contributions summary*

Prior to commencing works, the applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and secure the contributions schedule.

The Highway schedule includes:

- Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;
- Relocation of traffic islands on Old Bath Road;
- Revised road markings on Old Bath Road and the new access/junction;
- Installation of street lights ( where applicable);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

Transport Schedule:

- £3,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road.

#### *Recommendation*

It is recommended that changes are made to the access road, car park, refuse store, cycle parking Subject to the applicant providing the requested information to allay my concerns and the application being revised in accordance with my comments I confirm that I have no objection to this application from a highway

perspective.

## 6.2 Environment Agency

*We have **no objection** to the proposed development.*

*Advice to Local Planning Authority – Flood Risk*

*The site is located in Flood Zone 1 (low probability), according to our Flood Map. This Flood Zone is defined in Table 1, Paragraph 65 of the national Planning Practice Guidance (PPG) as having a less than 0.1% chance of flooding in any given year.*

*We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals where flood risk is an issue to replace direct case by case consultation with us. This planning application sits within this category as it is a development under 1ha in an area located within Flood Zone 1.*

*These standard comments are known as Flood Risk Standing Advice (FRSA). FRSA can be viewed on our web site at <https://www.gov.uk/flood-risk-standing-advice-frsa-for-local-planning-authorities>.*

*We recommend that you view our standing advice in full on our web site before making a decision on this application.*

*Flood Warning Service End 2*

*The site is surrounded by areas in Flood Zone 3, according to our Flood Map.*

*Although these areas benefit from flood defences, the residual risk to safe access and egress from the site should these defences fail should be considered.*

*It is recommended that occupants of the development sign up to our flood warning service. Details on how to do so are accessible here: <https://www.gov.uk/sign-up-for-flood-warnings>*

## 6.3 Heathrow Safeguarding

*We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.*

*However, we would like to make the following observations:*

### *Lighting*

*The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20and%20safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.*

### *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/policysafeguarding>).*

**Thames Water***Waste Comments*

*With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.*

*Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.*

*No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.*

*Water Comments*

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

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

Response: The scheme is being revised having regards to the comments made. The revised scheme will be reported on the Amendment Sheet.

## 6.5 Environmental Quality

*Yes this report is fine. The author checked is a Member of the Institute of Acoustics. The environmental noise environmental in very loud so residents will experience severe annoyance within outdoor amenities.*

*It would have been useful if the consultant included the acoustic calculations for achieving good standard in accordance with BS8233.*

## 6.6 Housing Development

The following information has been provided:

Unit Type	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
1BF	4	£39,600	£158,400
2BF	2	£46,200	£92,400

Total commuted sum payable

**£250,800**

## 6.7 Berkshire Archaeology

Berkshire Archaeology has previously commented on a similar application for this site and our previous comments, although made in 2006, remain largely valid.

There have been few opportunities for archaeological investigation and observation close to this site but the wider area, around Colnbrook, Poyle and Horton on the floodplain and gravel terraces of the River Colne and Colne Brook, has been subject to a number of major archaeological investigations that have highlighted the density, significance and longevity of prehistoric, Roman and post-Roman settlement and land use in this area west of London. These excavations include large scale investigations at Kingsmead Quarry Horton, Terminal 5 Heathrow, and Berkyn Manor Farm. They have demonstrated collectively that this was one of the most intensively settled and farmed prehistoric landscapes in the region, although water reservoirs, gravel extraction, infrastructure and urban development has significantly reduced the extent of areas where undisturbed buried remains may survive.

On this basis there is a potential for buried archaeological remains to survive within this site. It is noted that the development proposals include basement car parking, the construction of which would involve the near complete loss of any buried archaeological remains within the site. However the site is of modest size and it has previously been subject to development in some areas that will have impacted to some degree on buried remains. For this reason, it is unlikely that the site contains deposits of such importance that they might merit preservation *in situ*. Mitigation of the impacts of proposed development could therefore be secured through an appropriately worded condition, should permission be granted, unless the applicant holds information that demonstrates that all of the site has been subject to significant and deep past disturbance.

As previously recommended, a number of exploratory trial trenches would be an appropriate initial stage of mitigation, the results of which would inform the need and scope of any further mitigation if this is justified.

The following condition is proposed:

No development may take place until the applicant has secured and implemented an archaeological evaluation as part of phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

*Reason:*

The site is within an area of archaeological potential, specifically relating to prehistoric, Roman and Medieval remains. An archaeological evaluation (trial trenching) is required to mitigate the impact of development and ensure preservation "by record" of any surviving remains. This is to be undertaken as the provisional stage of a phased programme of works should initial investigations warrant further mitigation.

