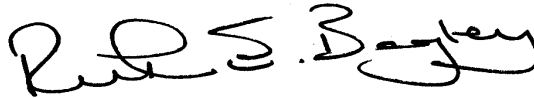


Date of issue: 5th January, 2016

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 13 TH JANUARY, 2016 AT 6.30PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to



AGENDA
ITEM

REPORT TITLE

PAGE

WARD

be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.

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

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

- | | | | |
|----|---|---------|--|
| 2. | Guidance on Predetermination/Predisposition - To Note | 1 - 2 | |
| 3. | Minutes of the Last Meeting held on 26th November, 2015 | 3 - 10 | |
| 4. | Human Rights Act Statement - To Note | 11 - 12 | |

PLANNING APPLICATIONS

- | | | | |
|----|--|---------|---------|
| 5. | P/00215/005 - 4 Buckingham Avenue, Slough, SL1 4SF | 13 - 20 | Farnham |
|----|--|---------|---------|

Officer Recommendation: Delegate to the Planning Manager for Approval

- | | | | |
|----|---|---------|---------|
| 6. | P/01077/022 - Montrose House, 155-161 Farnham Road, Slough, SL1 4XP | 21 - 46 | Farnham |
|----|---|---------|---------|

Officer Recommendation: Delegate to the Planning Manager for Approval

- | | | | |
|----|--|---------|-------|
| 7. | P/11425/022 - Land South of Kings Reach and adjacent to Upton Court Park | 47 - 60 | Upton |
|----|--|---------|-------|

Officer Recommendation: Delegate to the Planning Manager for Approval

MISCELLANEOUS REPORTS

- | | | | |
|----|--|---------|-----|
| 8. | Review of The Local Plan for Slough - Housing Trajectory | 61 - 64 | All |
|----|--|---------|-----|

MATTERS FOR INFORMATION

- | | | | |
|----|---------------------------|---------|--|
| 9. | Members Attendance Record | 65 - 66 | |
|----|---------------------------|---------|--|



AGENDA
ITEM

REPORT TITLE

PAGE

WARD

10. Date of Next Meeting
18th February, 2016

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

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

This page is intentionally left blank

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.

This page is intentionally left blank

Planning Committee – Meeting held on Thursday, 26th November, 2015.

Present:- Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Bains, Davis, Plenty, Smith and Swindlehurst

Also present under Rule 30:- Councillor Sandhu

Apologies for Absence:- Councillor Chaudhry

PART I

68. Declarations of Interest

Councillors Smith and Bains declared a prejudicial interest in respect of planning application: S/00015/049 - Claycots Primary School, 19 Bath Road, Slough, as they had respectively moved and seconded a Motion at Council on 24th November, relating to the Claycots School. They both withdrew from the Committee while the application was being debated and voted on, but addressed the Committee under Rule 30.

Councillor Smith declared a prejudicial interest in respect of planning application: P/10012/005 - Former Poyle Park Manor Landfill, Bath Road, Poyle, Slough, in that he was a member of Colnbrook with Poyle Parish Council, who would receive a community benefit if the application was approved. He withdrew from the Committee while the application was being debated and voted on but addressed the Committee under Rule 30.

Councillor Swindlehurst advised that he and Councillors Bains, Chaudhry, and Dar had met with the Applicant for planning application: P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, since the last Committee meeting, to outline Members' concerns around design issues. He advised that he would approach the matter with an open mind. Councillors Bains and Dar endorsed the declaration. Councillor Ajaib declared that the application was situated within his Ward but he would approach it with an open mind and debate and vote on the item.

Councillor Ajaib declared an interest in respect of planning application: P/06077/025 - Upton Grammar School, Lascelles Road, Slough, in that he lived in the locality but not close to the application site. He would approach the application with an open mind and debate and vote on the item.

69. Guidance on Predetermination/Predisposition - To Note

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

Planning Committee - 26.11.15

70. Minutes of the Last Meeting held on 15th October, 2015

Resolved - That the minutes of the meeting held on 15th October, 2015, be approved as a correct record.

71. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

72. Planning Applications

Details were tabled in the amendment sheet of alterations and amendments received since the agenda was circulated. The Committee adjourned to read the amendment sheet at the beginning of the meeting.

Oral representations were made to the Committee by an Objector, Parish Councillor and Ward Member under the Public Participation Scheme prior to the planning applications being considered by the Committee as follows:-

Application: S/00015/049 - Claycots Primary School, 19 Bath Road, Slough: Councillors Bains and Smith (under Rule 30), Parish Councillor Hood, the Principal Asset Manager, Slough BC, and the Agent addressed the Committee:-

Application: P/10012/005 - Former Poyle Park Manor Landfill, Bath Road, Poyle, Slough: Councillor Smith (Ward Member) and Parish Councillor Hood, addressed the Committee.

