

Date of issue: 1st April, 2014

MEETING

PLANNING COMMITTEE

(Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib, Sandhu, Smith and Swindlehurst)

DATE AND TIME:

WEDNESDAY, 9TH APRIL, 2014 AT **7.00 PM**

VENUE:

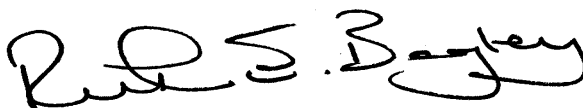
FLEXI HALL, THE CENTRE, FARNHAM ROAD,
SLOUGH, SL1 4UT

**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
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1. Apologies for Absence

CONSTITUTIONAL MATTERS

2. Declarations of Interest

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,



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	<p><i>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.</i></p> <p><i>The Chair will ask Members to confirm that they do not have a declarable interest.</i></p> <p><i>All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.</i></p>		
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7.	P/02114/021 - Slough & Eton C Of E School, Ragstone Road, Slough, SL1 2PU	41 - 52	Chalvey
	<i>Officer Recommendation: Delegate to DM Lead Officer</i>		
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Press and Public

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

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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 Thursday, 20th February, 2014.

Present:- Councillors Carter (Chair), Dar (Vice-Chair), Hussain, Plenty (arrived 7.05 pm), Rasib and Swindlehurst (arrived 7.23 pm)

Also present under Rule 30:- Councillors Bal and Sohal

PART I

77. Apologies for Absence

Apologies were received from Councillors O'Connor and Smith.

78. Declarations of Interest

None.

79. Guidance on Predetermination/Predisposition - To Note

Members confirmed that they had read and understood the guidance note on Predetermination and Predisposition.

80. Minutes of the Last Meeting held on 9th January, 2014

The minutes of the meeting of the Planning Committee held on 9th January, 2014, were approved as correct record.

81. Human Rights Act Statement - To Note

The Human Rights Act statement was noted.

82. Planning Applications

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

Councillors Bal and Sohal addressed the Committee under Rule 30 in respect of application P/00903/023 - Citroen UK Ltd, 221, Bath Road, Slough, SL1 4BA.

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 reports and the amendment sheet tabled at the meeting.

Planning Committee - 20.02.14

83. P/00789/022 - 1, Brunel Way, Slough, SL1 1XL

Application	Decision
Extension and refurbishment of existing office (B1a) building to provide a 5 storey office with grade level entrance, revised landscaping, car parking layout and roof plant.	Delegated to the Strategic Lead Planning Policy

Councillors Plenty and Swindlehurst did not vote on the above item as they were not in attendance when the Planning Officer introduced the report.

84. P/00903/023 - Citroen UK Ltd, 221, Bath Road, Slough, SL1 4BA

Application	Decision
Change of use of existing building in use as a car showroom, workshop and offices to a meditation/worship centre with associated language school, day care centre, children's day centre and training workshops and associated facilities (class D1 non-residential institution) with associated alterations to front and side elevations and doors to building.	Delegated to the Strategic Lead Planning Policy

Councillors Plenty and Swindlehurst did not vote on the above item as they were not in attendance when the Planning Officer introduced the report.

85. P/04303/040 - Nova Building, Herschel Street, Slough, SL1 1XS

Application	Decision
Conversion & extension of existing office building for 68 flats including 2 additional floors, alteration of parking area & access.	Delegated to the Strategic Lead Planning Policy for signing of a satisfactory S106 Agreement; to agree revised drawing of Buckingham Gardens access; to amend or add to the draft conditions regarding the requested drawings; and to agree any minor amendments to the application, draft conditions and S106 planning obligation matters.

86. P/03483/024 - 305, High Street, Slough, Berkshire, SL1 1BD

Application	Decision
Conversion of ground floor to create 2 no. units for use as A1, A2, A3, A4 and A5 with new shop fronts, demolition of upper floors and erection of 4 new floors to be used as 14 no. flats (4no. x one bedroom and 10no. x two bedroom) with entrance from High Street and bin and cycle stores to serve all uses.	Delegated to the Strategic Lead Planning Policy for discussion with Applicant regarding amendments to bring the front elevations of the premises in line with adjacent buildings and street scene; and to request a voluntary contribution towards the Town Centre scheme.

87. Consultation on West Berkshire Minerals and Waste Local Plan Issues and Options: Response By Slough BC

The Strategic Lead, Planning and Policy Projects, introduced the report, the purpose of which was to inform Members that West Berkshire Council had invited representations about its West Berkshire Minerals and Waste Local Plan: Issues and Options and the work in progress on the response for submission by the 28th February 2014 deadline.

The Officer stressed the importance of securing available primary and secondary aggregates as economic drivers for delivery economic growth. The large volumes and different types of waste and their destination remained of great significance within Berkshire. Landfill taxes had resulted in diverting waste away from landfill and into waste recovery.

The importance of acknowledging why Slough BC should make representations to West Berkshire during the preparation of the Minerals and Waste Plan was noted. Slough BC had incorporated the saved minerals planning policies of the 2001 Replacement Minerals Local Plan into its 2013 Composite Local Plan for Slough. It was also highlighted that Slough has received significant investment in the waste field including a variety of facilities for new waste recovery, energy from waste and other new technology with greater capability for handling recycled materials.

The Officer confirmed the annual aggregates assessment has been produced for the whole of Berkshire, with the LAA evidence suggesting forecasts be based upon an annual supply in the region of 890K tonnes from Berkshire sites.

The Committee noted that West Berkshire Council had only recently issued its consultation exercise on its published Minerals and Waste Local Plan: Issues and Options and it was important that Slough BC maintain its interest in these matters for the reasons set out in the report.

Resolved-

- (a) That the publication of a Consultation Document on Issues and Options about Minerals and Waste Local Planning in West Berkshire be noted;
- (b) That the representations as set out in para 5.24 of the report be endorsed and the response be delegated to the Strategic Lead, Planning Policy for submission.

88. Windsor & Maidenhead Local Plan: Preferred Options Consultation

The Strategic Lead, Planning Policy, introduced a report, the purpose of which was to seek Members comments on the preferred option for the Windsor and Maidenhead Local Plan with particular reference to the likely impact of the proposed policies upon Slough.

The Officer stressed that the RBWM had made considerable progress in producing its preferred option for the new Local Plan for the Borough. Many aspects of the Plan, such as the proposal to release selected sites from the Green Belt to provide housing, were welcomed. There remained, however, a number of aspects of the proposed strategy which could have implications for Slough. It was considered that objections should be made about the failure of the plan to meet the required local housing needs and the need for affordable housing in particular. This could result in huge pressure being placed on the availability of rented housing in Slough. It was also recommended that RBWM be invited to discuss the implications of this for Slough at Member level as part of its Duty to Cooperate.

Members raised a number of issues/ comments in the ensuing debate including:

- There were concerns that Slough's housing bed and breakfast accommodation was under considerable pressure and this would be exacerbated if the RBWM did not make adequate housing provision.
- A Member expressed the concern that the RBWM affordable housing policy only made provision for buy or part buy housing schemes and it was felt that this was not acceptable.
- It was important that RBWM and Slough BC worked jointly on a park and ride scheme.
- There were concerns that whilst RBWM had acknowledged there was an under supply of housing, there was nothing in their strategy to adequately compensate for this.

Resolved –

- (a) That the comments set out in the report on the Preferred Options for the Windsor & Maidenhead Local Plan be approved and submitted as this Council's formal response.

Planning Committee - 20.02.14

- (b) That the Royal Borough of Windsor and Maidenhead be invited to discuss the implications of the Preferred Strategy for Slough as part of its Duty to Cooperate.

89. Planning Brief for Wexham Nursery Site

The Special Projects Planner introduced a report, the purpose of which was to approve a planning brief to guide the design of the development of the Wexham Nursery site as part of an architectural competition.

The Officer confirmed that the brief would provide guidance to the architect of the proposed residential development, together with a brief from the partnership and Lovell Homes, the Council's chosen developer. The brief would guide the dwelling mix, costs and developer related information, with particular reference to the key objective of providing a significant dwelling mix and affordable housing for the whole community.

During the ensuing debate, Members raised a number of comments including:

- Members welcomed the brief, but felt that certain elements needed to be more explicit and stringent.
- Make reference to possible extension of site to south.
- It was felt that the mix of housing was good and this was welcomed.
- Make it clearer that roads should be adopted wherever possible.

Resolved – That Members comments be noted and the planning brief as set out at Appendix A & B of the report be approved.

90. Planning Appeal Decisions

Resolved – that the Planning Appeal Decisions be noted.

91. Members Attendance Record

Resolved – That the Members Attendance Record for 2013/14 be noted.

92. Date of Next Meeting- Thursday 3rd April, 2014

Resolved – That the date of the next Planning Committee be confirmed as 3rd April, 2014.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.47pm)

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

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

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

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

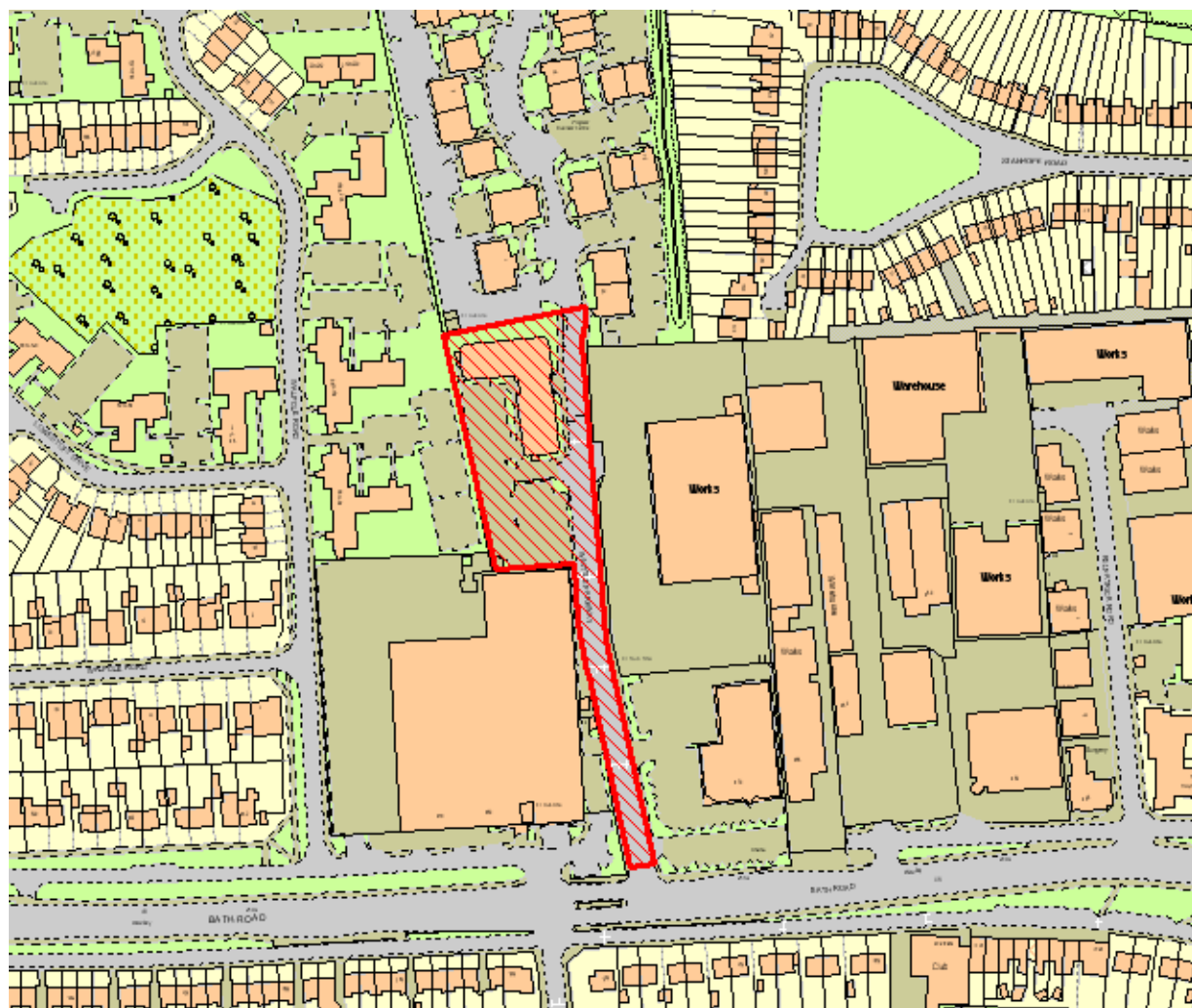
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House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

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

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Registration Date:	15-Jul-2013	Applic. No:	P/00850/012
Officer:	Mr. J. Dymond	Ward:	Haymill
		Applic type:	Minor
Applicant:	Mr. Aqeel Lona, Abu Haneefa Educational Trust		
Agent:	Mr. Abdul Wajid, AwArchitecture 12, Waverly Road, Slough, Berkshire, SL1 4XN		
Location:	1, Whittle Parkway, Slough, SL1 6DQ		
Proposal:	CHANGE OF USE OF EXISTING OFFICE BUILDING (CLASS B1) TO A MULTI FUNCTIONAL COMMUNITY CENTRE AND PLACE OF WORSHIP (CLASS D1)		

Recommendation: Delegate to DM Lead Officer



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies, the comments received and all other relevant material considerations, it is recommended that the application be:

Delegated to the Development Management Lead Officer for further negotiations with the applicant with respect to highway and transport matters and final determination following completion of an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990 and finalising of conditions.