## 6.8 **Land Contamination Officer**

Any late comments received will be reported on the Amendment Sheet. Previously, the Council's Land Contamination Officer commented:

*The concern for the site arises from three different issues:*

- 1) Although the site is not listed in any of the trade directories, there is some uncertainty on the former use of the site. Several outbuildings are marked on the 1972 Ordnance Survey map the use of which is unknown.*
- 2) The site immediately to the east had a site investigation and subsequent remediation undertaken on it in the early 2000's. The former use of the site including a waste transfer station resulted in land and groundwater contamination particularly hydrocarbons. Due to the mobile nature of these contaminants it is possible that they may have migrated to the site concerned.*
- 3) The site is located 20m to the north west of Rosary farm Landfill, the licence was granted in 1989 for backfillings of workings. Also 1500m to the south east of the site lies Horton Road Landfill and Longford Road Landfill. Therefore there is the possibility of landfill gas migration.*

*Given the above factors and the proposed sensitive end use of the site, I would recommend that a standard planning condition be placed on any granted planning application*

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 The application is considered alongside the following Planning Guidance and local Planning Policies:

#### **National Planning Policy Guidance**

7.2 In its overarching Core Principles the National Planning Policy Framework states that planning should *proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and 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*

*Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities*

The National Planning Practice Guidance provides guidance on development viability and states: *Decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. Assessing the viability of a particular site requires more detailed analysis than at plan level. A site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken*

### **7.3 Local Planning Policy**

Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document December 20087, Core Policies 4 (Type of Housing), 7 (Transport), 8 (Sustainability & the Environment)

Adopted Local Plan for Slough 2004  
H13 (Backland/Infill Development)  
H14 (Amenity Space)  
EN1 (Standard of Design)  
T2 (Parking Restraint)

## T11 (Protection of the West Drayton to Staines Line)

7.4 The development is assessed in relation to:

- The Principle of Development
- Design and Street Scene Impact
- Impact on Neighbouring Occupiers/Uses
- Impact on Green Belt
- Flood Risk
- Transport & Highways
- Affordable Housing
- Archaeology
- Noise
- Land Contamination
- S106 Agreement

### 8.0 **The Principle of Development**

8.1 The proposal property is situated in the urban/suburban area of Colnbrook for which Core Policy 4 of the LDF Core Strategy Development Plan Document states that, *new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure.....*

The scale of the proposals is above the threshold of 15 no. whereby the Council's requirements for the provision of affordable housing would apply.

Whilst located outside of the town centre area and notwithstanding adopting local planning policy, given the site's location and site specifics within a mixed residential/industrial area, aircraft and general background traffic noise and the generally poor quality of the local environment, it is considered that a scheme based upon flats rather than family houses would be acceptable in this instance.

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

9.1 The scheme retains the general siting and configuration of the blocks which have been previously approved on the site, but changes have been made to the design in terms of providing more usable balconies and simplifying the design. Basement car parking has been replaced by surface/undercroft/covered parking, to overcome previous surface water drainage issues and to make the scheme more viable in development terms. The overall heights have been raised to include a single penthouse suite on each block, although both units are set back to occupy a subordinate position. The proposals to design such units as "glass boxes" will further reduce the additional impact. Further, given the site's context in terms of the large and imposing neighbouring industrial unit at express cargo ltd, Aramex house, old bath road, Colnbrook, Slough, SL3 0NS, the Lanz waste transfer station to the rear at Rosary Farm, the busy A4 London Road fronting the site to the north and the screen provided by the existing landscape on the neighbouring disused railway line to the west, it is considered that the site is capable of taking this additional height.

Changes to the design and layout of the development are proposed following comments made by the highways and transport engineers

10.0 **Impact on Neighbouring Occupiers/Uses**

10.1 The main impact relates to the potential for overlooking of the site at Rosary farm to the south. It is advised that an application has been submitted for a major sorting hall on that site (ref: P/10697/009) was approved in principle by this Committee at its Meeting on 27th November 2015, has not been called in by the Government Office and can be approved once a S106 Agreement has been completed. The applicant was advised that given the proximity of the waste transfer site, the scheme design should have regard to its siting and it was suggested that Block 2 could be moved northwards and further into the site, to achieve a better separation distance from the common boundary. It is also suggested that an effective evergreen vegetation screen be provided along the southern boundary, albeit it may need to be contained within the proposed green roof. Amendments to the scheme are being carried out to further address this point and any changes will be reported on the Amendment Sheet.

11.0 **Impact on Green Belt**

11.1 The development is assessed in terms of its visual impact on the Green Belt land to the south. This part of the Green Belt is not considered to be sensitive in planning terms. There is an extant permission for a materials recycling plant. There is already an element of built form/workshops within this part of the Green Belt and an associated high level of general activity. It is concluded therefore that the general openness of the Green Belt in this location has already been compromised.