Application: P/06077/025 - Upton Grammar School, Lascelles Road, Slough, a Ward Member addressed the Committee.

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

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

73. S/00015/049 - Claycots Primary School, 19 Bath Road, SL1 3UQ

Application	Decision
Construction of a three storey extension for expansion of the school to a 4 form entry primary school and a new multi-purpose hall. Internal alterations, additional car parking spaces and associated works	Delegated to the Planning Manager for approval, subject to resolution of outstanding highway and transport matters, design issues and finalising of conditions and final determination.

Planning Committee - 26.11.15

(Councillors Bains and Smith did not take part in the debate or vote on the above item).

74. P/10012/005 - Former Poyle Park Manor Landfill, Bath Road, Poyle, Slough, SL3 0HY

Application	Decision
Construction and operation of a solar photovoltaic farm including fencing, internal service tracks, transformer and inverter stations, cabling, CCTV, landscaping substations and ancillary cabins.	Refused.

(Councillor Smith did not take part in the debate or vote on the above item).

75. P/06077/025 - Upton Grammar School, Lascelles Road, Slough, SL3 7PP

Application	Decision
Phased redevelopment and refurbishment of a secondary school, involving (i) the demolition of 9no. buildings and 5no. temporary buildings (ii) construction of 2no. new buildings comprising a three storey building with a flat roof to provide a school hall, classrooms and associated facilities, and a double-height building with a flat roof to provide a sports hall and associated facilities (iii) multi-use games area and landscaping, and (iv) additional refurbishment and remedial works to main school building.	Delegated to the Planning Manager for approval, subject to resolving outstanding transport, highway and drainage issues, completion of a section 106 agreement finalising conditions and final determination.

76. P/00619/006 - 64 Mill Street, Slough, SL2 5DH

Application	Decision
Demolition of existing building (Gym) and construction of an apartment building. 5 Storeys high with 28 flats. (22 one bedroom 6 two bedroom)	Withdrawn by the Applicant.

77. P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, Berkshire, SL1 1LN

Application	Decision
Partial demolition and internal alterations/extensions to existing Shopping Centre as part of a part	Delegated to the Planning Manager for approval subject to further consideration of any outstanding

Planning Committee - 26.11.15

<p>new build/part refurbished mixed used scheme for 11, 533 sq m of A1 retail, class A3 - A5 food and drink and class D2 assembly and leisure floor space and 675 residential units. the residential element comprising 346 no. 1 bedroom and 329 no. 2 bedroom being contained within 4 no. towers of between 15 and 23 storeys plus infilling development on top of the existing Shopping Centre and a stand alone tower of 15 storeys with a viewing galley on top. Reconfiguration of existing access and frontages onto Wellington Street and works including, alterations and improvements to the entrances to the shopping centre; provision of amenity space and landscaping; vehicle and cycle parking; refuse and recycling storage; provision of new and/or upgrading existing infrastructure; groundwork's and re-profiling of site levels; ancillary engineering and other operations and plant and machinery.</p>	<p>consultation responses, design change to the façade to the McKenzie Street entrance, completion of a S106 Agreement, finalising conditions and final determination</p>
---	---

78. S/00021/002 - Former Rochford Hostel, Site between Uxbridge Road & Rochford Gardens, Slough, SL2 5NU

Application	Decision
<p>Construction of 20 homes for people with learning difficulties in 2 buildings: one 2 storey & one 2/3 storey plus associated parking.</p>	<p>Delegated to the Planning Manager for approval, subject to consideration of outstanding consultee comments and further drainage details and alteration of or addition of related conditions.</p>

79. Strategic Housing Market Assessment and Review of the Local Plan for Slough

Paul Stimpson, Planning Policy Lead Officer, outlined a report to update Members on the results of the Berkshire Strategic Housing Market Assessment and the proposed time table for the Review of the Local Plan for Slough.

The Officer advised that the Council, together with the other authorities and the Local Enterprise Partnership (LEP), had commissioned a Strategic Housing Market Assessment (SHMA) for Berkshire and South Bucks. This was needed to prepare the Local Plan as it determined which Housing Market Area (HMA) Slough sat within and calculated the “objectively assessed” housing need for the Borough.

Planning Committee - 26.11.15

The Committee noted the purpose of, and how HMA's were defined with reference to the results of other studies that been undertaken including Buckinghamshire which had excluded South Bucks from the Central Buckinghamshire HMA. The study looked at areas such as house prices, commuting patterns and where people moved. Inevitably, housing patterns and trends did not follow Local Authority boundaries.

Two HMA's were identified; the eastern one consisted of Slough, Windsor and Maidenhead and South Bucks and the western one consisted of Bracknell, Wokingham, Reading and West Berks. It was highlighted that South Bucks District Council had declined to be part of the SHMA and so far had not accepted that there should be two Housing Market Areas. South Bucks and Chiltern districts are now preparing a joint Local Plan even though they have been identified as being in two different Housing Market Areas.