In the event that the applicant fails to enter into an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990, or that an acceptable scheme has not been negotiated in highway and transport terms, that the Development Management Lead Officer be given the option to refuse planning permission.

- 1.2 This application has been 'called in' to the Planning Committee for consideration at the request of Ward Councillor Wright, if officers were minded to recommend approval, on the following grounds:

- Traffic congestion;
- Parking;
- Noise;
- The lack of cohesion and integration within neighbourhood;
- Odour/environmental impact;
- Lack of information with respect to hours of operation.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This application is for the proposed change of use of the existing building in use as a Class B1(a) office to a multi functional community centre and place of worship (Class D1).
- 2.2 The submitted floor plans show the following uses taking place within the building:
- 2.3
- Ground floor: Prayer hall, classrooms, a library, a cafeteria, mortuary, and;
 - First floor: Prayer hall, indoor play area/games hall, and a health and fitness centre.

2.4 The proposal has been the subject of pre-application discussions and advice has been provided.

3.0 **Application Site**

3.1 The site comprises an 'L-shaped' office building of two storeys in height.

3.2 The site is accessed off of Whittle Parkway. Whittle Parkway is a private road and serves surrounding commercial and business premises. The site is located within the Whittle Parkway-Kelpatrick Road Existing Business Area, the extent of which is shown on the Core Strategy Key Diagram.

3.3 There are also residential properties in the surrounding area. The nearest residential properties would appear to be situated beyond the western boundary of the site (nos. 36-154 Walpole Road). To the north west is 156-208 Walpole Road. These properties are flats and the buildings are three storeys in height. There are a number of residential properties in the surrounding area on Walpole Road, Lowestoft Drive to the west and Stanhope Road to the north east.

3.4 The site is located within Flood Zone 1 and the site therefore is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

3.5 The site is not located within a Conservation Area, nor are there any listed buildings nearby which would likely be affected by the proposal.

3.6 There are no trees subject to a Tree Protection Order on the site.

4.0 **Site History**

4.1 There appear to be no recent planning applications relating to the site; however previous applications are as follows:

P/00850/011 RETENTION OF DOUBLE SIDED NON
ILLUMINATED PANEL SIGN AT SITE ENTRANCE.

Approved with Conditions 26-Apr-1991

P/00850/010 CHANGE OF USE FROM A LIGHT INDUSTRIAL
TECHNOLOGY CENTRE TO B1 BUSINESS
USE.(AMENDED PLANS RECEIVED 14.3.89)

Approved with Conditions 22-Mar-1989

P/00850/009 ERECTION OF A TELECOMMUNICATIONS
ANTENNA

Approved with Conditions 06-May-1988

P/00850/008 INSTALLATION OF ILLUMINATED HEADING
SIGNS AND BOARD SIGN

Approved with Conditions 03-Oct-1986

With regard to nearby sites, the following recent applications are
considered to be of relevance:

Land rear of, 470, Bath Road

P/00649/020 ERECTION OF CLASS B2 INDUSTRIAL BUILDING
WITH ACCESS AND PARKING

Approved with Conditions 08-Sep-2009

470 Bath Road

P/00649/021 ERECTION OF A TWO STOREY EXTENSION WITH
HIPPED AND PITCHED ROOF TO FRONT OF
BUILDING TO PROVIDE ENLARGED SHOWROOM
AND NEW CUSTOMER ENTRANCE, REMOVAL OF
EXISTING KERB AND LANDSCAPING AND
REPLACEMENT WITH BLOCK PAVING.

Approved with Conditions 21-Oct-2013

478-480, Bath Road

P/00649/021 ERECTION OF A TWO STOREY EXTENSION WITH
HIPPED AND PITCHED ROOF TO FRONT OF
BUILDING TO PROVIDE ENLARGED SHOWROOM
AND NEW CUSTOMER ENTRANCE, REMOVAL OF
EXISTING KERB AND LANDSCAPING AND
REPLACEMENT WITH BLOCK PAVING.

Approved with Conditions; Informatives 21-Oct-2013

P/04296/016 EXTERNAL ALTERATIONS TO FRONT AND SIDE
ELEVATIONS, SUBDIVISION OF THE EXISTING
B1(C) / B8 UNIT TO CREATE A 2612 M2 UNIT

PLUS 160 M2 MEZZANINE, FOR CAR
SHOWROOM WITH ANCILLARY MOT TEST
FACILITY AND VALETING

Approved with Conditions; Informatives 25-Oct-2011

P/04296/015 EXTERNAL ALTERATIONS TO INSTALL GLAZED
PANELS , CUSTOMER ENTRANCE AND LOADING
BAY AND SUBDIVISION OF THE EXISTING B1 (C) /
B8 UNIT TO CREATE TWO ADDITIONAL (612M2
AND 805M2) UNITS FOR THE FOLLOWING
POSSIBLE USES; GYMNASIUM; CAR
SHOWROOM; TOOL AND EQUIPMENT HIRE
PLACE; BUILDERS MERCHANT, WITH TRADE
COUNTER; GENERAL SHOWROOM, WITH TRADE
COUNTER; SALE OF OFFICE SUPPLIES AND
ELECTRICAL GOODS

Approved with Conditions; Informatives 04-Jul-2011

P/04296/014 EXTERNAL ALTERATIONS TO INSTALL GLAZED
PANELS , CUSTOMER ENTRANCE AND LOADING
BAY AND SUBDIVISION OF THE EXISTING B1 (C) /
B8 UNIT TO CREATE AN ADDITIONAL 1517M2
UNIT FOR THE FOLLOWING POSSIBLE USES;
GYMNASIUM; CAR SHOWROOM; TOOL AND
EQUIPMENT HIRE PLACE; BUILDER'S
MERCHANTS, WITH TRADE COUNTER; GENERAL
SHOWROOM, WITH TRADE COUNTER; SALE OF
OFFICE SUPPLIES AND ELECTRICAL GOODS

Approved with Conditions; Informatives 04-Jul-2011

P/04296/013 REFURBISHMENT OF EXISTING INDUSTRIAL
BUILDING, INCLUDING REPLACEMENT OF
GLAZED CURTAIN WALLING AT FIRST FLOOR
WITH NEW FENESTRATION AND NEW LOADING
BAY

Approved with Conditions; Informatives 19-Jan-2010

P/04296/012 REMOVAL OF CONDITION 3 (HOURS OF
OPERATION) AND 4 (HOURS OF DELIVERIES) OF
PLANNING PERMISSION P/04296/011, DATED
30/09/2009, FOR THE CHANGE OF USE FROM B8,
WITH ANCILLARY OFFICES TO B1 (C) AND B8,

WITH ANCILLARY OFFICES

Refused 19-Jan-2010

P/04296/011 CHANGE OF USE FROM B8 (STORAGE AND DISTRIBUTION), WITH ANCILLARY OFFICES TO B1 (C) LIGHT INDUSTRIAL AND B8, WITH ANCILLARY OFFICES.

Approved with Conditions; Informatives 30-Sep-2009

P/04296/010 CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE B8 (STORAGE AND DISTRIBUTION) WITH ANCILLARY B1 OFFICE SPACE

Approved Grant CLU/D 08-May-2009

5.0 **Neighbour Notification**

5.1 FONTWOOD LTD, 15, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, A C P CHEMICALS LTD, 12, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, COOLTECH ENVIRONMENTAL LTD, 18, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, CROFT TELEVISION & GRAPHICS, Croft House, 17, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, DISCOMIX CLUB LTD, 3, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, D M C PUBLISHING LTD, 3, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, ELOQUENCE LTD, 4, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 13, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, CORD PROMOTIONS, Cord House, 15, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 21, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Carless & Adams Partnership, 6, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 102, Walpole Road, Slough, SL1 6PG, 104, Walpole Road, Slough, SL1 6PG, 106, Walpole Road, Slough, SL1 6PG, 108, Walpole Road, Slough, SL1 6PG, 96, Walpole Road, Slough, SL1 6PG, 98, Walpole Road, Slough, SL1 6PG, 100, Walpole Road, Slough, SL1 6PG, 118, Walpole Road, Slough, SL1 6PG, 120, Walpole Road, Slough, SL1 6PG, 122, Walpole Road, Slough, SL1 6PG, 124, Walpole Road, Slough, SL1 6PG, 110, Walpole Road, Slough, SL1 6PG, 112, Walpole Road, Slough, SL1 6PG, 114, Walpole Road, Slough, SL1 6PG, 116, Walpole Road, Slough, SL1 6PG, 134, Walpole Road, Slough, SL1 6PG, 136, Walpole Road, Slough, SL1 6PG, 138, Walpole Road, Slough, SL1 6PG, 140, Walpole Road, Slough, SL1 6PG, 126, Walpole Road, Slough, SL1 6PG, 128, Walpole Road, Slough, SL1 6PG, 130, Walpole Road, Slough, SL1 6PG, 132, Walpole Road, Slough, SL1 6PG, 150, Walpole Road, Slough, SL1 6PG, 152, Walpole Road, Slough, SL1 6PG, 154, Walpole Road, Slough, SL1 6PG, 142,

Walpole Road, Slough, SL1 6PG, 144, Walpole Road, Slough, SL1 6PG, 146, Walpole Road, Slough, SL1 6PG, 148, Walpole Road, Slough, SL1 6PG, 162, Walpole Road, Slough, SL1 6PG, 164, Walpole Road, Slough, SL1 6PG, 166, Walpole Road, Slough, SL1 6PG, 168, Walpole Road, Slough, SL1 6PG, 156, Walpole Road, Slough, SL1 6PG, 158, Walpole Road, Slough, SL1 6PG, 160, Walpole Road, Slough, SL1 6PG, 178, Walpole Road, Slough, SL1 6PG, 180, Walpole Road, Slough, SL1 6PG, 182, Walpole Road, Slough, SL1 6PG, 184, Walpole Road, Slough, SL1 6PG, 170, Walpole Road, Slough, SL1 6PG, 172, Walpole Road, Slough, SL1 6PG, 174, Walpole Road, Slough, SL1 6PG, 176, Walpole Road, Slough, SL1 6PG, 194, Walpole Road, Slough, SL1 6PG, 196, Walpole Road, Slough, SL1 6PG, 198, Walpole Road, Slough, SL1 6PG, 200, Walpole Road, Slough, SL1 6PG, 186, Walpole Road, Slough, SL1 6PG, 188, Walpole Road, Slough, SL1 6PG, 190, Walpole Road, Slough, SL1 6PG, 192, Walpole Road, Slough, SL1 6PG, 202, Walpole Road, Slough, SL1 6PG, 204, Walpole Road, Slough, SL1 6PG, 206, Walpole Road, Slough, SL1 6PG, 208, Walpole Road, Slough, SL1 6PG, 7, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 470, Bath Road, Slough, SL1 6BB, 42, Walpole Road, Slough, SL1 6PA, 44, Walpole Road, Slough, SL1 6PA, 46, Walpole Road, Slough, SL1 6PA, 48, Walpole Road, Slough, SL1 6PA, 36, Walpole Road, Slough, SL1 6PA, 38, Walpole Road, Slough, SL1 6PA, 40, Walpole Road, Slough, SL1 6PA, 58, Walpole Road, Slough, SL1 6PA, 60, Walpole Road, Slough, SL1 6PA, 62, Walpole Road, Slough, SL1 6PA, 64, Walpole Road, Slough, SL1 6PA, 50, Walpole Road, Slough, SL1 6PA, 52, Walpole Road, Slough, SL1 6PA, 54, Walpole Road, Slough, SL1 6PA, 56, Walpole Road, Slough, SL1 6PA, 74, Walpole Road, Slough, SL1 6PA, 66, Walpole Road, Slough, SL1 6PA, 68, Walpole Road, Slough, SL1 6PA, 70, Walpole Road, Slough, SL1 6PA, 72, Walpole Road, Slough, SL1 6PA, 84, Walpole Road, Slough, SL1 6PA, 86, Walpole Road, Slough, SL1 6PA, 88, Walpole Road, Slough, SL1 6PA, 90, Walpole Road, Slough, SL1 6PA, 78, Walpole Road, Slough, SL1 6PA, 80, Walpole Road, Slough, SL1 6PA, 82, Walpole Road, Slough, SL1 6PA, 92, Walpole Road, Slough, SL1 6PA, 94, Walpole Road, Slough, SL1 6PA, 76, Walpole Road, Slough, SL1 6PA, ASTRO MED INCORPORATED, Astro Med House, 11, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Freedom To Outsourcing Ltd, 8, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Fleetwood Architectural Aluminium Ltd, Fleetwood House, 480, Bath Road, Slough, SL1 6BB, 1, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, A B S-c B N Europe Ltd, 2, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, G C H Test & Computer Services Ltd, G C H House, 5, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Davies Associates Ltd, 8, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, G D A L Ltd, 8, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Technology Partners Ltd, 10, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, A G L I S, 14, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Ness Uk Ltd, 16, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Varta Microbattery Gmbh, Croft House, 17, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Intelco Ltd, 16, Progress

Business Centre, Whittle Parkway, Slough, SL1 6DQ, Rustumer Care Co, Intelco House, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Milesfield Commercial Funding Ltd, Milesfield Longriver, 16, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 19-20, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Nesstra Services (uk) Ltd, 22-23, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, D W S Bodyworks, Whittle Parkway, Slough, SL1 6FE, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Longriver Holdings Ltd, 16, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ

5.2 The following objections to the proposed development have been received:

No address provided – object on the following grounds in summary:

- There is an inconsistency with the application – the application incorrectly states there are no trees. There are 10 mature trees that are maintained by the Burnham Gate Estate and it is intended that they are kept fully mature.