12.0 **Flood Risk**

12.1 A flood Risk assessment has been prepared for the site and which has been considered by the Environment Agency and which concludes:

*The site is located in Flood Zone 1 outside of the 1000 year flood limit. The requirement for and the content of a FRA is dictated by the National Planning Policy Framework (NPPF), the March 2014 Planning Practice Guidance, the Environment Agency's Guidelines and the local Strategic Flood Risk Assessment (SFRA). The requirements of these documents are considered in this FRA.*

*There are no records of the site having flooded. The EAs hydraulic model of the Poyle Channel provides the most relevant flood levels and shows that most of the site lies above the 100yr and 100yr +CC flood level. The 1000 year flood level is not provided. Old Bath Road is higher than these flood levels and will remain dry during an extreme flood event.*

*· NPPF emphasise the need to consider other potential sources of flooding when planning a development. As the ground floor of the properties will be raised above the local ground levels this risk from storm water, highways, sewers, tidal and groundwater flooding is considered to be low. There are two reservoirs in the area whose failure would have a drastic impact but the risk of flooding is considered to be low and the SFRA indicates that development should not necessarily be prevented.*

*· A raised ground floor slab will ensure that the risk to life and damage to property in the event of a flood is minimised. The EA recommend a finished floor level of 300mm above the 100 year +CC flood level of 21.608m OD and the floor level will be raised to this level.*



- There will be a safe dry escape route from the site to the north onto Old Bath Road and over the M25 to the A3044. From here a dry route exists in all directions to areas outside of the flood plain where services and facilities exist. The site drainage scheme will be designed to ensure that excess surface water will not restrict access or escape.
- There will therefore be no loss of flood plain storage, no additional displaced water and no change in the flooding potential for adjacent sites. There is no requirement to consider flood resistance or resilience measures.
- NPPF and the Environment Agency require that the rate of surface water runoff from a developed site does not exceed the existing rate. The 100 year 30 minute storm on the existing site will provide a peak flow of 34.3 l/s and storm volume of 62m<sup>3</sup> which compares to the developed site without SUDS peak flow of 35.9 l/s and a volume of 65m<sup>3</sup>. This 5% increase in peak flows and volumes above the existing rate is due to the 30% increase in rainfall from climate change which is offset by the creation of permeable garden and landscaped areas on the existing impermeable site.
- A review of SUDS options suggests that infiltration methods will not offer a practical solution due to the high groundwater table and impermeable strata or made ground in the 2m below the site. A green roof will reduce runoff to below the existing rate but rainwater harvesting is not considered practical for runoff control. The alternative would be to provide storage and attenuation facilities based on either one storm cell or a permeable sub base to the car parking areas. Either system would include a connection and overflow to the local drainage network and to Poyle Channel with a flow control to restrict off site flows to the existing rate.
- The existing site does not have a formal drainage system and it is assumed that rainfall currently runs off the impermeable site to adjacent land, eventually draining to the Poyle channel. As part of the development proposals a formal drainage system will be installed and this will lead to better runoff control. The outline drainage strategy considers that one method for the buildings and a separate drainage strategy for ground level impermeable surfaces such as roads and pavements. This will involve a 300m<sup>2</sup> green roof on the buildings, and the car parking areas and access roads will drain to a permeable sub base or storm cells prior to off site disposal at no more than the existing rate. Garden and landscaped areas will drain naturally.
- The flow routes under normal conditions and in the event of a system failure or the storage facility being full, would be considered as part of these detailed designs. However as the ground floor slab, and all access and services entrances will be raised above the local ground level then flooding of the properties will not occur in the event of local drainage system failure, whether by extreme rainfall or a lack of maintenance.
- Under NPPF the proposed residential accommodation is classed as a “more vulnerable” use which is appropriate in Zone 1 and the Exception Test is not required. As this site is in Flood Zone 1 there will be no reasonably available alternative site in the LPA area at a lesser flood risk and hence compliance with the Sequential Test can be demonstrated.

The Environment Agency raises no objection to the development. The site is located in Flood Zone 1 (low probability), according to the EA's Flood Map. This Flood Zone is defined in Table 1, Paragraph 65 of the National Planning Practice Guidance (PPG) as having a less than 0.1% chance of flooding in any given year.

By reference to the Environment Agency's Standing Advice for operational development of less than 1 hectare within Flood Zone 1, it is stated that:

For developments (other than changes of use) less than 1 hectare in Flood Zone 1, the main flood risk issue to consider is usually the management of surface water run-off. Drainage from new development must not increase flood risk either on-site or elsewhere. Government policy strongly encourages a sustainable drainage system (SuDS) approach to achieve these objectives. Guidance on how to address specific local surface water flood risk issues may also be available through the SFRA or SWMP produced by the LPA. SWMP produced by the LPA.

The Council's drainage engineer advises that: *With respect to surface water flooding there is no existing surface water sewer within the vicinity of the site and therefore surface water has to be disposed of on site. It is acknowledged that green roofs are proposed which may help in controlling the rate of surface water run off and that use of permeable block paving will also aid natural filtration. However, given the difficulties around this site a surface water drainage strategy (including discharge rates/calculations) has been requested for consideration of part of this planning application*

13.0

### **Transport & Highways**

13.1

The transport and highways engineers have recommended a number of changes internally to the scheme, including a reduction in the width of the access road to 4.8m to allow enhanced safer pedestrian through the site. It is further advised that the undercroft car parking be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays.

Having regards to previous planning approvals for developments on this site that the developer be required to build out the kerbline at the site access to provide a visibility splay of 2.4m x 90m.

The cycle store is too small to provide secure parking for 22 bicycles and would be better split into two stores, one for each block provided undercroft.