The Officer advised that it was proposed Slough BC should continue to work with the Royal Borough of Windsor & Maidenhead and South Bucks District Council to consider how new housing could be distributed within the HMA whilst continuing to work with all of the other Councils in the area as part of the Duty to Cooperate.

The Committee noted the calculation of the Objectively Assessed Housing Need and that data for Slough indicated that the Borough had the most diverse population in Berkshire, having grown by 18% between 2001 and 2013. The area also had a very young age profile with 9.2% pre-school and 20.3% at school, and a comparatively high birth rate and high levels of overcrowding. It was noted that 14.9% of households had five or more residents and all of these factors pointed to increased pressure for housing from the existing population. Slough had an objectively assessed housing need of 927 a year, being the highest in Berkshire. This compared to 635 in Bracknell Forest, 856 in Wokingham and 712 in Windsor and Maidenhead. It was noted that Slough's current housing target was 315, presenting a large gap between that and the assessed future need.

The Council now had the opportunity to consider its response to the publication of the new housing need figures. It was highlighted that the Council's Five Year Plan had already adopted an unofficial target of building 550 dwellings a year and it was felt that this should be used as the target in calculating the 5 Year Land Supply. This would mean increasing the current housing target figure from 315 to 550 per annum for the next five years and should help to ensure that the Council would meet more of its housing needs in the short term.

The Officer discussed the proposed timescale for reviewing the Local Plan and advised that the Council was in the process of carrying out a Housing Capacity Study which would take account of the results of the "Call for Sites" exercise which would take place in January. It was extremely unlikely that sufficient land would be found to achieve the building rate suggested by the objectively assessed needs work over the new plan period up to 2036.

Planning Committee - 26.11.15

The Committee noted the option to promote the northern expansion of Slough through the development of a "Garden Suburb" in South Bucks and that all of the Council's existing planning policies would remain in place until they were replaced by the new Local Plan. It was formally agreed to carry out a Review of the Local Plan for Slough in February 2015 and the officer discussed the work carried out to date and future requirements for a Housing Capacity Study and an Employment Land Review.

A "Call for Sites" exercise would be carried out in January and this would invite members of the public, land owners, developers and any other interested parties to put forward suggestions for the redevelopment or re-use of land or property in Slough. All suggestions received would form part of a public consultation exercise. The Committee noted the detail of other important work that would have to be carried out including further work on part of the Review of the Local Plan and identifying sites that could be developed in and around the centre.

The Officer discussed the timing of the Government's decision on the proposal to build a third runway at Heathrow as this would have significant implications for the review of the Local Plan and could result in a need to adjust the timetable. The Local Plan for Slough could not be prepared in isolation from the plans that were being prepared by adjoining authorities and representations had been made to South Bucks that they needed to consider issues such as the creation of a garden suburb in the technical work they would carry out in order to review their plan. This would have implications for the timetable for the Review of the Local Plan for Slough in that it may not be possible to determine what the overall strategy would be for the town until it was known whether there would be an urban extension to the north.

Members noted that in the Housing and Planning Bill, the Government had stated that all Local Plans should be reviewed by 2017. This requirement should be met by producing an Issues and Options consultation and a draft plan.

Resolved-

- a) That the results of the Strategic Housing Market Assessment, which includes an "objectively assessed" housing need figure for Slough, be noted.
- b) That Slough's housing target be increased from 315 dwellings a year to 550 dwellings a year for a five year period in line with the Council's Five Year Plan.
- c) That the Council should continue to work with the Royal Borough of Windsor & Maidenhead and South Bucks District Council to consider how new housing could be distributed within the Housing Market Area.
- d) That the proposed time table for the Review of the Local Plan for Slough be noted.

Planning Committee - 26.11.15

80. Planning Appeal Decisions

Resolved - That details of recent Planning Appeal decisions be noted.

81. Members Attendance Record

Resolved - That the Members Attendance Record be noted.

82. Date of Next Meeting

The date of the next meeting was confirmed as 13th January, 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.58 pm)