No address provided – object on the following grounds in summary:

- The Ofsted report for the current location of the Madini Institute at 339-341 Bath Road confirms that the current premises provides secure teaching accommodation that is fit for purpose, well maintained and provides effective learning for the current and proposed age range. Moving to the new site will not improve the current Ofsted report but diminish its current glow through the lack of PE facilities, for example;
- The use as a community centre/place of worship for some 400 people would have a major impact on the surrounding area. For instance, traffic turning right at the junction of St Andrews Way/Walpole Road on the Bath Road is a test in it's self at the moment. If more traffic were to begin to turn right into Whittle Parkway then this part of the Bath Road and surrounding areas will become even more congested. As regards the "Green Travel Plan" this holds no substance, the majority of people will not walk/car share;
- Furthermore, there is only one footpath leading up to 1 Whittle Parkway which travels 150 yards into the Business Park some 400 people every day passing in and out will cause a major safety issue. The road is currently scattered with cars parked up both sides of this road. This is mainly due to Slough's largest Fiat Dealership to one side, Europe's largest Mini Dealership to the other on the Bath Road and 2 body repair centres in the immediate location.

- There is a locked gate to the west of the site which opens up onto Walpole Road, if this were to be accessed then encouragement for parking in Walpole Road/Lowestoft Drive a residential area will be a reality. Having said this, due to the location of Walpole Road/Lowestoft Drive its residential parking will be used anyhow and this I find wholly unacceptable.
- I feel the location of Whittle Parkway which encompasses Progress Business Centre is surrounded by residential properties the Walpole Road/Lowestoft Drive Estate (more commonly known as Burnham Gate) has around 300 Flats and 100 Houses with an estimated population of more than 700 people, having a community centre/place of worship on the proposed site will impact greatly on the local environment – neighbour impact, traffic, noise and parking etc.

Occupier of 48 Walpole Road – object on the following grounds in summary:

- No need for another school as there are five in Wexham and Burnham;
- Noise;
- Traffic and children on a busy road like Bath Road is not wise.

Occupier of 6 Progress Business Centre – object on the following grounds in summary:

- The applicant does not own Whittle Parkway or the area of Progress Business Centre;
- There is no proposal to include the already difficult access arrangements;
- The description of the application does not refer to the school, which is one of the primary uses stated in the design and access statement. This will affect the access difficulties as a significant number of children will be accessing the building and there is no external area for play;
- The plans show a mortuary and this is not an appropriate use on the site;
- The forms say that the pedestrian access from the public highway is to be altered but no details are shown and this area is not in their ownership;
- Access along Whittle Parkway is already an issue and the increase in both vehicle and pedestrian movements is a significant concern. The risk of accidents will be increased which will affect the running of businesses currently accessed via this road;
- The pedestrian access is not at present continuous and the

apparent crossing point shown on the drawing does not exist. This situation is dangerous and it will affect the businesses on the Progress Business Centre;

- The loss of an employment use is a concern. There is no evidence to show that the building has been marketed;
- No disabled parking spaces are shown;
- There are no details of the new bike store;
- Confirmation is requested regarding cooking on site or what extract ventilation will be provided.

Occupier of 16 Progress Business Centre – object on the following grounds in summary:

- The Transport Statement demonstrates that there will be a total increase in two way traffic;
- Access to Progress Business Centre is gained via Whittle Parkway, a private road owned by DWS Bodyworks and provides parking for DWS Bodyworks and the Thames Fiat dealership. This reduces access to a single lane and the proposal would increase the potential for accidents. There have been accidents caused by cars leaving Whittle Parkway and being stuck behind traffic on the A4;
- The parking demand of 70 spaces is based on the assumption that users will be willing to car share. Demand for spaces will be considerably higher if users do not car share;
- The additional spaces on Bath Road will unlikely be used and users may enter Progress Business Centre.

Progress Business Centre, TSS Group and DWS Bodyworks (on behalf of the owners of the 23 Units on Progress Business Centre, the Thames Fiat Dealership and DWS Bodyworks) – object on the following grounds in summary:

- Concerned about traffic implications. Progress Business Centre owns the road from beyond the barrier to the railway line. Whittle Parkway from the A4 to the barrier is owned by DWS Bodyworks. This provides parking for DWS Bodyworks and the Fiat dealership, allowing their clients to park onsite. This reduces access to a single lane. There is already a problem when leaving the site, particularly at lunchtime and the end of the working day. Parking on either side of Whittle Parkway abuts the A4 and the junction is dangerous;
- Highly concerned about access to sites by car transporters and emergency vehicles if the proposal goes ahead. Great difficulty is envisaged in particular in accessing Progress Business Centre which sits at the end of Whittle Parkway by fire

appliances and ambulances and restricted access to car transporters to DWS Bodyworks and the Thames dealership. There are doctors working in one of the units and it is vital they have free access to and from the site and the A4;

- It is noted that the centre will be used seven days a week for prayer and that up to 50 children will be attending Monday to Friday 4.15 pm to 6.30 pm and that up to 60 children will be taught between the hours of 8 am to 2.15 pm Monday to Friday. 200 to 400 people are expected to attend Friday lunchtime prayers. There will be a concentrated arrival and departure of this traffic over short periods of time;
- We feel that it is highly unlikely that the additional 46 offsite spaces will be used due to the walk to Whittle Parkway along the busy A4, particularly with children. Participants will drive onto Whittle Parkway and, if unable to park in one of the 72 spaces, will enter through the barrier and park in Progress Business Centre, possible blocking use of the barrier. We are extremely concerned about a possible influx of 200 to 400 worshippers at midday on Fridays;
- We are aware of the fact that unauthorised marshals are used at 339-341 Bath Road to stop the traffic on the A4 to allow access to the site. We are concerned that any parking restrictions put on the use of the building will be exceeded over a period of time. We understand that there are parking issues at both the Montem Road and Diamond Road sites;
- As a place of worship it is highly likely that marriages would be conducted during the week and at weekends. Again, we can only reiterate that Whittle Parkway would be unable to cope with guests over a period of perhaps one or more days;
- As a place of worship it is highly likely that marriages would be conducted during the week and at weekends. Again, we can only reiterate that Whittle Parkway would be unable to cope with guests over a period of perhaps one or more days.
- Concerned at the impact on location of businesses to the site. Some of our units are owner occupied and other units are rented to businesses. We envisage this change of use having a detrimental effect on attracting businesses to Progress Business Centre and creating employment on the park. We have a particular business, which is considering expanding on site, but this proposed expansion will depend upon the outcome of the planning application;
- Concerned about the impact of visitors to the site on the security of businesses on Progress Business Centre, DWS Bodyworks and the Dealership. We have worked closely with Slough Business Watch, who monitors the site, and we have reduced our onsite incidents to virtually nil.

Occupier of 3 Progress Business Centre – object on the following grounds in summary:

- Whittle Parkway is a private road connecting the A4 to Progress Business Centre. It is already congested and often proves difficult to join the main carriageway which is already posing a risk to safety. The additional traffic generated on even a normal day would increase the volume of vehicles substantially and create severe congestion and increase safety risks;
- Understand there are regular meetings on Friday afternoons which attract between 200 and 400 persons at one time. In their current location on Bath Road, they control the traffic with individuals wearing high visibility jackets which causes major disruption;
- Although 1 Whittle Parkway does contain a large parking area, it cannot cater for the volume of vehicles expected for the Friday events nor any special arranged functions such as weddings or other celebrations, this will result in vehicles being left on Whittle Parkway itself which will gridlock the Business Park. Unlikely off-site car parking will be utilised which could result in parking throughout the business park and even on the A4 itself;
- Businesses would not appreciate the influx of individuals for privacy or security reasons;
- Celebratory events which are held which contain live or recorded music would be a disturbance to businesses.

Occupier of 21 Progress Business Centre – object on the following grounds in summary:

- Experienced problems on a daily basis with congestion and parked cars. There is a constant flow of traffic both on and off the estate and on many occasions we have had to reverse to enable cars to pass safely. The proposed increase to traffic flow in such a small area would be dangerous and unmanageable;
- It will be easy for vehicles and pedestrians to gain access beyond the barrier and add to parking pressures and affect CCTV. The suggestion that people will walk to the site is neither proven nor guaranteed.

22/23 Progress Business Centre – object on the following grounds in summary:

- A high increase in traffic could be expected;
- Access to the Business Estate is already restricted due to cars being parked on either side of Whittle Parkway;

- The applicant expects to fill all 72 no. car parking spaces and estimates an overspill of cars onto surrounding streets. The parking spaces and access roads are not sufficient for the increase in visitor numbers;
- Given the business nature of the area around 1 Whittle Parkway, a daily traffic delivery of vehicles such as vans and lorries is taking place which cannot be in the interest of a community centre looking after elderly visitors or children;
- The community centre will have an affect on the development of this business.

Occupier of Astro-Med House, Progress Business Centre – object on the following grounds in summary:

- The traffic implications on the grounds of volume and safety for all concerned cannot be ignored. Access to businesses by employees, visitors and emergency vehicles would be seriously affected;
- The parking available on the site is insufficient to support the volumes of visitors who would come to the site should this proposal go ahead. Unrealistic to expect them to use the parking facility which is situated some way away;
- We are owner occupiers on this site, others rent. Leases are due for renewal and they will not renew if this proposal goes ahead. This will not enhance the appeal of moving to this estate. The security implications cannot be ignored.

Councillor Wright, Ward Councillor for Haymill – object on the following grounds in summary:

- Traffic congestion: Traffic turning right from Bath Road into Walpole Road is already unmanageable. If 400 worshippers, 120 school pupils and their parents' cars plus 100 pupils at Quran classes turn into Whittle Parkway there will be grid lock and major delays on the A4. Additionally, any deliveries will have to enter the existing Whittle Parkway access creating even worse grid lock;
- Parking space: The applicant has accommodation for 72 existing parking spaces knowing full well that the number of people will exceed the capacity of the parking. The applicant estimates that there will be more than 600 people coming in and out and staying. The rest of cars will be parked on residential roads blocking peoples' driveways. The Fleetwood company and Mini car showroom is already blocking all possible free parking spaces;
- Noise: The increased noise of prayers and religious activities

- will be unacceptable for residents for 7 days a week;
- The lack of cohesion and integration within neighbourhood: The proposed multifunctional community centre would provide religious and educational facilities and ancillary functions - the proposed community centre would be used to serve the Muslim community and therefore will prevent any integration or cohesion within the existing community. In a little town like Slough we already have at least 8 Mosques/community centres. Slough Borough Council is building new community centres e.g. Britwell or the Curve for all communities in town in an aim to promote cohesion and integration. Additionally in Chalvey there is already a centre that is allocated in the heart of Muslim community where all residents, not only the Muslim community can enjoy the social side of life. This application on 1 Whittle Parkway is simply not needed. If it is approved it will only bring this place into decline.
 - Odour /environmental impact: The submitted floor plans include a cafeteria/lounge at ground floor level. As we do not know what food will be served there is a possibility of increased smell coming from food preparation, and also additional disposal of fats, oils and grease.
 - Lack of opening hours of the place of worship and multifunctional community and timing with respect to deliveries: The application does not state opening hours or the timing for deliveries. This is unacceptable.

Councillor Brooker, Ward Councilor for Haymill – object on the following grounds in summary:

- Concerns have been expressed about increase in traffic in the area, especially during Friday prayers and school start and finish times, parking and that the venue will be open late.

5.3 Those matters that are considered to constitute material planning considerations are assessed and considered against relevant development plan policies below.

6.0 **Consultation**

6.1 **Transport and Highways**

Object and reasons for refusal recommended, however will withdraw objection if the applicant is willing to agree to the implementation of a package of mitigation measures.