Prior to commencing works, the applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and secure the contributions schedule.

The Highway schedule includes:

- Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;

- 
- Relocation of traffic islands on Old Bath Road;
- Revised road markings on Old Bath Road and the new access/junction;
- Installation of street lights ( where applicable);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

Transport Schedule:

- £3,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road.

13.2 The applicant is revising the scheme to meet the concerns of the highways and transport engineers. The amendments will be reported on the Amendment Sheet.

#### 14.0 **Affordable Housing**

The Council' s Housing Development section has advised that if the provision was to be provided on site, the requirements would be for 4 no. X 1 bed and 2 no. X 2 bed flats. Given that the development falls below the threshold whereby provision is normally sought on site, a financial contribution is required for provision off site which equates to £250,800.

#### 15.0 **Archaeology**

15.1 Berkshire Archaeology has previously commented on a similar application for this site and our previous comments, although made in 2006, remain largely valid.

There have been few opportunities for archaeological investigation and observation close to this site but the wider area, around Colnbrook, Poyle and Horton on the floodplain and gravel terraces of the River Colne and Colne Brook, has been subject to a number of major archaeological investigations that have highlighted the density, significance and longevity of prehistoric, Roman and post-Roman settlement and land use in this area west of London. These excavations include large scale investigations at Kingsmead Quarry Horton, Terminal 5 Heathrow, and Berkyn Manor Farm. They have demonstrated collectively that this was one of the most intensively settled and farmed prehistoric landscapes in the region, although water reservoirs, gravel extraction, infrastructure and urban development has significantly reduced the extent of areas where undisturbed buried remains may survive.

On this basis there is a potential for buried archaeological remains to survive within this site. It is noted that the development proposals include basement car parking, the construction of which would involve the near complete loss of any buried archaeological remains within the site. However the site is of modest size and it has previously been subject to development in some areas that will have impacted to some degree on buried remains. For this reason, it is unlikely that the site contains deposits of such importance that they might merit preservation *in situ*. Mitigation of the impacts of proposed development could therefore be secured through an appropriately worded condition, should permission be granted, unless the applicant holds information that demonstrates that all of the site has been subject to significant

and deep past disturbance.

As previously recommended, a number of exploratory trial trenches would be an appropriate initial stage of mitigation, the results of which would inform the need and scope of any further mitigation if this is justified.

16.0 **Noise**

16.1 The Noise assessment report proposes the following mitigation measures:

*A window system incorporating double glazing configuration of 9mm glass, 20mm air gap, 11mm glass would provide the sound reduction.*

*With regards to the introduction of acoustic trickle vents, we would recommend any system with a minimum rated acoustic performance of 43dB, Dn,e,w, should natural ventilation be required.*

*All major building elements should be tested in accordance with BS EN ISO 140-3:1995.*

*Independent testing at a UKAS accredited laboratory will be required in order to confirm the performance of the chosen system for an “actual” configuration.*

17.0 **Land Contamination**

17.1 Previously the Council's Land Contamination officer raised the following concerns:

*1) Although the site is not listed in any of the trade directories, there is some uncertainty on the former use of the site. Several outbuildings are marked on the 1972 Ordnance Survey map the use of which is unknown.*

*2) The site immediately to the east had a site investigation and subsequent remediation undertaken on it in the early 2000's. The former use of the site including a waste transfer station resulted in land and groundwater contamination particularly hydrocarbons. Due to the mobile nature of these contaminants it is possible that they may have migrated to the site concerned.*

*3) The site is located 20m to the north west of Rosary farm Landfill, the licence was granted in 1989 for backfillings of workings. Also 1500m to the south east of the site lies Horton Road Landfill and Longford Road Landfill. Therefore there is the possibility of landfill gas migration.*

*Given the above factors and the proposed sensitive end use of the site, I would recommend that a standard planning condition be placed on any granted planning application*

*Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:*

*i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.*

*ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.*  
*iii) The remediation scheme shall be implemented before the development is first occupied.*

*On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.*

18.0

### **Section 106**

18.1

The applicant is required to enter into a Section 106 Agreement, the Heads of Terms for which are as follows:

- a. Payment a financial contribution to fund off site affordable housing provision in lieu of provision on site Timing of payments to be agreed.
- b. £3,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road
- c. Prior to commencing works, the applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and secure the contributions schedule.