This page is intentionally left blank

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

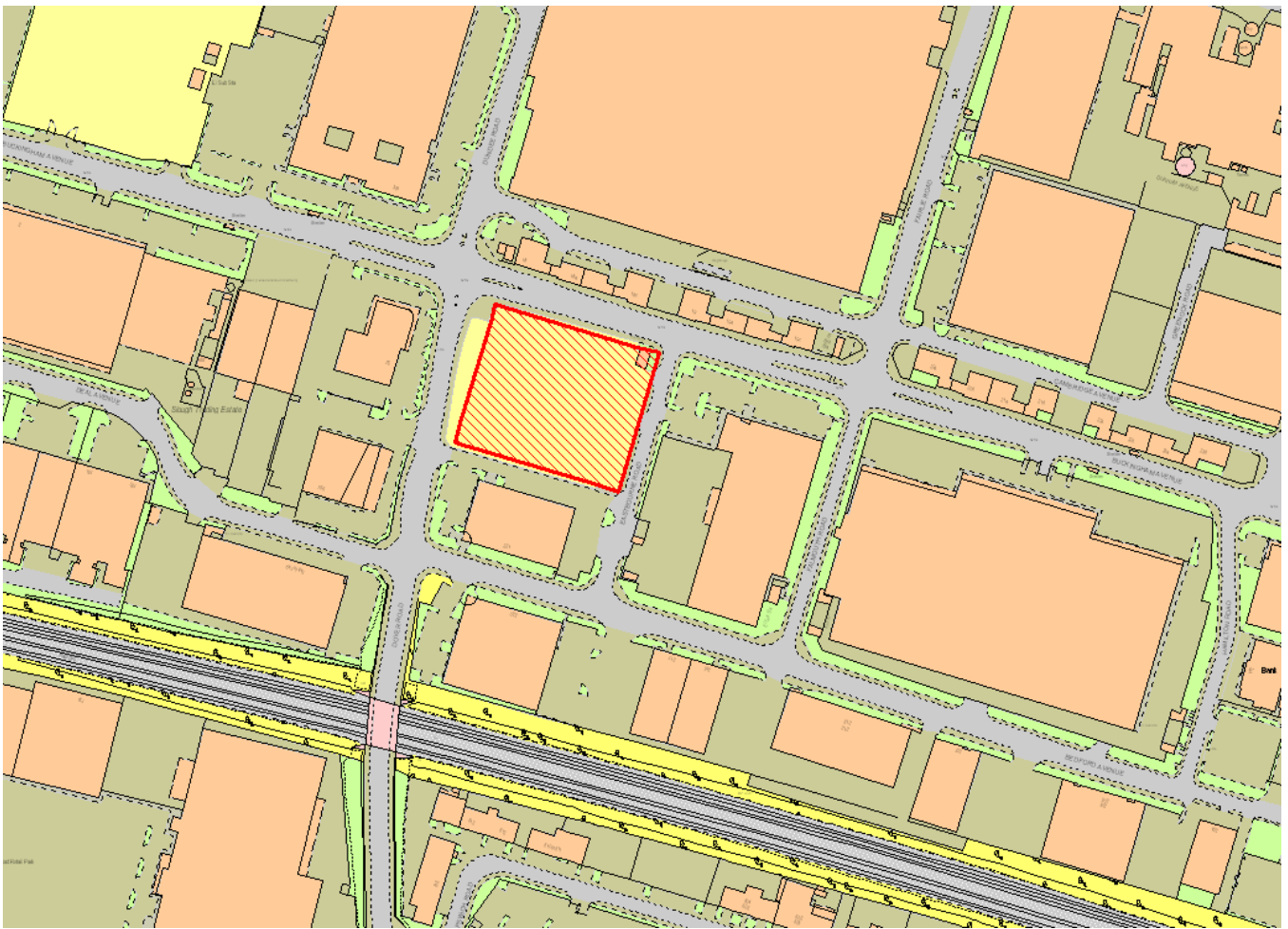
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
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
PS	Paul Stimpson
CS	Chris Smyth
JD	Jonathan Dymond
HA	Howard Albertini
IH	Ian Hann
NR	Neetal Rajput
SB	Sharon Belcher
AM	Ann Mead
FI	Fariba Ismat
FS	Francis Saayeng

This page is intentionally left blank

Registration Date:	18-Nov-2015	Applic. No:	P/00215/005
Officer:	Mr. J. Dymond	Ward:	Farnham
Applicant:	Slough Trading Estate Limited		
Agent:	Miss Jessica Evans, Barton Willmore Regent House, Prince's Gate, 4, Homer Road, Solihull, West Midlands, B91 3QQ		
Location:	4, Buckingham Avenue, Slough, SL1 4SF		
Proposal:	Redevelopment of 4 Buckingham Avenue comprising of the construction of a semi detached unit for the storage, display, distribution and sale of building materials, timber, plumbing and heating supplies and hard and soft wall and floor coverings with associated products together with ancillary trade counter / showroom and for any use within class B1(c), B2 or B8.		

Recommendation: Delegate to Planning Manager for Approval



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 and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval following consideration of any outstanding consultation responses, minor design changes, completion of Section 106 Agreement (if necessary), and finalising conditions.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the redevelopment of 4 Buckingham Avenue comprising of the construction of a semi detached unit for the storage, display, distribution and sale of building materials, timber, plumbing and heating supplies and hard and soft wall and floor coverings with associated products together with ancillary trade counter / showroom and for any use within class B1(c), B2 or B8.

2.2 The applicant has stated that the one of the future occupiers of the proposed unit would be Travis Perkins. Travis Perkins currently occupy a site on Stoke Road. The other occupier would be Benchmarx.