6.2 Environmental Protection

No comments received.

6.3 Thames Water

No objections.

6.4 Crime Prevention Design Advisor

No comments received.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

The National Planning Policy Framework 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 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 11 – Social Cohesiveness

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EMP2 – Criteria for Business Developments

Policy EMP12 – Remaining Existing Business Areas

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN34 – Utility Infrastructure

Policy T2 – Parking Restraint

Policy T7 – Rights of Way

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

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 for 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.

Other Relevant Documents

Slough Local Development Framework, Site Allocations,
Development Plan Document (adopted November 2010)
Slough Local Development Framework Proposals Map
Slough Borough Council Developer's Guide Parts 1-4

- 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) Relationship with and potential impact on nearby properties;
 - 4) Transport, parking and highway safety;
 - 5) Section 106 Heads of terms;
 - 6) Other matters.

8.0 **Principle of Development**

8.1 **Loss of Existing Use**

8.2 The existing use of the building in planning terms is as a Class B1(a) office.

8.3 The site falls within the Whittle Parkway-Kelpatrick Road Existing Business Area. The extent of this area is shown on the Core Strategy Key Diagram.

8.4 Core Policy 5 of the Core Strategy states that there will be no loss of the defined Existing Business Areas to non-employment generating uses, especially where this would reduce the range of jobs available.

8.5 Policy EMP2 of the Adopted Local Plan sets out criteria for business developments and this states that proposals for business developments will only be permitted if they comply with relevant criteria. One such criterion requires that proposals should not significantly reduce the variety and range of business premises.

8.6 The building is understood to have been vacant for some time. The applicant has submitted a copy of a letter dated January 2013 from Haslams Chartered Surveyors. This letter states that Haslams have been marketing the premises since November 2012, prior to which Lambert Smith Hampton had the premises on the market for at least 2.5 years. It is understood that both marketing campaigns were focused on letting the building for Class B1 office use.

8.7 It is submitted that despite the marketing efforts undertaken, letting or selling the site for office purposes has not been possible and consideration has therefore been given to alternative uses to facilitate re-occupation.

8.8 Having regard to this, there is considered to be no objection to the loss of this existing use as a result of a proposed change of use, providing that the proposed use does not lead to a loss of the defined Existing Business Areas to non-employment generating uses and would not significantly reduce the variety and range of business premises.

8.9 **Proposed Use**

8.10 The applicant has stated that the centre would be self-financed based on charitable contributions from the local community. The

applicant is the owner of the site.

- 8.11 The proposal includes education uses. It is understood that the applicant currently runs a secondary school called the Madni Institute. The applicant is understood to operate the site at 339-341 Bath Road. Whilst this site is understood to be currently utilised both as a place of worship and for education purposes, it is understood that the Bath Road site would be used only for education purposes were this application be successful.
- 8.12 The Core Strategy recognises that education and other service industries are an important source of jobs. As a result they are all classed as “employment” uses for the purposes of Core Policy 5.
- 8.13 The submitted application form states that the proposal would provide employment for 5 full time and 20 part time employees.
- 8.14 Whilst the proposed use would therefore result in a reduction in the number of people employed at the site when compared with the existing lawful use of the site in planning terms, it is not considered that the proposed use would result in the loss of the defined Existing Business Areas to non-employment generating uses and would not significantly reduce the variety and range of business premises.
- 8.15 It should also be noted that the Council’s Economic Development Strategy identifies the need for better education and training in order to equip the resident work force with new skills.
- 8.16 The proposed use includes the provision of education and training facilities which will contribute towards the provision of facilities to improve skills. Having regard to Core Policy 5 of the Core Strategy and Policy EMP2 of the Adopted Local Plan, it is considered that the proposal would be acceptable in terms of employment and the impact on the variety and range of business premises.
- 8.17 Core Policy 11 of the Core Strategy is also considered to be of relevance. This policy states that the development of new facilities which serve the recognised diverse needs of local communities will be encouraged. Having regard to the supporting information received, the proposal is considered to comply with this policy as it would contribute towards serving the diverse needs of local Communities.
- 8.18 It is considered that the proposed development would be acceptable in principle and would comply with the above policies.

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

- 9.1 No significant external alterations are proposed to the building and the appearance of the building would generally remain as existing.
- 9.2 With regard to crime prevention, no significant changes are proposed to the general layout of the site in terms of the position of entrances and the location of car parking. The location of the car park and relationship with the use of the building is considered to provide suitable security. Amendments have been sought with respect to the location of cycle parking and it is considered that this can be dealt with by condition.
- 9.3 It was noted that the submitted application form did not contain accurate information with respect to trees. This has been raised with the applicant and amended details have been provided. It is considered that the proposed change of use would be acceptable in tree and landscaping terms.
- 9.4 The proposal is therefore considered to comply with Core Policies 8 and 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policies EN1 and EN5 of The Adopted Local Plan for Slough, 2004.

10.0 **Relationship with and Potential Impact on Nearby Properties**

- 10.1 As noted above, the nearest residential properties to the application site appear to be situated immediately to the west, at 36-94 and 96-154 Walpole Road. These properties are flats and the buildings are three storeys in height. The separation distance between the flank elevation of 1 Whittle Parkway and the rear elevation of 96-154 Walpole Road is 22 metres.
- 10.2 It is considered that the main areas for consideration in relation to the potential impact on neighbouring occupiers would be with respect to the number of persons present at the centre, the hours of operation and use of internal and external areas and the potential for noise breakout. These matters are assessed below.
- 10.3 Core Policy 8 of the Core Strategy states that development will respect its location and surroundings, and respect the amenities of adjoining occupiers.
- 10.4 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.

Centre Capacity

- 10.5 With regard to the capacity of the centre, the applicant has stated that the site will have the potential to employ a total of up to 5 full time and 20 part time employees, 120 pupils attending the school and, following negotiations, to accommodate up to 300 people attending the site to worship.
- 10.6 It is considered that the usage of the site by the anticipated number of attendees would not have the potential to have a significant and unacceptable adverse impact on the amenity of properties nearby and it should be noted that conditions could be recommended regarding the protection of the noise climate of the area and the use of loudspeakers and public address systems.

Hours of Operation

- 10.7 With regard to hours of operation, the applicant has stated that the centre would open as follows:

10.8	Monday to Friday	Saturday	Sunday and Bank Holidays
	Start: 07:00am End: 08:50pm	Start: 07:00am End: 08:50pm	Start: 07:00am End: 08:50pm

- 10.9 It is considered that the use of the centre during these times would not have the potential to give rise to an unacceptable adverse impact on amenity.

Use of Internal and External Areas and the Potential for Noise Breakout

- 10.10 It is considered that the use of the internal areas as shown on the submitted plans would not have the potential to have an unacceptable adverse impact on the amenity of nearby occupiers.
- 10.11 In conclusion, it is therefore considered that the proposal would have no significant adverse impact on the amenity of nearby residential occupiers.
- 10.12 It is considered that matters relating to the number of persons present at the centre, the hours of operation and use of external

areas can be adequately controlled. Conditions can also be recommended regarding the use of public address systems, the use of external areas and noise breakout from the site in the interests of limiting the potential for future noise and adverse amenity impacts.

- 10.13 Subject to these controls, the proposed development is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EMP2 of The Adopted Local Plan for Slough, 2004.

11.0 **Transport, 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. The policy states that there will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes.
- 11.2 Policy T2 of The Adopted Local Plan seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 11.3 Policies T7, T8 and T9 of the Adopted Local Plan are also considered to be of relevance. Policy T7 relates to rights of way. This policy states that an enhancement of the right of way network will be sought where this is needed as a result of new development.
- 11.4 Policy T8 relates to cycling network and facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development. Where major developments would result in increased demand for travel, appropriate improvements to the cycleway network may be sought.
- 11.5 Policy T9 relates to bus network and facilities. This policy states that where a proposed major development served by an existing and/or proposed bus route would result in increased demand for travel, the Council will seek a financial contribution by way of agreement towards and/or require by condition(s), appropriate improvements to public transport facilities.

- 11.6 The main issues with respect to transport, parking and highway safety matters are considered to be as follows:
- Trip generation;
 - Parking provision and car park layout;
 - Vehicular and pedestrian access;
 - Cycle storage;
 - Servicing;
 - Travel plan;
 - Mitigation.
- 11.7 The assessment of these issues is set out below. In summary, an objection was initially raised by the council's Transport consultant on the following grounds:
- The development fails to provide car parking in accordance with the Parking Standards contained within the Adopted Local Plan for Slough;
 - The pedestrian links between the site and the highway are not suitable and in the absence of such links, there is a danger to pedestrians walking to or from the proposed development;
 - By reason of the lack of controls to prevent parking on the Whittle Parkway access at junction with the A4, the access is inadequate to serve the proposed development with safety and convenience.
- 11.8 A package of mitigation measures was however identified and it has been commented that if the developer was willing to agree to the package, then this objection would be withdrawn.
- 11.9 Negotiation has taken place regarding this recommended package and the obligations are set out in the mitigation section below.
- Trip Generation*
- 11.10 The applicant's Transport Statement includes information regarding proposed trip rates from three sources. These sources are as follows: TRICS database, a survey undertaken in 2009 of the Abu Haneefa Trust when operating in the Cippenham Community Centre and a travel survey undertaken in 2013 by the Abu Haneefa Trust based on those attending 339-341 Bath Road on 12th April 2013.
- 11.11 It has been commented that there are considered to be some significant weaknesses with the survey information relating to the

proposed place of worship. In summary, these concerns relate to the size of the dataset given the weight these are given in the applicant's Transport Statement. If the surveys are not representative of the actual modal split, it is considered that the impact of the proposal could be considerable. Turning to the proposed education use, there are concerns regarding the modal split presented and staff trips.

Parking Provision and Car Park Layout

- 11.12 Core Policy 7 states that there will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.
- 11.13 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. The supporting text to Policy T2 of the Adopted Local Plan for Slough acknowledges that the lack of adequate off-street parking provision can cause congestion or road safety problems and can lead to unofficial parking taking place in locations where this detracts from the overall appearance or the amenities of an area.
- 11.14 There are 72 no. car parking spaces on the site, including 4 no. disabled bays.
- 11.15 The applicant has stated that they are also proposing to utilise off-site car parks. These are situated at 397 Bath Road and 339-341 Bath Road respectively. Details of these proposed off-site car parks is as follows:
- 11.16
- 20 no. spaces would be provided at 397 Bath Road, which is situated 600 metres from the site (7.5 minute walk);
 - 26 no. spaces would be provided at 339-341 Bath Road, which is situated 1000 metres from the site (12.5 minute walk).
- 11.17 The Council's transport consultant does not consider that these off-site car parks would be suitable. It is noted that the site at 397 Bath Road does not have planning permission for use as a car park and neither site is considered to be within reasonable walking distance.
- 11.18 The application has therefore been assessed on the basis of the 72 no. spaces on the site.

- 11.19 Reference has been made to the parking standards contained within the Adopted Local Plan. Relevant standards would be as follows:
- 11.20 – A primary school would require a minimum of 1 no. space per members of staff plus three additional spaces (total 23 no.), and;
– A D1 place of worship requires a minimum of 1 space per 10 square metres of floor space.
- 11.21 On the ground floor, there is a prayer space measuring 148 metres squared.
- 11.22 On the first floor there are two large spaces both measuring 290 square metres, one of these is shown as a prayer hall and the second as an indoor play area/games hall.
- 11.23 If all three spaces were used as prayer halls, there would be a combined total space of 728 square metres. It is considered that this would require 72 no. spaces to be provided having regard to the above standards.
- 11.24 As the school would also be operating at the same time, there could potentially be a shortage of 23 no. car parking spaces, however it is considered unlikely that the lower prayer hall would be in use when the school was at full capacity and as such, the overall parking demand may be for 81 no. spaces.
- 11.25 Based on the Slough Parking Standards, it would therefore appear that there would be a shortfall in the provision of parking at the site.
- 11.26 Whittle Parkway is a private road and parking along both sides of this road was observed during a site visit. To the north of the site is Progress Business Centre and access to this area is controlled by an access barrier. If overspill parking is to occur, it is therefore considered that this would likely take place in local residential streets around the development or on Kilpatrick Road.
- 11.27 In order to address this, the Council's transport consultant recommended that the capacity of the prayer hall should be limited to 200 no. persons. The applicant responded to this requested stating that whilst the applicant wished to maintain 400 no., they were agreeable to a limitation of 300 no. persons. The Council's Transport consultant considers that this is acceptable.
- 11.28 Having regard to these comments and the above development plan

policies, it is considered that this limitation would provide mitigation to address potential issues regarding overspill parking and associated congestion or road safety problems.