The Highway schedule includes:

- a. Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- b. 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- c. Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;
- d. Relocation of traffic islands on Old Bath Road;
- e. Revised road markings on Old Bath Road and the new access/junction;
- f. Installation of street lights ( where applicable);
- g. Drainage connections;
- h. Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

19.0

### **PART C: RECOMMENDATION**

19.1

Delegate to the Planning Manager for resolution of outstanding transport/highway and drainage issues, completion of a S106 Agreement, making minor changes if required, finalising conditions and final determination

20.0

### **PART D: LIST OF CONDITIONS**

The main headings are as follows:

1. Time, 3 years
2. Approved drawings

3. Samples of external materials
4. Surface materials
5. Boundary treatment
6. Landscaping
7. Minimum parking
8. Land contamination
9. Archaeology
10. Flank wall – no additional windows
11. Flank wall windows – obscurely glazed & high level opening
12. Closure of redundant access
13. Construction Management Plan
14. Waste Minimisation Plan
15. Working Hours
16. Restriction on Delivery Times
17. Wheel cleaning
18. Dust suppression measures
19. Development to be implemented having regard to findings and recommendations contained in the Noise assessment report
20. Surface water drainage and foul drainage strategy
21. External lighting
22. Bird management plan
23. Tree works
24. Sight lines
25. Finished floor levels
26. Provision of Secure Cycle Parking & Refuse Stores
27. Pedestrian Visibility Splays

**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee      **DATE:** 1<sup>st</sup> April 2015

**CONTACT OFFICER:** Paul Stimpson  
Planning Policy Lead Officer

**(For all Enquiries)** (01753) 875820

**WARD(S):** All

**PART I**

**FOR DECISION**

**CONSULTATION ON SOUTH BUCKS AND SPELTHORNE LOCAL PLANS**

1. **Purpose of Report**

The purpose of the report is to update Members on the progress of Local Plans being prepared in adjoining areas (RBWM, London, South Bucks and Spelthorne) and to respond to the specific consultations from South Bucks and Spelthorne Councils as part of the Duty to Cooperate.

2. **Recommendation(s)/Proposed Action**

- The Committee is requested to resolve:
  - a) That South Bucks District Council be thanked for consulting the Council about its Local Plan 2014 – 2036 Initial Consultation and the comments set out in paragraphs 5.10, 5.12 and 5.15 of this report be forwarded to them.
  - b) That Spelthorne Borough Council be thanked for Consulting the Council about its Duty to Cooperate Scoping Statement and the comments set out in paragraphs 5.18 and 5.20 of this report be forwarded on to them.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities –**

The policies and proposals in the Local Plans of adjoining authorities can have an impact upon Slough and its ability to meet the needs of its population. The proposed response to these plans is therefore intended to safeguard the following SJWS priorities:

- *Health*
- *Economy and Skills*
- *Regeneration and Environment*
- *Housing*
- *Safer Communities*

### 3b. **Five Year Plan Outcomes**

One of the key elements of the Five Year Plan is the Review of the Local Plan for Slough. This requires cooperation with adjoining authorities which includes responding to proposals in their emerging plans. Influencing proposed development in adjoining areas can help to ensure that:

- *Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay*
- *There will more homes in the borough, with quality improving across all tenures to support our ambition for Slough*
- *The centre of Slough will be vibrant, providing business, living, and cultural opportunities*

### 4. **Other Implications**

#### (a) **Financial**

There are no financial implications of proposed action.

#### (b) **Risk Management**

It is considered that the risks can be managed as follows:

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That comments on Local Plans be forwarded to the relevant authorities.	Not commenting upon the proposals of other Local Authorities risks losing the ability to influence the way that development takes place in adjoining areas, and begin building relationships for our Duty to Co-operate obligations.	Send comments to relevant Authorities.

#### (c) **Human Rights Act and Other Legal Implications** *(compulsory section to be included in **all** reports)*

There are no Human Rights Act Implications as a result of this report.

#### (d) **Equalities Impact Assessment**

There are no equality impact issues.

### 5. **Supporting Information**

5.1 Members will recall that it was formally agreed to carry out a Review of the Local Plan for Slough at the last meeting of this Committee.

5.2 One of the reasons for starting the review at this at this stage is that all of the surrounding authorities are also in the process of reviewing their plans and it is important that strategic issues are addressed in a coordinated way. Reviewing the



plans at the same time also provides opportunities for joint working and it makes it easier for all of the Councils to comply with their obligations with regards to the Duty to Cooperate.

- 5.3 South Bucks have published an Initial Consultation on their Local Plan which requires a response from this Council at this stage.
- 5.4 Spelthorne has started to review its Local Plan and has consulted Slough on both a Draft Duty to Cooperate Scoping Statement and a draft Statement of Community Involvement.
- 5.5 Windsor and Maidenhead have been working towards producing a new Local Plan for some time and are proposing to carry out a Second Preferred Options consultation in June 2015.
- 5.6 The Further Alteration of the London Plan were adopted by the Mayor on 15<sup>th</sup> March 2015 on the basis that a full review of the Plan will begin immediately. This has raised the issue as to how planning authorities outside of London can be properly engaged in this process.
- 5.7 An update of the progress that is being made with each of the adjoining plans and, where necessary, a suggested response is set out in detail below.