3.0 **Application Site**

3.1 The site is 0.68 hectares in area and is situated within Slough Trading Estate, adjacent to the junction with Buckingham Avenue and Dover Road. The site is currently vacant; however it was last occupied by a large production/warehouse facility. This was demolished in 2013.

3.2 To the north of the site is Buckingham Avenue. On the opposite side of the road there are small industrial units. To the south of the site is 221 Dover Road. To the east of the site is Eastbourne Road. To the west of the site is Dover Road.

3.3 The application site is located with Slough Trading Estate Existing Business Area and within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme. The development however falls outside the scope of this Scheme and requires planning permission.

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 There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.

4.0 **Site History**

4.1 The site is currently vacant following the demolition of the industrial/commercial building formerly occupying the site.

P/00215/004 ERECTION OF VOCIDISER UNIT, FAN AND CHIMNEY STACK IN EXISTING COMPOUND (AMENDED 11.05.98)

Approved with Conditions 12-May-1998

P/00215/003 ERECTION OF VOCIDISER UNIT, FAN AND CHIMNEY IN EXISTING COMPOUND

Approved with Conditions 03-Dec-1997

5.0 **Neighbour Notification**

5.1 2b, Buckingham Avenue, Slough, SL1 4NB, Aston Green Audi, 756, Dover Road, Slough, SL1 4RF, National Car Rental, 2c, Buckingham Avenue, Slough, SL1 4NB, 748-749, Deal Avenue, Slough, SL1 4SH, M P L Powerware Systems Ltd, 221, Dover Road, Slough, SL1 4RF, 373, Buckingham Avenue, Slough, SL1 4PF, John Crane Uk Ltd, Buckingham House 361-366, Buckingham Avenue, Slough, SL1 4LU, T N T Uk Ltd, 5, Buckingham Avenue, Slough, SL1 4NJ, Best Power Technology Ltd, 221, Dover Road, Slough, SL1 4RF, Masterfoods, Dundee Road, Slough, SL1 4JU, Icore International Ltd, 220, Bedford Avenue, Slough, SL1 4RY, Aphel Ltd, 221, Dover Road, Slough, SL1 4RF

In accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application has been advertised in a local newspaper.

5.2 No representations received.

6.0 **Consultation**

6.1 **Environmental Protection**

6.2 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.3 **Environmental Quality**

6.4 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.5 **Transport and Highways**

6.6 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.7 **Thames Water**

6.8 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.9 Environment Agency

6.10 No comments received. An update will be provided on the Committee amendments sheet if necessary.

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 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 EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Policy EMP2 – Criteria for Business Developments

Policy EMP7 – Slough Trading Estate

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

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

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

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

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

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4th December 2015 to 15th January 2016.

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on amenity;
- 4) Parking and highway safety;
- 5) Planning obligations;
- 6) Other issues.

8.0 **Principle of Development**

8.1 The site is located within the Slough Trading Estate Existing Business Area. There are other similar industrial/warehouse uses in the vicinity of the site.

8.2 One of the aims of the Spatial Strategy as set out in the Core Strategy is to regenerate Slough Trading Estate. The proposal is considered to be an acceptable employment generating use in this context.

8.3 Core Policy 5 of the Core Strategy relates to employment. There is a general presumption against the loss of employment generating uses within the Existing Business Areas. This policy sets out that the continued success of the Trading Estate as an employment centre is of great importance to the local economy and the prosperity of the town as a whole.

8.4 The applicant has stated that the proposal would safeguard 17 existing jobs and provide four additional full time jobs.

8.5 The proposed use is considered to be acceptable and it is noted that the proposal would bring employment benefits through the creation of a significant number of jobs. A currently vacant site would be brought back into employment

use and the continued success of the Existing Business Area would be supported. The proposed development would be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.

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

- 10.1 The proposed building would be 25.3 metres in width and 70 metres in length. It would have a gross external area of 1,858 square metres. The height of the proposed building would be 7 metres to eaves level and approximately 9.6 metres high to the apex of the roof. The elevations would be clad with aluminium cladding.
- 10.2 The proposed building would be sited to the north of the site. The outside storage area would be located to the south. External areas will be utilised for the storage of goods up to a maximum height of 6 metres.
- 10.3 It is considered that the proposed building would be in keeping with surrounding development in terms of the materials to be used and the appearance of the proposed building. Furthermore, the form, scale, height and massing of the proposal is considered to be acceptable.
- 10.4 In this context, it is considered that the design of the proposal would be acceptable. There is an opportunity to provide landscaping to soften the appearance of the building to the north and west boundaries and a condition will be recommended regarding the submission and approval of a landscaping scheme.
- 10.5 It is considered that the proposed development would comply with Core Policy 8 of the Core Strategy and Policies EN1 and EN3 of The Adopted Local Plan for Slough.