Vehicular and Pedestrian Access

- 11.29 There is a 1.8 metres wide pedestrian footway along the eastern side of Whittle Parkway, but this is not continuous as there is a site access to 470 Bath Road which is no longer used. It has been observed that vehicles park across this access which prevents pedestrians using this stretch of footway.
- 11.30 It is considered that this is an issue which will need to be addressed. In the absence of this, pedestrians and children attending the proposed use may have to walk on the road which is considered to be unacceptable in highway safety terms.

Mitigation

- 11.31 The Council's Transport consultant has raised an objection to the proposal, however it has been stated that they would be willing to withdraw their objection if a Section 106 package was agreed to.
- 11.32 The applicant has been informed of the recommended package and this has been the subject of negotiations. Following these discussions, the following mitigation measures have been agreed to:
- 11.33
- Limit capacity of prayer hall to 300 no. persons. It is considered that this must be secured as a planning obligation and if this number is exceeded, then the site shall cease use;
 - Travel Plan including targets and TRICS compliant surveys;
 - Travel Plan monitoring contribution of £6,000;
- 11.34 In order to address the issues with respect to the vehicular and pedestrian access to the site, it is considered that improvements to Whittle Parkway are necessary. These improvements will improve accessibility and assist in facilitating sustainable travel to the site and improve the safety of the access. Based on the representations received, it is understood that the applicant does not own the access road. As such, it was commented that the applicant would have to undertake negotiations with the owner in order to implement the necessary improvements.
- 11.35 The applicant has requested that the Council invoke its powers

under the Highways Act 1980 to carry out works in the street to bring it up to an acceptable standard. It is understood that it would be necessary to secure a contribution to meet the entire cost of the work through this planning application in order that there would be a nil apportionment to other frontagers of the street. There is a separate consultation process under this procedure.

11.36 The financial contribution has been calculated as being £67,637.90 (plus 3% uplift as this figure is based on the Council's contractor's 2013/12 rates).

11.37 The improvements would include the following:

- Provide a continuous footway along Whittle Parkway across the southern access to 470 Bath Road and implementation of dropped crossings across the northern access to 470 Bath Road;
- Provide a build-out on both sides of the carriageway of Whittle Parkway to allow safe pedestrian crossing;

Dedication of land within the Whittle Parkway widening line to the local highway authority to be maintained at the public expense, as this would allow parking restrictions to be implemented on Whittle Parkway at the junction with A4 Bath Road to the benefit of all users of Whittle Parkway.

11.38 A condition regarding cycle parking provision is also considered necessary.

12.0 **Section 106 Heads of Terms**

12.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. Policy EMP2 requires that appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements. In this case, these matters are considered to be as follows:

- 12.2
- Limit capacity of prayer hall to 300 no. persons;
 - Define the size of the prayer hall;
 - Limit the capacity of the education use;
 - Travel Plan including targets and TRICS compliant surveys;
 - Travel Plan monitoring contribution of £6,000;

- Either negotiate with the owner of the access road to undertake necessary improvements to the access or pay a financial contribution of £67,637.90 (plus 3% uplift) to fund the works were the Council to undertake these.

12.3 Based on the submitted information and the comments received from consultees and other interested parties, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (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.

The need for relevant obligations will be reviewed in light of the additional information under assessment and an update will be provided on the Committee Amendments Sheet.

13.0 **Other Matters**

13.1 The applicant has stated that the proposed use would provide facilities mainly for the Muslim community. The main purpose of the centre has been stated as providing educational, social, cultural moral and spiritual guidance and support to the local Muslim community.

13.2 In reaching this recommendation, officers have had due regard to the provisions of Section 149 of the Equality Act 2010 and have sought to seek a positive outcome to this application to meet the needs of a local community group in accordance with Core Policy 11 (Social Cohesiveness) of the Core Strategy. At the same time officers have sought to protect the amenities of the locality and the local highway network and it is considered that appropriate conditions and planning obligations have been recommended.

14.0 **Process**

14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The applicant sought pre-application advice and this was provided. The applicant has provided additional information through the planning application process and the development is considered to be sustainable and in accordance with the requirements of the

National Planning Policy Framework.

15.0 **Summary**

15.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received and letters of objection received from residents living near the site, and all other relevant material considerations.

15.2 It is considered that the proposed development is acceptable in terms of the principle of development; design and Impact on the street scene; and relationship with and potential impact on nearby properties. With respect to transport, parking and highway safety, mitigation is considered necessary to make the development acceptable in planning terms.

PART C: RECOMMENDATION

16.0 **Recommendation**

16.1 **Delegate to the Development Management Lead Officer for further negotiations with the applicant with respect to highway and transport matters and final determination following completion of an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990 and finalising of conditions.**

In the event that the applicant fails to enter into an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990, or that an acceptable scheme has not been negotiated in highway and transport terms, that the Development Management Lead Officer be given the option of refusing planning permission on the following grounds:

- 1) The development fails to provide car parking in accordance with the Parking Standards contained with the Adopted Local Plan for Slough 2004 and if permitted is likely to lead to additional on street car parking to the detriment of highway safety and convenience. The development is contrary to Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013) and the National Planning Policy Framework.**
- 2) The development fails to provide suitable pedestrian links**

between the proposed multi functional community centre and place of worship and the highway. In the absence of such links, there is a danger to pedestrians walking to or from the proposed development. The development is contrary to Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013) and the National Planning Policy Framework.

- 3) A holding objection is raised on the grounds that the developer has failed to enter into an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990 for the purposes of highway, transport and other mitigation necessary to make the development acceptable in planning terms. In the absence of such an agreement or otherwise, the development would have an unacceptable impact on highway safety and convenience and is contrary to Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policies 7 and 10 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013) and the National Planning Policy Framework.

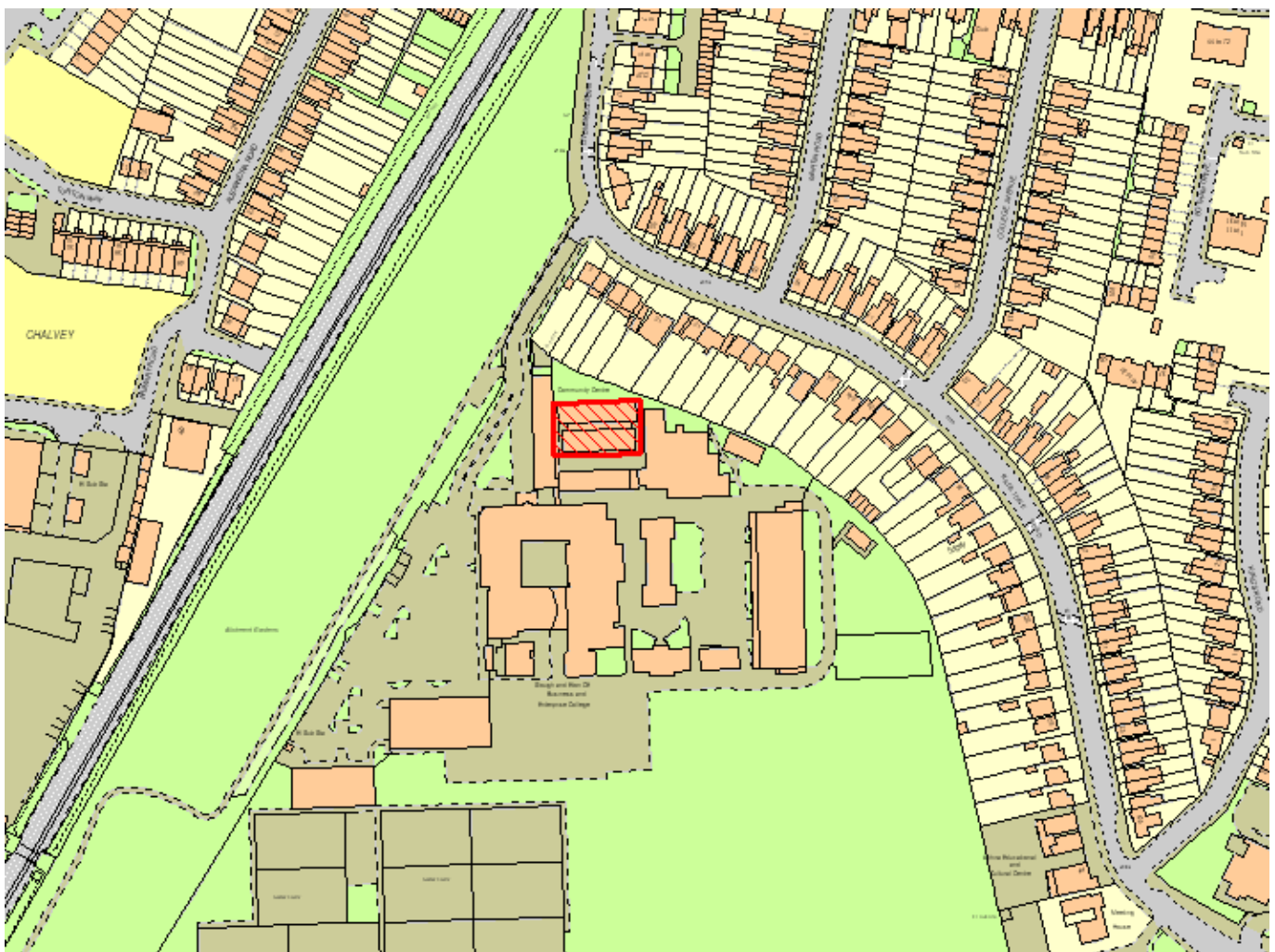
PART D: LIST OF CONDITIONS – HEADINGS

1. Three year time limit
2. approved plans
3. Materials to match
4. Definition of use
5. Gym to be used in connection with centre only
6. Hours of use
7. Hours of deliveries
8. Loading and unloading to take place within 1 Whittle Parkway only
9. Number of car parking spaces, turning and access to be kept free from obstruction
10. Cycle parking
11. No external speakers
12. Details of site lighting
13. No marquees or moveable structures in car park
14. No goods, materials or plant shall be deposited or stored outside of the building
15. Protection of the existing noise climate
16. Details of boundary treatment
17. Details of plant and machinery

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Registration Date:	19-Feb-2014	Applic. No:	P/02114/021
Officer:	Mr. J. Dymond	Ward:	Chalvey
		Applic type:	Major
		13 week date:	21 st May 2014
Applicant:	Mr. Chris Fisher		
Agent:	Mr. Interpal Bhogal, ADP Cantay House, Park End Street, Oxford, OX1 1JD		
Location:	Slough & Eton C Of E School, Ragstone Road, Slough, SL1 2PU		
Proposal:	ERECTION OF TWO STOREY PITCHED ROOF BUILDING FOR USE AS SCIENCE BLOCK TO PROVIDE 8 NO. SCIENCE LABORATORIES AND ASSOCIATED OFFICES, MEETING ROOMS AND PREPARATION ROOMS FOLLOWING DEMOLITION OF EXISTING SINGLE STOREY BUILDINGS.		

Recommendation: Delegate to DM Lead Officer



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Having considered the relevant policies set out below, the representations received to date, comments from consultees and all other relevant material considerations, it is recommended that the application be:

Delegated to the Development Management Lead Officer for consideration of further information with respect to potential impact on neighbouring properties and/or amendments, any reconsultation as may be considered necessary and consideration of any further comments received, and final determination following finalising of conditions if considered satisfactory.

In the event that the consideration of further information with respect to potential impact on neighbouring properties and/or amendments is not considered satisfactory, that following any reconsultation as may be considered necessary and consideration of any further comments received, the Development Management Lead Officer be given the option of refusing planning permission on the grounds of unacceptable adverse impact on the amenity of the occupiers of neighbouring properties to the north.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the proposed demolition of the existing single storey buildings which are in use as science laboratories and the erection of a two storey building to provide eight science laboratories and associated facilities/works.
- 2.2 The proposed building would be rectangular in shape and would be sited in a similar location to the existing single storey buildings. The proposed building would have a pitched roof and it is understood that it would be of a modular construction.
- 2.3 It has been stated that the proposal would provide a new science building which responds to the growing needs of the school and supports the existing building stock.
- 2.4 It has been stated that the proposed building would provide:
- Eight new laboratories, stores and prep rooms split over two levels replacing the four laboratories and associated support

- spaces that are currently located on site;
- Offices for staff members;
- Breakout spaces;
- A lift to serve the two floors;
- 1025m² approximately in total floor area;
- A high quality learning environment.

3.0 **Application Site**

- 3.1 The site is in use as a years 11-19 co-educational school. The school site is 6 hectares in area and is located to the south of Slough town centre and in close proximity to Chalvey High Street neighbourhood centre. The school site is broadly triangular in shape. The topography of the site is generally flat.
- 3.2 The school buildings are located to the north of the site and the school playing fields and Power League sports facility are situated to the south. The M4 motorway is beyond the southern boundary. To the west of the site there are allotments. To the north and east of the school are the properties of Ragstone Road. The rear gardens of these properties back onto the boundary with the site.
- 3.3 The properties closest to the site appear to be 2-14 Ragstone Road. These properties are semi detached dwellings, save for number 10 Ragstone Road which is a bungalow.
- 3.4 The northern boundary is marked by chain link and timber fencing. The boundary is interspersed with trees and shrubs. It appears that these trees are not subject to tree protection orders.
- 3.5 The site is located within Flood Zone 1 and the site therefore is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- 3.6 There appear to be no listed buildings on the site and the school is not located within a Conservation Area.