#### **South Bucks Local Plan**

- 5.8 South Bucks published an Initial Consultation (Regulation 18) on their Local Plan 2014 – 2036 that will close on 24<sup>th</sup> April. This invites comments on the scope and the approach to the review of the plan.
- 5.9 The consultation paper outlines some of the work that South Bucks intends to do which includes:
  - Working with other authorities within its Strategic Housing Market
  - A Green Belt assessment to identify land that could be removed for development
  - A capacity study of the built up areas
  - Analysis of development constraints other than Green Belt
  - Seek ways to protect and enhance quality of life
  - Assess impact of HS2, Western Rail Access and potential Heathrow expansion
- 5.10 It is considered that the opportunity to work jointly with South Bucks on the Strategic Housing Market Assessment should be welcomed. The proposed Green Belt assessment is also supported, subject to an appropriate methodology being used. It should be recognised that Green Belt is a strategic policy and so any assessment of the value of a piece of land can only be made by reference to emerging or alternative strategies. The continued support for the Western Rail Access to Heathrow is welcomed.
- 5.11 The consultation paper also recognises that it may be necessary to test a number of different spatial strategy options. These include:
  - Making more efficient use of land in built up areas

- Urban extensions to the principal settlements of Beaconsfield, Gerrards Cross and Burnham
- Urban extensions of secondary settlements such as Denham, Stoke Poges and Iver
- Review of settlements in the Green Belt

5.12 Whilst it is not considered appropriate to express a preference for a spatial strategy at this stage, it doesn't appear logical to rule out testing the urban expansion of Slough and so this should be added to the options.

5.13 The paper specifically asks questions relating to:

- The Vision for the plan
- The issues that need to be addressed
- Challenges and opportunities
- How local needs for housing and employment could be met
- What infrastructure is needed

5.14 The consultation paper also states that in addition to the Duty to Cooperate with adjacent local planning authorities South Bucks may need to explore scope for nearby settlements outside of the District to accommodate development if it is unable to meet its needs sustainably.

5.15 This Council will work closely with South Bucks on Duty to Cooperate matters but it is considered that the starting point for all aspects of the Plan is that it should seek to meet its housing and employment needs within its boundaries.

### **Spelthorne**

5.16 As the first stage in the review of its Local Plan Spelthorne Borough Council has prepared a Duty to Cooperate Scoping Statement and Statement of Community Involvement (SCI). The DtC Scoping statement is to help ensure that it has identified all relevant strategic cross boundary issues, and the authorities/bodies that it will need to engage with and the mechanisms for that engagement.

5.17 Spelthorne has joined with Runnymede to prepare a Strategic Housing Market Assessment which this Council has already been involved in. The key issues identified for the Local Plan are how additional housing requirements within Spelthorne can be met and whether Spelthorne requires assistance from or can give assistance to other authorities in meeting needs across the local or sub housing market area?

5.18 It is considered that the starting point for the Local Plan is that it should seek to meet its housing needs within its boundaries but it is recognised that a range of options need to be tested.

5.19 One of the other key issues that has been identified is what the balance between housing and jobs should be in the Borough and how this could be affected by the expansion of Heathrow.

5.20 It is considered that it is vitally important that the Spelthorne Local Plan takes full account of the possible expansion of Heathrow.

- 5.21 The Scoping statement for the Local Plan has identified a number of other topics including retail, leisure, transport, open space & recreation, climate change, Green Belt and biodiversity. Slough Borough Council has been identified as an authority to be engaged in discussion about all of these topics.

### **Windsor and Maidenhead**

- 5.22 The Royal Borough of Windsor & Maidenhead has been seeking to replace its Local Plan for a number of years. In January 2014 it carried out a public consultation exercise on a set of preferred policy options for the Plan. This included inviting comments on the suitability of developing 23 areas for housing that are currently in the Green Belt. At the Cabinet meeting last month it was decided not to permit building on 21 of these sites.
- 5.23 This decision was influenced by the Ministerial statement made in December 2014 which stated that Councils should carefully consider whether there are policy constraints such as Green Belt which impact upon their ability to meet housing needs in full. This statement also makes it clear that Councils will have to consider whether there are opportunities to cooperate with neighbouring planning authorities to meet needs across housing market areas.
- 5.24 The Royal Borough is proposing to have a Second Preferred Options Consultation in June. They have stated that prior to this they will engage with other local authorities under the Duty to Cooperate to explore the scope that they might have to accommodate additional housing in their areas to address the unmet need in Windsor and Maidenhead.
- 5.25 No specific actions are required at this stage but Members will be kept informed of any progress on the Windsor and Maidenhead plan.

### **London Plan**

- 5.26 The GLA has recently adopted the Formal Alterations to the London Plan. This sets out a new requirement for London to build 49,000 houses a year but was only able to identify a supply of 42,000 a year.
- 5.27 The Inspector who held the examination into the Alterations made it clear that the evidence before him strongly suggested that the London Plan would not deliver sufficient homes to meet the Objectively Assess need. He therefore recommended that a full scale review of the Plan should be begun as soon as the Alterations are adopted.
- 5.28 He also recommended that the mayor needed to engage local planning authorities beyond the GLA boundary about options for growth and how this could be coordinated.
- 5.29 The mayor has responded to this by agreeing to review the Plan immediately and by setting up a Wider South East Summit on 19<sup>th</sup> March. This will be attended by a Berkshire representative and is seen as the first step in establishing a more effective method of understanding and engagement in strategic planning for London and the south east.
- 5.30 Members will be updated about the issues related to the review of the London Plan in due course.