11.0 **Potential Impact on Amenity**

- 11.1 There are no residential properties in the vicinity of the site and the proposal is therefore not considered to have the potential to give rise to potential impacts on the amenity of any residential occupiers.

12.0 **Parking and Highway Safety**

- 12.1 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.
- 12.2 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 Policy T8 of The Adopted Local Plan for Slough 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.

- 12.4 Eight staff car parking spaces would be located to the eastern boundary. Two disabled car parking spaces are located to the front of the building along with an additional eight visitor car / van parking spaces (3 x 6m). The layout would provide for internal circulation and 16 loading/unloading bays for vans are proposed along with a dedicated area identified for loading/unloading of HGVs. Provision for staff cycle parking is also proposed.
- 12.5 Vehicular access to the site for staff and visitors will be from Eastbourne Avenue. Two separate access points are proposed which will enable the site to operate a one way 'in' and 'out' basis. In addition, a dedicated pedestrian access will be provided from the Dover Road footway to the front elevation of the building.
- 12.6 A Transport Statement has been submitted in support of the proposal. The Council's Transport consultant has been consulted and comments are awaited. An update will be provided on the Committee amendment sheet.

13.0 **Planning obligations**

- 13.1 The need for planning obligations will be considered in light of the comments received from consultees. An update will be provided on the Committee amendments sheet.

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 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 all other relevant material considerations.
- 15.2 It is recommended that the application be delegated to the Planning Manager for approval following consideration of any outstanding consultation responses, minor design changes, completion of Section 106 Agreement (if necessary), and finalising conditions.

PART C: RECOMMENDATION

16.0 **Recommendation**

- 16.1 It is recommended that the application be delegated to the Planning Manager for approval following consideration of any outstanding consultation responses,

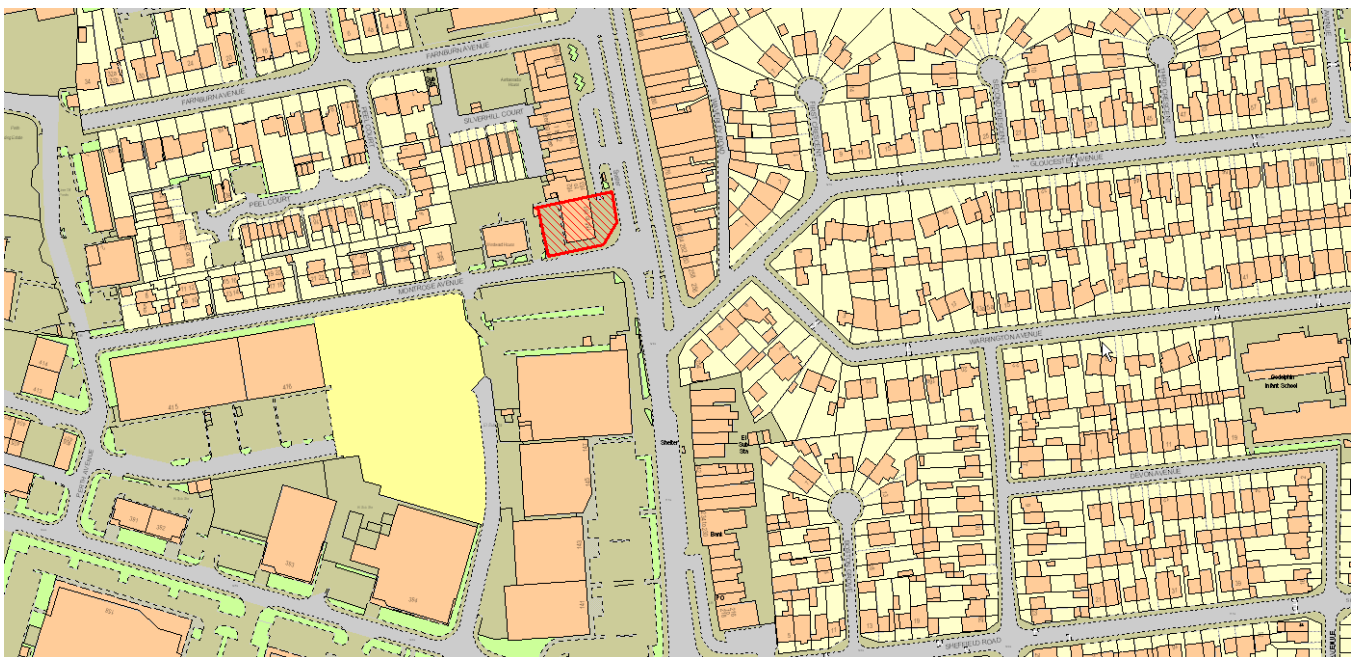
minor design changes, completion of Section 106 Agreement (if necessary), and finalising conditions.