4.0 **Site History**

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

P/02114/020 SUBMISSION OF DETAILS PURSUANT TO CONDITIONS NO 03 (SAMPLES OF EXTERNAL MATERIALS), 4 (ACCESS ROAD, PATHWAYS AND COMMUNAL AREAS), 5 (LANDSCAPING AND TREE PLANTING), 6 (BOUNDARY TREATMENT), 7 (TREE PROTECTION), 8 (TRAVEL PLAN), 9 (DRAINAGE WORKS), 10 (SURFACE WATER), 11 (WORKING METHOD STATEMENT), 13 (SITE LIGHTING), 14 (WASTE MEASURES), 15 (CONSTRUCTION MANAGEMENT), 16 (CYCLE STORAGE) 17

(COMMUNITY USE STATEMENT) OF PLANNING PERMISSION P/02114/019 DATED 22/03/2013 FOR CONSTRUCTION OF CLASSROOM BUILDINGS (ONE FOR SIXTH FORM AND OTHER FOR SEN FACILITIES).

P/02114/019 CONSTRUCTION OF 2 NO. TWO STOREY FLAT ROOFED MODULAR CLASSROOM BUILDINGS (ONE FOR SIXTH FORM AND OTHER FOR SEN FACILITIES).

Approved with Conditions; Informatives 22-Mar-2013

P/02114/018 ERECTION OF AN ACOUSTIC FENCE.

Approved with Conditions; Informatives 01-May-2008

P/02114/017 DEMOLITION AND EXTENSIONS TO EXISTING SCHOOL BUILDINGS AND ERECTION OF NEW TWO STOREY TEACHING BLOCK

Approved with Conditions; Informatives 25-May-2007

P/02114/016 ERECTION OF A TEMPORARY BUILDING FOR CLASSROOM USE

Approved (LPP); Informatives 11-Apr-2006

P/02114/015 ERECTION OF A NEW BUILDING TOTALLING 228 SQ.MTRS FOR USE AS A BUSINESS ENTERPRISE CENTRE

Approved with Conditions; Informatives 07-Jun-2005

5.0 **Neighbour Notification**

5.1 12, RAGSTONE ROAD, SLOUGH, BERKS., 16, Ragstone Road, Slough, SL1 2PU, 6, Ragstone Road, Slough, SL1 2PU, 24, Ragstone Road, Slough, SL1 2PU, 18, Ragstone Road, Slough, SL1 2PU, 8, Ragstone Road, Slough, SL1 2PU, 2, Ragstone Road, Slough, SL1 2PU, 28, Ragstone Road, Slough, SL1 2PU, 24a, Ragstone Road, Slough, SL1 2PU, 22, Ragstone Road, Slough, SL1 2PU, 4, Ragstone Road, Slough, SL1 2PU, 30, Ragstone Road, Slough, SL1 2PU, 20, Ragstone Road, Slough, SL1 2PU, 26, Ragstone Road, Slough, SL1 2PU, 14, Ragstone Road, Slough, SL1 2PU, 10, Ragstone Road, Slough, SL1 2PU

5.2 In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site. The application has been advertised in the Slough Express.

5.3 At the time of writing, two letters of objection have been received. These objections are made on the following grounds in summary:

5.4 Occupiers of 8 Ragstone Road

- No privacy due to students being able to look into garden;
- Loss of light;
- School overlooking garden is overshadowing area.

5.5 Occupiers of 10 Ragstone Road

- Current proposal is a step too far;
- Proposal will be overbearing on property, overshadow garden and lead to a loss of sunlight;
- Loss of privacy;
- Trees along boundary are thin and do not provide sufficient screening – concerned about further trees being planted.

5.6 The issues raised in the above representations received are assessed below. Details of any further comments received will be provided on the amendments sheet.

6.0 **Consultation**

6.1 Traffic and Road Safety/Highways Development

No objections on highway grounds or flood risk.

6.2 Contained Land Officer

No potentially contaminative land uses recorded at the site.

6.3 Tree Officer

Recommend that if planning permission is granted it should be required by condition that work is carried using the method described in the submitted tree report.

6.4 Thames Water

No objections.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

National Planning Policy Framework and the 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 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN2 – Extensions

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

- 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) Impact on trees;
- 4) Potential impact on neighbouring properties;
- 5) Transport, parking/highway safety.

8.0 **Principle of Development**

- 8.1 As will be noted from the planning history of the site, there have been a number of previous planning applications relating to the development of the site as a secondary school with sixth form for education purposes.
- 8.2 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”
- 8.3 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.

- 8.4 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges.
- 8.5 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed as an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.
- 8.6 It is considered that the proposal would support the ongoing and established use of the site as a school to provide further education courses and contribute towards improving skills and employment opportunities. The proposal is required in order that the school can respond to growing needs whilst supporting the existing building stock.
- 8.7 The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.
- 9.0 **Design and Impact on the street scene**
- 9.1 The 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. Attention should be paid to respecting the pattern of development and established building lines.
- 9.2 The proposed buildings would be of modular construction. The proposed materials would be as follows:
- Brick plinth to DPC level, brick colour will match brick around the site;
 - Render and timber with recessed feature areas;
 - Aluminium polyester powder coated doors and windows, grey coloured framing;
 - Grey coloured gutters and downpipes.
- 9.3 It is considered that the design and appearance of the proposed buildings would be in keeping with the design and appearance of the main school building and the adjacent recently constructed buildings.

- 9.4 It is considered that the proposed buildings would be well related to the existing school buildings. Whilst there may be limited views of the building from Ragstone Road, it is not considered that the proposed buildings would have no adverse impact on the street scene.
- 9.5 The Council's drainage consultee has commented that whilst there is a residual surface water risk, development is planned well and no objection has been raised on flooding grounds.
- 9.6 The proposal is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy EN1 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.
- 10.0 **Impact on trees**
- 10.1 The applicant has submitted a tree survey, an arboricultural impact assessment and an arboricultural method statement in support of their application.
- 10.2 The Council's tree officer has been consulted. It has been commented that the proposed building is outside the root protection area of the trees on and adjacent to the site. All trees are to be retained.
- 10.3 The Council's tree officer considers that the trees should be protected during the demolition and construction phase. It is recommended that if planning permission is granted, it should be required by condition that work is carried out using the method described in the submitted tree report.
- 10.4 Accordingly, it is considered that the proposal would be acceptable having regard to Core Policy 8 of the Core Strategy and Policy EN3 of the Adopted Local Plan for Slough.
- 11.0 **Potential Impact on Neighbouring Properties**
- 11.1 Core Policy 8 of the Core Strategy states that development should respect the amenities of adjoining occupiers.
- 11.2 The main areas for consideration with respect to potential impact on adjoining occupiers are considered to be in terms of possible overlooking from windows facing to the north, towards the rear gardens of the properties on Ragstone Road, as well as proximity to this boundary and associated issues regarding dominance and relationship with these properties. Concerns were raised regarding

these issues at pre-application stage and the applicant has undertaken amendments to the submitted proposal to seek to address these issues in the form of moving the building away from the boundary and omitting windows. Representations have been received from the occupiers of 8 and 10 Ragstone Road respectively which raise concerns regarding overlooking, loss of light and overshadowing. The applicant has advised that further information will be provided in respect of these issues. These matters are assessed below.

Dominance and relationship with neighbouring properties

- 11.3 The separation distance between the north eastern corner of the proposed building and the boundary at its closest point would be 4.5 metres; however this increases to 15.5 metres to the western end of the proposed building due to the curved boundary of the site.
- 11.4 The separation distance between the north eastern corner of the proposed building and the rear corner of the closest residential property, 10 Ragstone Road, at its closest point would be 24.5 metres. This distance increases to around 29 metres due to the relative orientation and angled relationship of this property and the proposed building.
- 11.5 Number 10 Ragstone Road is a bungalow and the living accommodation is therefore situated at ground floor level. The objection received from the occupiers of this property states that their living room and kitchen windows face the garden. The property has a rear garden of around 20 metres.
- 11.6 It should be note however that number 10 Ragstone Road is set back slightly from the neighbouring semi-detached properties. The separation distance between the north eastern corner of the proposed building and the main rear wall of 12 Ragstone Road is 33 metres.
- 11.7 Concerns have been raised in the representations received regarding potential overshadowing and loss of light. It is noted that the rear aspect of the neighbouring properties faces south and that there is screening in situ on the boundary.
- 11.8 The applicant has advised that further information will be provided in respect of this issue, which may potentially include a daylight and sunlight assessment, and an update will be provided on the Committee amendment sheet having regard to this along with any further representations received. It is considered that this further information may assist in considering the potential impacts on neighbouring properties to the north.

- 11.9 For reference, it should be noted that the recently constructed sixth form building approved under planning application P/02114/019 was sited in a position relative to the eastern boundary of the school site that is not considered to be too dissimilar to the relationship of the proposed building to the northern boundary, albeit that separation distances appeared to be slightly greater in that case.
- 11.10 The officer report in connection with that application states that the separation distance between the eastern elevation of the proposed sixth form building and the boundary at its closest point was 5 metres; however this increased to 17 metres to the southern end of the building due to the curved boundary of the site.
- 11.11 The separation distance between the eastern elevation of the proposed sixth form building and the rear façade of the closest residential property on Ragstone Road was 30 metres.

Overlooking

- 11.12 The windows at first floor level facing the neighbouring properties to the north would serve the laboratory in the north western corner of the proposed building. The adjacent preparation room and the laboratory in the north eastern corner of the building would be served by high level top hung windows. In the side elevation, there would be fire rated fixed windows facing east.
- 11.13 It is considered that views from these windows facing east would not have the potential to give rise to unacceptable adverse impacts. Whilst the concerns raised in the objections received are noted and have been taken into account, it is considered that views from these windows would be mainly out over the adjacent classroom building, and views towards the bottom end of rear gardens would likely be limited due to the orientation and relationship of these properties. It is not considered that this relationship would give rise to an undue adverse impact on neighbour amenity.
- 11.14 Furthermore, the windows serving the laboratory in the northern elevation are not considered to give rise to an unacceptable adverse impact on neighbouring properties taking into account the separation distance between this part of the building and the northern boundary. Whilst consideration could be given to angled bays, it should also be noted that there are windows at first floor level in the adjacent building and the addition of these three windows in the north western corner is not considered to significantly exacerbate the existing situation and constitute an unacceptable adverse impact. The position of windows would appear to respect the amenities of adjoining occupiers.
- 11.15 The applicant has advised that further information will be provided

in respect of this issue and an update will be provided on the Committee amendment sheet having regard to this along with any further representations received.

12.0 Transport, Parking/Highway Safety

- 12.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The supporting information submitted with the application states that it is anticipated there will be increasing numbers of pupils at the school in the coming years. Information provided at pre-application stage indicated that the proposed development would not likely result in a direct increase in pupil numbers.
- 12.4 It has been noted that a travel plan was recently submitted and considered to be acceptable following the granting of application P/02114/019. Furthermore, it is considered that the recent transport improvements in the vicinity of the site have enhanced pedestrian and cycle infrastructure which will assist with facilitating sustainable travel to the site in the future. The Council's Transport consultant has raised no objections.
- 12.5 Conditions regarding construction traffic movements and operation will be recommended.
- 12.6 It is considered that the proposed development would not have an unacceptable adverse impact on transport, parking or highways safety and subject to relevant conditions as appropriate, the proposed development would be acceptable having regard to the above policies.

13.0 Summary

- 13.1 The proposal has been considered against relevant development plan policies, and regard has been had to the representations received to date, comments from consultees and all other relevant material considerations.
- 13.2 As noted above, regard will be had to further information to be submitted and an update on this will be provided on the Committee amendments sheet, along with any further representations that may

be received. A list of possible planning conditions is set out below.

PART C: RECOMMENDATION

- 14.0 **Delegated to the Development Management Lead Officer for consideration of further information with respect to potential impact on neighbouring properties and/or amendments, any reconsultation as may be considered necessary and consideration of any further comments received, and final determination following finalising of conditions if considered satisfactory.**

In the event that the consideration of further information with respect to potential impact on neighbouring properties and/or amendments is not considered satisfactory, that following any reconsultation as may be considered necessary and consideration of any further comments received, the Development Management Lead Officer be given the option of refusing planning permission on the grounds of unacceptable adverse impact on the amenity of the occupiers of neighbouring properties to the north.