## 6. **Conclusion**

- 6.1 Proper engagement with adjoining authorities is an important part of the plan making process and a specific requirement under the Duty to Cooperate. This report informs Members of the progress that is being made in the preparation of plans in adjoining areas and recommends appropriate responses to the various consultations that are taking place.

## 7. **Background Papers**

- '1' - South Bucks District Council Local Plan 2014 – 2036 Initial Consultation (Regulation 18) – February 2015
- '2' - Spelthorne Local Plan Duty to Cooperate Scoping Statement – February 2015
- '3' - Further Alterations to the London Plan – March 2015

**SLOUGH BOROUGH COUNCIL****REPORT TO: PLANNING COMMITTEE****DATE: 1<sup>st</sup> April 2015****PART 1****FOR INFORMATION****Planning Appeal Decisions**

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

**WARD(S) ALL**

<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
<b>P/04439/001</b>	<p>32, Amanda Court, Slough, SL3 7TE</p> <p>CONSTRUCTION OF A TWO STOREY SIDE EXTENSION, SINGLE STOREY REAR EXTENSION AND BASEMENT EXTENSION INCORPORATING THREE LIGHTWELLS FOLLOWING DEMOLITION OF EXISTING GROUND FLOOR SIDE EXTENSION.</p> <p><i>Planning permission was sort for the erection of a two storey side extension ground floor rear extension and basement extension and was refused for the following reason:</i></p> <p><i>The proposed two-storey side extension by reason of its proximity to the side boundary would close the visual gap between the two neighbouring properties, thereby resulting in the terracing of buildings, to the detriment of the character and appearance of the original property, the surrounding area and visual amenity of the street scene. As such, the proposal is considered to be contrary to Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policies DP1 and EX11 of the Slough Local Development Framework, Residential Extensions Guide Supplementary Planning Document, January 2010, Policies EN1 &amp; EN2 of the Adopted Local Plan for Slough: 2004.</i></p> <p>The Inspector concluded that:</p> <p>No 30 has been extended at first floor level, almost to the boundary. The proposed development would re-introduce symmetry between the two properties, and create a gap between them at ground floor level.</p>	<p><b>Appeal Granted</b></p> <p><b>27<sup>th</sup> November 2014</b></p>

	<p>The proposed design seeks to meet the principles set out in the development plan. The first floor side extension would be set back by about 1.1 metres from the existing front wall, the roofline of the extension would be significantly lower than the existing roof, and the roof would be hipped. In all these ways the extension would be clearly subordinate to the existing dwelling. Moreover, it would closely mirror the extension at No 30 by the use of matching roof design, matching eaves lines, matching brickwork and matching windows.</p> <p>In only one respect would the proposal fail to meet the standards set by the design guidelines. Whilst the flank wall would be around 1 metre from the boundary, complying with the guidelines, the gap between the neighbouring dwellings at first floor level would be about 1.4 metres, rather than the 2 metres specified by the guidelines. However, in this particular instance, the overall effect would be acceptable, for the following reasons. First, the proposal would provide a pleasing symmetry between the two dwellings. Second, although 'terracing' is defined in the guidelines only in terms of the separation between properties at first floor level, the separation of the garages at ground floor level would remove an existing element of terracing from the street scene. Third, the relationship between the dwellings would not be out of place in the street scene, given the great variety of gaps in evidence in the surrounding area. Overall, it is considered that the proposal would meet the objectives of development plan policy, being a high quality design which respects its location and surroundings.</p>	
<b>P/15614/001</b>	<p>13, Laurel Close, Colnbrook, Slough, SL3 0QB</p> <p>LAWFUL DEVELOPMENT CERTIFICATE FOR THE ERECTION OF A SINGLE STOREY OUTBUILDING WITH FLAT ROOF AT THE BOTTOM OF THE EXISTING REAR GARDEN.</p>	<p><b>Appeal Dismissed</b></p> <p><b>10<sup>th</sup> February 2015</b></p>
<b>P/05635/004</b>	<p>60, Furnival Avenue, Slough, SL2 1DW</p> <p>RETENTION OF THE REAR OUTBUILDING AND CHANGE OF ROOF DESIGN FROM GABLE END TO FLAT</p>	<p><b>Appeal Dismissed</b></p> <p><b>4<sup>th</sup> February 2015</b></p>
<b>P/13974/003</b>	<p>25, Carmarthen Road, Slough, SL1 3PT</p> <p>LOFT CONVERSION, REAR DORMER AND RAISING THE ROOF BY 0.4M</p>	<p><b>Appeal Dismissed</b></p> <p><b>13<sup>th</sup> February</b></p>