PART D: LIST OF CONDITIONS - HEADINGS

Commencement within three years from the date of this permission;
Development to be carried out in accordance with approved plans;
Submission of materials for approval;
Submission of details of surfaces for approval;
Submission of details of boundary treatment;
Submission of details of landscaping scheme;
Submission of details of cycle parking;
Submission of details of bin storage;
Trade counter to be ancillary to main use of unit for storage, display, distribution and sale of building materials, timber, plumbing and heating supplies and hard and soft wall and floor coverings with associated products;
No extension, mezzanine floor or sub-division;
External storage to be utilised for the storage of goods up to a maximum height of 6 metres;
Provision of car parking spaces;
Loading/unloading, and turning and circulation areas to remain available for use and free from obstruction;
Removal of redundant accesses;
Provision of new accesses;
Submission of details of lighting scheme;
Implementation and maintenance of drainage;
Submission of Working Method Statement;
Submission of measures to control waste during construction;
BREEAM 'Very Good'.

Registration Date:	02-Nov-2015	Applic. No:	P/01077/022
Officer:	Neetal Rajput	Ward:	Farnham
		Applic type:	Major
		13 week date:	1st February 2016
Applicant:	Naveed Ahmed, Goldteam		
Agent:	Stefan Zachary, Zachary Design Little Moseley House, Stocking Lane N, High Wycombe, Bucks, HP144RE		
Location:	Montrose House, 155-161, Farnham Road, Slough, SL1 4XP		
Proposal:	Change of use at ground floor from A2 use (Betting Shop) to A3 use (Cafe/Restaurant) and first floor from B1(A) use (Offices) to A3 use (Cafe/Restaurant), retain B1(A) use (Offices) at second floor, three storey rear extension (with provision of a rear car port area at ground floor) and four storey side extension (fronting Montrose Avenue), conversion of roof top to A3 use (Cafe) with roof extensions, external front canopies, retractable awnings, outside seating and associated works.		

Recommendation: Delegate to Planning Manager for Approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to Planning Manager for approval subject to consideration of consultee responses, resolution of outstanding highway and transport matters, sustainable drainage matters, completion of a Section 106 Agreement and finalising of conditions.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the proposed change of use at ground floor from A2 use (Betting Shop) to A3 use (Cafe/Restaurant) and first floor from B1(A) use (Offices) to A3 use (Cafe/Restaurant), retain B1(A) use (Offices) at second floor, three storey rear extension (with provision of a rear car port area at ground floor) and four storey side extension (fronting Montrose Avenue), conversion of roof top to A3 use (Cafe) with roof extensions, external front canopies, retractable awnings, outside seating and associated works.
- 2.2 As existing there are 13 car parking spaces available to the rear of the building and 7 spaces available at the front of the site. As a result of the proposal, there will be 7 car parking spaces at the rear of the site for the retained B1(A) office use and 2 parking bays at the front to allow for deliveries, a total of 9 spaces. As such, there will be a reduction in 11 spaces. There will be the provision of 5 cycle bays at the front of the building.
- 2.3 Following comments from Highways & Transport Department and Thames Valley Police, amended plans have been received, the proposal includes the following elements:

Ground Floor:

- Change of use from A2 use (betting shop) to A3 use (cafe/restaurant), the entrance will be via Farnham Road. There will be the provision internal access available to the first floor via the ground floor.
- Along Farnham Road, there will be a canopy (2m depth and 5.1m wide) and two retractable awnings.
- Provision of outdoor seating area along Farnham Road/Montrose Avenue.
- Deliveries will be via Farnham Road and a service corridor is provided internally to allow access to the rear of the building. There will be provision of parking bay provided at the front to allow for deliveries.
- Car port provision at the rear of the site to provide an area for refuse, fire exit stair and good lift.
- Fronting Montrose Avenue, there will be 'night security grille' to allow access for the 7 car parking spaces.

First floor:

- Change of use from B1a use (offices) to A3 use (cafe/restaurant), this will be linked with the ground floor.
- There will also be back of house facilities for the A3 use, for example staff toilets and changing rooms.

Second Floor:

- As existing there are offices on this floor and these will be retained. There will be ancillary facilities for the offices in terms of toilets and cleaners store.

Roof Top:

- The roof will be converted to an open A3 use, including a staff area, cleaners store and toilets.
- There will be the provision of a 1.8m high frameless glass wall which will be set back from all elevations by 0.4m.
- There will some areas of the roof top that will benefit from a canopy area and open roof deck.
- There will also be enclosed structures to accommodate back of office facilities, these will measure 2.4m in height and will be glazed fronting Farnham Road.

The operators of the A3 (cafe/restaurant) use is currently unknown and there are to be three individual A3 hospitality operators.