PART D: LIST OF CONDITIONS - HEADINGS

1. Commencement within three years from the date of this permission;
2. Development to be carried out in accordance with approved plans;
3. Submission of external material samples;
4. Details of boundary treatment;
5. No windows, other than those hereby approved, shall be formed in the north elevation of the development;
6. Site lighting;
7. Tree protection measures;
8. Details of the surface water disposal;
9. Working method statement;
10. Waste measures;
11. Construction management plan;
12. Times of construction work.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee

DATE: 9th April 2014

CONTACT OFFICER: Paul Stimpson
Strategic Lead Planning Policy & Projects
01753 875820

WARD(S): All

PART I

CAR PARKING POLICY IN SLOUGH TOWN CENTRE

1 Purpose of Report

The purpose of the report is to explain how the Council's current policy for car parking in Slough town centre operates and highlight a number of related issues.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- That the current policy for car parking in Slough Town Centre be noted.

2 Community Strategy Priorities

2.1 The Council's parking policies as set out in the Core Strategy and Local Transport Plan help to implement the spatial element of the Community Strategy and the delivery of the following priorities:

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

3 Other Implications

(a) Risk Management

The failure to ensure that the Councils applies the most appropriate parking policies could affect the vitality and viability of the town centre.

(b) Human Rights Act and Other Legal Implications

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

(c) Equalities Impact Assessment

It is considered there will be no equality impacts.

(d) Workforce

There are no workforce implications.

4 Supporting Information

- 4.1 At the Planning Committee meeting on the 20th February, Members requested that a report be provided on the Council's current parking policy for residential development in the town centre.
- 4.2 This was prompted by concerns about the number of proposals that are coming forward for the development of flats or change of use of offices to flats in the town centre.

Background

- 4.3 The type and amount of development that is taking place and is planned for the town centre is the result of the implementation of the Spatial Strategy in the Core Strategy of "*concentrating development*". This identifies the Town Centre as the major growth point for high density housing and all intensive trip generating development such as major retail, leisure and office development.
- 4.4 Core Policy 3 (Housing Distribution) states that a minimum of 3,000 houses out of a total allocation of 6,300 will be built in the plan period up to 2026. It also makes it clear that any additional growth will also predominantly take place in the Town Centre. Current monitoring shows that around 4,000 dwellings could be built in the Town Centre over the plan period if all of the existing commitments and proposed conversion of offices to residential were to take place.

Parking Policy

- 4.5 In order to accommodate the proposed growth in all forms of development in the centre, without causing additional congestion, it is necessary to control the number of car parking spaces. Core Policy 7 (Transport) states that: "Maximum restraint will be applied to parking for residential schemes in the town centre".
- 4.6 This also recognises that the town centre, with its railway station, bus station and potential for linked trips is the most accessible location in the Borough.
- 4.7 The parking standards in Appendix 2 of the Local Plan therefore have a "nil" requirement for 1, 2 or 3 bed flats or houses in the town centre. This does not prevent new residential developments from having parking spaces but means that they do not have to provide them if they do not want to. It is very expensive to provide things like basement car parks and so it is usually a commercial decision as to how much parking is provided in a development which reflects how much occupiers are prepared to pay to have a space.
- 4.8 People moving into a town centre flat do so knowing whether or not they have access to an allocated parking space. It is recognised that the lack of parking does not necessarily deter them from having a car but it will be difficult for them to find a space unless they pay to use one of the public car parks.
- 4.9 The whole of the Town Centre is covered by Controlled Parking Zones or Resident Parking Schemes which means that non residents cannot park on the streets. In order to prevent new residential developments adding to the pressure on these streets we always have a Section 106 agreement which makes it clear that new

occupants will be ineligible to receive a parking permit in existing or future residents parking zones.

- 4.10 As a result, in theory at least, providing flats with limited amounts of parking in the town centre should not have a detrimental impact upon existing residents.

Parking Strategy

- 4.11 The Council is currently preparing a Parking Strategy as a supplementary document to the Local Transport Plan. This will eventually replace the 2011 Strategy. The overall aim of the Parking Strategy is to balance the desire to maintain the economic competitiveness of the town centre, whilst using parking controls to moderate traffic to improve environmental quality and reduce the economic disbenefits of local traffic congestion.
- 4.12 The Strategy is generally about how on-street and public car parking will be managed but also contains elements that are relevant to planning.
- 4.13 The Draft Parking Strategy takes account of the advice in the National Planning Policy Framework that Local Authorities should improve the quality of parking to ensure that it is convenient, safe and attractive.
- 4.14 Nevertheless the Strategy proposes to continue to cap the total amount of public car parking in the town centre at 5,000 spaces. One of the purposes of this is to try to control the number of temporary car parks in the centre which tend to be of a poor quality appearance.
- 4.15 The Draft Parking Strategy assumes that the existing parking standards will continue to apply in the town centre on the basis that the demand for visitor and employee parking can be catered for within existing car parks. It does propose, however, that the monitoring of car park usage should be carried out more thoroughly in order to inform car park management.

Affect of the Parking Policy on the quality and type of flats being built in the Town Centre

- 4.16 One issue that needs to be considered is whether the parking policy affects the quality, type and size of flats that are being provided in the town centre? It is not clear whether the lack of parking limits the range of people who want to live in the town centre and result in a high concentration of single young people living there. Many of the offices that have been converted to flats have a significant number of existing parking spaces. This does not mean that the newly created flats are necessarily of a high standard or quality.
- 4.17 There have not been very many schemes for new build flats come forward but those that have generally provide less than a space per flat. A lot of schemes have involved the change of use of space over shops to flats where you would not expect new parking to be provided. There are, however, examples of developments, such as Kittiwake House on the High Street, which have not provided any parking.

- 4.18 There may be occasions where a requirement to provide some more parking within residential schemes could help to ensure that we get a better mix of flats in terms of their size, tenure and quality.

5 Conclusion

- 5.1 It is considered that there is continuing need to apply some restraint to the amount of parking provided for new flats in the town centre and the overall supply of parking as a whole. Some refinement of the policy could be considered to ensure that the policy does not impact upon the quality or type of residential accommodation that is being provided.

6 Background Papers

1. Slough Core Strategy 2006-2026
2. Slough Parking Strategy 2004

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee

DATE: 9th April 2014

CONTACT OFFICER: Paul Stimpson
Strategic Lead Planning Policy & Projects
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WARD(S): All

PART I

DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN

1 Purpose of Report

The purpose of the report is to inform Members of the public consultation on the Draft Further Alterations to the London Plan which ends on the 15th April 2014. The main alterations are primarily to address the housing and employment issues emerging from the census data since the London Plan was published in 2012. Members should note that these alterations may have an impact on Slough particularly in terms of housing.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- That the comments in this report be noted.

2 Community Strategy Priorities

2.1 The changes to the London Plan could have implication for Slough in terms of:

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

3 Other Implications

(a) Risk Management

No significant risks identified.

(b) Human Rights Act and Other Legal Implications

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

(c) Equalities Impact Assessment

It is considered there will be no equality impacts.

(d) Workforce

There are no workforce implications.

4 Supporting Information

Background

- 4.1 The London Plan was adopted in July 2012. This Spatial Development Strategy, which is prepared by the GLA on behalf of the Mayor, is the equivalent of the Regional Plan for London. The London Plan sets out the social, economic and environmental framework for London for the next 20-25 years. It forms part of the Development Plan for the London Boroughs and their plans need to be in general conformity with it.
- 4.2 The 'Draft Further Alterations to the London Plan' (FALP) are currently being consulted for 12 weeks ending on the 15th April 2014. Although it is not a full review, the document proposes major changes to the plan. There is no statutory "Duty to Cooperate" with the London Plan but we have received a letter informing us of the consultation and welcoming our comments on the draft alterations to the London Plan.
- 4.3 The Alterations have been prepared because of the release of new census data on housing and employment since the publication of the Plan. This shows that the population growth would lead to a housing shortage. As a result the London Plan needs updating to reflect this and help deliver the home and job required for the rapidly growing city.
- 4.4 These changes follow earlier alterations to the Plan in 2012/13 to ensure it reflected the National Planning Policy Framework and the Government's approach to Affordable Housing.

Housing

- 4.5 There is clear evidence that London's population is likely to increase significantly more than anticipated in 2011 when the London Plan was produced. However there is uncertainty as to the actual scale and nature of this increase. The Alteration assumes that London population is set to increase by up to 2 million in the 25 years to 2036.
- 4.6 The Strategic Housing Market Assessment states that London requires between 49,000 and 62,000 additional homes a year from 2015-2036. Consequently the London Plan increases the ten year housing target from 2015 by 100,000 homes to 424,000 the equivalent of 42,000 a year. This could still leave a shortfall of up to 20,000 dwellings a year.
- 4.7 31 out of 32 London Boroughs have had their individual housing targets increased. The table below shows examples of how the West London Boroughs closest to Slough have had their housing targets raised.

Local Authority	2011 Target	2014 Target
Hillingdon	4,250	5,593
Ealing	8,900	2,872
Hounslow	4,750	8,222
Hammersmith	6,160	10,312

- 4.8 As well as higher housing targets the draft alterations to the London Plan include a new requirement for London Boroughs to deliver high density housing in town centres. This will be implemented through looking at the principle of intensification of town centres.
- 4.9 Members may be interested to note that this is similar to the approach adopted in Slough where our spatial strategy in the Core Strategy 2006-2026 Development Plan Document (DPD) is *“concentrating development and spreading the benefits to help build local communities”*.
- 4.10 If this increase in housing need cannot be met within London it is possible that Local Authorities outside London in the South East may have to accommodate this. As a result Boroughs on the outskirts of London like Slough may have to take the housing overspill.
- 4.11 Unmet housing needs in the London Boroughs could lead to an increase in outward migration from London to adjoining areas in the South East. This could put additional pressure on Slough which is already a constrained Borough with its own housing needs to meet.

Green Belt

- 4.12 Despite the likely shortage of housing, the approach to Green Belt is unchanged, with the policy stating the strongest protection should be given to London’s Green Belt. This means that whilst areas outside of London, such as Windsor and Maidenhead, have had to look at Green Belt releases, the London Boroughs are not being asked to do so in order to absorb their own smoke.
- 4.13 In order to protect the Green Belt, the capacity expectations for existing areas identified for regeneration and intensification (such as at Opportunity Areas and Intensification Areas) have been increased.

Infrastructure

- 4.14 The alterations include an addition to the economic policy that promotes the role of investing in new infrastructure in securing sustainable growth and development. The policy approach to aviation that strongly opposes a third runway at Heathrow remains unchanged. The supporting text has been updated to refer to the Davies commission and that further alterations to the Plan will be made as necessary in response to the Government’s approach.

Economy

- 4.15 The Economy chapter covers a range of subjects including offices, industrial land, visitor accommodation, retail floor space demand and the digital economy. The Economic Strategy supports a broad based growth that recognises the importance of core sectors in London such as financial services, leisure and retail, but also the need to meet demands for all employment types, the contribution of diverse and flexible workspaces to this (such as hybrid office/ industrial), and the need to support conditions for new employment sectors to emerge.

- 4.16 Town Centres and transport nodes are seen as the appropriate locations for increased density and release of surplus industrial land to provide housing. There is also promotion of the 'Smart London' initiatives to promote and realise the potential of new technologies to make the best use of infrastructure and so mitigate adverse impacts of demand growth, including the provision of ultrafast broadband. These are also initiatives being developed in Slough.

Opportunity Areas

- 4.17 The Plan identifies Opportunity Areas which are major 'reservoirs' of brownfield land identified as having potential to deliver at least 5,000 jobs or 2,500 new homes or a combination of the two. The FALP identifies 5 additional areas giving 38 in total which are supported by policy changes that put additional focus on housing provision over employment uses in town centres and opportunity areas.

Those Opportunity Areas relevant for Slough are:-

- (i) (in existing plan) **Heathrow** - this recognises the importance of aviation as an economic driver for the area and the need for an 'integrated approach' to addressing the environmental and growth issues within London and along the Western Wedge. The policy is unchanged so refers to growth that is possible *without the third runway*. It highlights the contribution of Stockley Park to providing R&D and office facilities including 'Prestigious national and European headquarters'. Smaller scale regeneration opportunities are also identified. [Area 700 ha; employment capacity 12,000; new homes 9,000].

Stockley Park is a high quality out of town employment centre which is a similar market to Slough Trading Estate, but arguably has a higher quality environment due to its water based setting and provision of other services on site such as purpose built restaurant / bar and leisure facilities.

- (ii) (new area proposed) **Old Oak Common** – identified as an area for significant regeneration and the contribution it could make to London's position as a, 'world business centre'. Proposals are based on a new strategic public transport infrastructure hub on the HS2 line between London and Birmingham with an interchange with Cross Rail, other national rail lines and the London Over ground. The vision published in June 2013 develops the site's potential for large scale housing and employment provision around a network of new open spaces, a cluster of tall buildings, and links to the wider Park Royal Opportunity Area. [Area 155 ha, employment 55,000; new homes 24,000].
- (iii) (in existing plan) **Bexley Riverside** – this includes protection for inter-modal freight exchange facilities at Howbury Park. [Area 1,347 ha; employment capacity 7,000; new homes 4,000].