		<b>2015-02-27</b>
<b>P/14782/003</b>	21, Dolphin Road, Slough, SL1 1TF  CONVERSION OF EXISTING DWELLING INTO 2NO. TWO BEDROOM FLATS	<b>Appeal Dismissed</b>  <b>16<sup>th</sup> February 2015</b>
<b>P/08130/002</b>	56, Alpha Street South, Slough, SL1 1QX  CONSTRUCTION OF PART SINGLE / PART TWO STOREY SIDE AND REAR EXTENSION.	<b>Appeal Dismissed</b>  <b>20<sup>th</sup> February 2015</b>
<b>P/06092/015</b>	26, Dolphin Road, Slough, SL1 1TD  CONSTRUCTION OF PART FIRST FLOOR SIDE EXTENSION WITH HIPPED PITCHED ROOF TO BEDROOMS 1 AND 2 TO CREATE WALK IN WARDROBE AND DRESSER	<b>Appeal Dismissed</b>  <b>26<sup>th</sup> February 2015</b>
<b>P/06233/003</b>	11a, Lascelles Road, Slough, SL3 7PN  CONSTRUCTION OF A SINGLE STOREY FRONT EXTENSION AND AN OUTBUILDING AT THE REAR GARDEN.	<b>Appeal Dismissed</b>  <b>16<sup>th</sup> March 2015</b>
<b>P/15642/000</b>	7, Loddon Spur, Slough, SL1 3EJ  APPLICATION FOR A LAWFUL DEVELOPMENT CERTIFICATE FOR A PROPOSED REAR OUTBUILDING WITH FLAT ROOF.	<b>Appeal Dismissed</b>  <b>9<sup>th</sup> March 2015</b>
<b>P/08241/008</b>	2, Broadmark Road, Slough, SL2 5PT  ERECTION OF A PART SINGLE/PART DOUBLE STOREY SIDE EXTENSION WITH HIPPED AND PITCHED ROOF, PART SINGLE/PART DOUBLE STOREY REAR EXTENSION WITH HIPPED AND PITCHED ROOF (SINGLE STOREY ELEMENTS WITH MONO-PITCHED ROOF).  <i>Planning permission was sort for the erection of a part two storey / part single storey side and rear extension and was refused for the following reasons:</i>  <i>The proposed first floor rear extension by virtue of its width exceeding the width of the original dwelling and lack of</i>	<b>Appeal Granted</b>  <b>16<sup>th</sup> March 2015</b>

	<p><i>proportionality in relation to host dwelling would present an overly dominant feature at first floor with adverse impact on the design and appearance of the dwelling contrary to Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H15 and EN1 of the Adopted Local Plan for Slough 2004 and the Design Principles of the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</i></p> <p><i>The proposed first floor side extension by virtue of its excessive depth in the context of this site would present a bulky first floor side extension with an overbearing impact on the street scene. The proposal therefore contrary to Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 - 2026) Development Plan Document, December 2008, Policies H15 and EN1 of the Adopted Local Plan for Slough 2004 and the Design Principles of the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</i></p> <p>The Inspector concluded that:</p> <p>With the guidance provided in the Residential Design Guidelines in mind, the proposal would result in a 35 percent increase in depth at first floor level, which complies with this guidance. The width of the proposed extension would be approximately 3 metres wide. This would result in an increased width of approximately 55 percent and while marginally over the indicative percentage increase, however it is clear that this is a general guide that does not take into account the local context of each proposal.</p> <p>The proposed side extension would be set back from the front elevation of the host property at first floor level and would have a lower ridge height, which complies with the guidance set out within the Residential Design Guidelines. The appeal site benefits from the generous gap to the west, which would also assist in accommodating the proposal on the appeal site. Therefore the proposal would have a sense of proportion and balance, and would not dominate the host property.</p> <p>With regard to the street scene, it is accepted that the appeal site is relatively prominent. However, the proposal would be set back from the boundary with the adjacent flats at Wexham Road by approximately 2.5 metres and a significant greater distance from the flats themselves. The proposal would also be set back at first floor level from the</p>	
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	<p>front of the host property, a good distance back from Broadmark Road. The depth of the extension would be evident from the street scene, however given the findings above this would not result in a dominant addition to the host property or an overbearing feature in the street scene.</p> <p>In conclusion, for the reasons given above, the proposal by virtue of its width and depth would not cause harm to the character and appearance of the host property or the area. The proposal therefore complies with Policy 8 of the Slough Local Development Framework Core Strategy (2008) and Policies H15 and EN1 of the Adopted Local Plan for Slough (2004).</p>	
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**MEMBERS' ATTENDANCE RECORD 2014/15**  
**PLANNING COMMITTEE**

COUNCILLOR	19/06/14	24/07/14	03/09/14	16/10/14	27/11/14	08/01/15	17/02/15	01/04/15	29/04/15
Ajaib	P	P	P	P	P	P	P		
Bains	P	P	P	P	Ap	P	P		
Dar	P	P	P	P	P	P	P		
M. Holledge	P	P	P	P	P	P	P		
Plenty	P	P	P	P	P	P	P		
Rasib	P	P	P	P	Ap	P	Ap		
Sidhu	P	P*	P	P	Ap	P	P*		
Smith	P	P	P	P	P	P*	Ap		
Swindlehurst	P	P*	Ap	P*	P	P	P*		

P = Present for whole meeting  
Ap = Apologies given

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

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