This is relevant for the SIFE application in Colnbrook as the Howbury Park area has an existing permission which has yet to be built out.

Next Stages

- 4.18 The consultation on the draft further alterations to the London Plan will end on the 15th April. The proposed changes will then be considered by an Independent

Planning Inspector at a public examination in 2015. The Alterations are intended to provide a robust, short to medium term planning framework which gives a clear 'direction of travel' for the longer term, recognizing that this may well have to be reviewed.

5 Conclusion

- 5.1 Members should note the alterations to the London Plan and the potential implications for Slough.

6 Background Papers

- 1. Draft Further Alterations to the London Plan (January 2014)

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SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee

DATE: 9th April 2014

CONTACT OFFICER: Paul Stimpson
Strategic Lead Planning Policy & Projects
01753 875820

WARD(S): All

PART I

FORMER TOTAL OIL TERMINAL, LANGLEY

1 Purpose of Report

The purpose of the report is to seek Members views as to whether the former Total Oil Terminal could be developed for higher density housing as part of a new hub around Langley Railway Station.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- That Officers investigate with the owner of the former Total Oil Terminal in Langley the options for the redevelopment of the site for medium or high density housing;

2 Community Strategy Priorities

2.1 The comprehensive planning of key areas of Slough helps to implement the spatial element of the Community Strategy and deliver the following priorities:

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

3 Other Implications

(a) Risk Management

It is not considered that there are any significant risks as a result of this report.

(b) Human Rights Act and Other Legal Implications

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

(c) Equalities Impact Assessment

It is considered there will be no equality impacts.

(d) Workforce

There are no workforce implications.

4 Supporting Information

- 4.1 It is anticipated that a planning application may be submitted for residential development on the former Total Oil depot. Although there have not been any pre-application discussions it is likely that the proposal will be for family housing.
- 4.2 Whilst this would comply with our current policies in the Core Strategy and the Site Allocation Plan, which states that it should “predominantly consist of family housing”, it is considered that the opportunity should be taken to reassess this.
- 4.3 The Total Oil terminal used to receive oil by train and distribute it via a pipeline to Heathrow and via a pipeline to Heathrow. Since it closed a number of options have been looked at for the future of the site.
- 4.4 Although the site was zoned as an Existing Business Area it is not considered suitable for industrial or warehousing use because the low bridge in Station Road prevents HGVs from getting access to the site. As a result it is identified in the Site Allocations DPD as part of a “Selected Key Location for Comprehensive Regeneration” which is no longer zoned as a Business Area and where the preferred use would be residential.
- 4.5 The site has a number of significant constraints to development. It has been contaminated by previous activities which have been subject to remediation. Part of the site is in an area liable to flood. It also suffers from high noise levels from the railway line. The site currently has a poor road access and it is not clear how much traffic generating development can be accommodated on the local road network. Part of the site is in the Green Belt which is also designated as part of the Colne Valley Park and the Strategic Gap between Slough and Greater London.
- 4.6 Despite all of these constraints the site has significant potential for development. It is next to the Langley railway station which will have a much enhanced Crossrail service. It is also in walking distance of the Harrow market District Shopping Centre. As a result it is in a very sustainable location. The fact that it is alongside the canal and has views out over open countryside also makes it possible to create a very attractive development with a distinctive sense of place.
- 4.7 The key issue that needs to be considered is whether it should be developed for family housing or whether the opportunity should be taken to optimise the use of this and other sites around the station for more intensive development which could increase the supply of housing in the Borough?
- 4.8 No specific proposals are being put forward at this stage and a lot will depend upon whether major technical constraints such as traffic and flooding can be overcome. Member’s views are, however, being sought as to whether or not Officers should engage in discussions with the owners of the site to see whether a medium or high density scheme would be appropriate on the site.
- 4.9 It should be made clear that this would not prejudice the processing of any planning application for family housing should this be submitted.
- 4.10 The potential catalyst for a change of approach in this area is the fact that Langley Station will be served by Crossrail. The improved service, with direct access to central London, will make this part of Langley an attractive place to live.

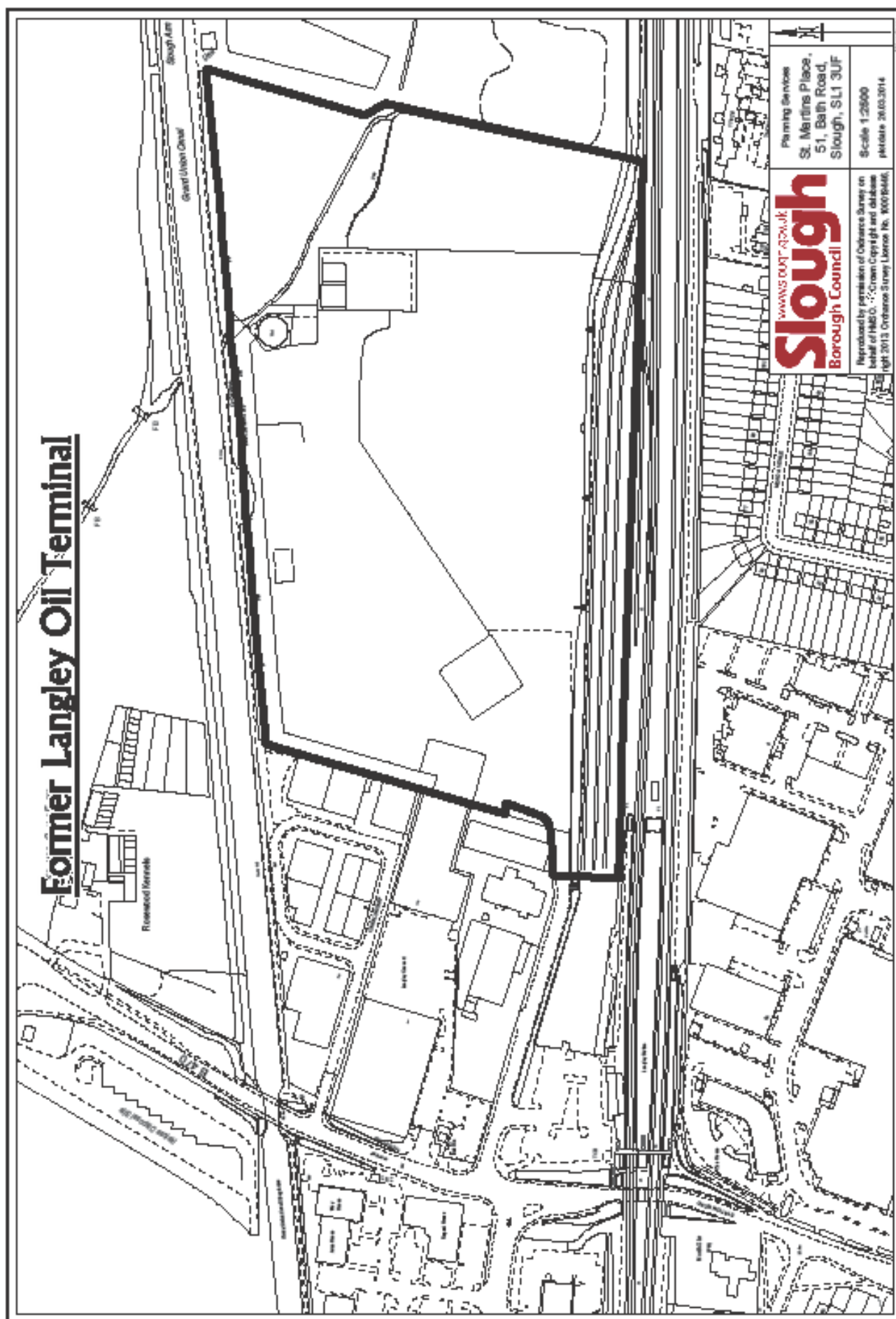
- 4.11 As a result, it is considered that the same approach could be applied to the future redevelopment of the industrial area next to the former Total Oil terminal and the Langley Business Centre to the south of the railway station. The comprehensive redevelopment of these sites could transform this area and help to provide housing in an attractive new neighbourhood.

5 Conclusion

- 5.1 If Member's agree, it is proposed to explore the possibility of promoting medium to high density residential development upon the former Total Oil Terminal in Langley in order to take advantage of the improved accessibility to the area that Crossrail will bring.

6 Background Papers

1. Slough Core Strategy 2006-2026
2. Slough Local Transport Plan



SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 9th April 2014**PART 1****FOR INFORMATION****Planning Appeal Decisions**

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

WARD(S)	ALL	
Ref	Appeal	<u>Decision</u>
P/08298/003	38, The Glen, Slough, SL3 7HP ERECTION OF PART SINGLE STOREY/PART TWO STOREY SIDE EXTENSIONS, ERECTION OF PART SINGLE STOREY/PART TWO STOREY REAR EXTENSIONS ALL WITH PITCHED AND HIPPED ROOF.	Appeal Dismissed 18th February 2014
P/15495/001	27, Oakfield Avenue, Slough, SL1 5AE ERECTION OF A SINGLE STOREY REAR OUTBUILDING WITH A DUAL PITCHED ROOF. The outbuilding by virtue of its, massing, scale, bulk and siting on the site appears overly dominant and overbearing in this location contrary to Core Policy 8 of 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 Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010. The Inspector agreed that the footprint of the proposed outbuilding would exceed the footprint of the original dwelling, however, he said the guidance said the acceptable scale was subject to other criteria set out within the guidance and concluded that the character of the rear access is utilitarian and linked by a mix of single storey buildings and would be a similar size to that in the adjacent garden and to others along the access track and therefore would not appear out of keeping or harm its surroundings. He is also went on to say that there would be adequate amenity space left within the rear garden and would be located well away from other dwellings so there would be no significant impact on living conditions.	Appeal Granted 28th February 2014

P/11449/002	<p>63, Warwick Avenue, Slough, SL2 1DU</p> <p>ERECTION OF A FIRST FLOOR SIDE EXTENSION WITH PITCHED ROOF, PART SINGLE STOREY, PART TWO STOREY REAR EXTENSION WITH PITCHED ROOF.</p> <p>Reason for refusal: The bulk, scale and massing of the proposed first floor side to rear extension due to the excessive width and depth do not appear subservient or in proportion to the original house and would appear overly prominent on the host dwelling and the street scene thereby detracting from the character and appearance of the original house. The development is contrary to the National Planning Policy Framework, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and Policies H15, EN1 and EN2 of The Adopted Local Plan for Slough 2004. It is also contrary to the Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</p> <p>The Inspector considered that the 3.65m depth of the extension at first floor level was marginally greater than the 3.3 m that was approved under ref: P/11449/001 and would not be significantly more noticeable when viewed from the street.</p> <p>The inspector also considered that although the rear element of the extension would be 50% wider than the host dwelling, this limit specifically related to side extensions within the SDP and the overall width would not appear bulky or dominant when seen from private views</p>	<p>Appeal Granted</p> <p>20th February 2014</p>
P/08342/007	<p>28a, Rochfords Gardens, Slough, SL2 5XJ</p> <p>ERECTION OF TWO STOREY SIDE EXTENSION WITH PITCHED ROOF AND GABLE END.</p>	<p>Appeal Dismissed</p> <p>20th February 2014</p>
P/13752/002	<p>9, Buckingham Avenue East, Slough, SL1 3EB</p> <p>RETROSPECTIVE APPLICATION FOR THE ERECTION OF A FRONT PORCH WITH CANOPY EXTENDING ACROSS THE EXISTING BAY WINDOW WITH COLUMN.</p>	<p>Appeal Dismissed</p> <p>25th February 2014</p>
P/08404/003	<p>4, Nelson Close, Slough, SL3 7JP</p> <p>ERECTION OF PART SINGLE/PART TWO STOREY SIDE, PART TWO STOREY REAR, PART SINGLE STOREY REAR EXTENSION, CONVERSION OF LOFT SPACE TO HABITABLE ROOM WITH A REAR DORMER WINDOW.</p>	<p>Appeal Dismissed</p> <p>14th March 2014</p>

MEMBERS' ATTENDANCE RECORD 2013/14
PLANNING COMMITTEE

COUNCILLOR	25/07/13	04/09/13	17/10/13	28/11/13	09/01/14	20/02/14	09/04/14	07/05/14
Carter	P	P	P	P	P	P		
Dar	P	P	P	P	P	P		
Hussain	P	P	P	P	P	P		
Mittal	P	P	P	Ap	P	-	-	-
O'Connor	-	-	-	-	-	Ap		
Plenty	P	P	P	P	P	P*		
Rasib	P	P	P	P*	P	P		
Sandhu	Ap	P**	Ab	Ab	Ab	Ab		
Smith	P	P	P	P	P	Ap		
Swindlehurst	P	P	P	P*	P	P*		

P = Present for whole meeting P* = Present for part of meeting
 Ap = Apologies given Ab = Absent, no apologies given
 P** = Present but unable to participate
 as had not attended required training

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