- 2.4 The proposal also includes a three storey rear extension, measuring 12m in depth and 21m wide. At ground floor this forms a car port area for the rear car parking spaces.
- 2.5 There will also be a side extension, fronting Montrose Avenue, this will provide access to all floors via a lift and staircase. This element of the extension will measure 10.5m wide, 2.8m in depth and 11.6m in height.
- 2.5 The proposal is considered to be mixed use in nature and the proposed floorspace would be as follows:

Floor	Existing Floorspace (sq m gross)	Proposed Floorspace (sq m gross)	Use
Ground Floor	316	382.57	A3 use (cafe/restaurant)
First Floor	320	598	A3 use (cafe/restaurant)
Second Floor	320	598	B1a Offices
Roof Top	320 (Plant Equipment)	585.38	A3 use (cafe)
Sub-Total	1276	2163.95	Mixed Use

2.6 The stated hours of opening of the proposed uses would be as follows:

Use	Monday to Friday		Saturday		Sunday and Bank Holiday	
A3	Start 06:00	End 02:00	Start 06:00	End 02:00	Start 08:00	End Midnight
B1a	Start 08:00	End 18:00	Start 08:00	End 18:00	Start 08:00	End 18:00

2.7 The existing full time employees is 45 and the proposed full time employees is 110 as stated on the application form.

2.6 The proposed development has been the subject of pre-application advice.

3.0 **Application Site**

3.1 The application site is three storey corner building, situated adjacent to the junction with Montrose Avenue and Farnham Road.

3.2 At ground floor the building is occupied by Betfred (A2 Use Class) and the first and second floor are occupied by offices (B1 Use Class), namely Goldteam, a firm that specialise in recruitment.

3.3 Farnham Road is identified as a district centre under Policy S1 of The Adopted Local Plan for Slough. The site falls within the Farnham Road District Shopping Centre, forms part of the Primary Shopping Frontage. Farnham Road District Shopping Centre is a thriving centre, which is demonstrated by a low vacancy rate. Farnham Road District Shopping Centre is characterised by a mix of uses at ground floor, including specialised independent retail units, restaurants and cafes which cater for the local community. The neighbouring buildings along Farnham Road are mainly three storey with the first and second floors occupied by residential units.

3.4 To the rear of the site is the Al Quaim Mosque which benefits from a car park and adjacent to the site is Sainsbury's supermarket.

3.5 No's. 162 – 183 have residential accommodation and first and second floor and access is available from Montrose Avenue.

3.6 The application site is adjacent to but not located with Slough Trading Estate Existing Business Area and is not within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme.

3.7 Car parking access to the site is via Montrose Avenue.

3.8 There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.

4.0 Site History

4.1 Relevant Planning History:

P/01077/013 INSTALLATION OF ILLUMINATED FASCIA SIGNS.

Approved with Conditions 01-Aug-1980

P/01077/014 INSTALLATION OF ILLUMINATED PROJECTING BOX SIGN

Approved with Conditions 03-Feb-1983

P/01077/015 INSTALLATION OF ILLUMINATED LOGO SIGN.

Approved with Conditions 07-Apr-1989

P/01077/016 CHANGE OF USE OF FIRST AND SECOND FLOORS TO HEALTH CLUB

Withdrawn (Treated As) 07-May-1998

P/01077/018 INSTALLATION OF AN ILLUMINATED FIXED LETTERING SIGN

Approved with Conditions 27-Sep-2000

P/01077/017 REPLACEMENT OF ENTRANCE CANOPY WITH A NEW STEEL AND GLASS STRUCTURE

Approved with Conditions; Informatives 27-Sep-2000

P/01077/019 CHANGE OF USE OF GROUND FLOOR FROM A1(RETAIL) TO A2 (FINANCIAL AND PROFESSIONAL SERVICES)

Approved with Conditions 14-Dec-2001

P/01077/020 VARIATION OF CONDITION NO.8 OF PLANNING PERMISSION P/1077/19 TO ALLOW OPENING HOURS 09.00 - 22.00 MONDAY TO SATURDAY & BANK HOLIDAYS, AND 11.00 - 17.00 ON SUNDAYS

Approved with Conditions 20-Feb-2002

P/01077/021 ERECTION OF TWO FASCIA SIGNS ON FRONT ELEVATION

Approved with Conditions; Informatives 14-Sep-2006

5.0 Neighbour Notification

5.1 19, Montrose Avenue, Slough, SL1 4TN, 419, Montrose Avenue, Slough, SL1 4TJ, Ambassador House, Farnburn Avenue, Slough, SL1 4ZA, 3a, Farnburn Avenue, Slough, SL1 4XU, 292a, Farnham Road, Slough, SL1 4XL, Karlstorz Endoscopy Uk

Ltd, 415, Perth Avenue, Slough, SL1 4TQ, Segro Plc, 416, Perth Avenue, Slough, SL1 4TQ, Classic Cleaners, 278, Farnham Road, Slough, SL1 4XL, Music Station, 270, Farnham Road, Slough, SL1 4XL, Viola, 258, Farnham Road, Slough, SL1 4XL, Babyboom, 274, Farnham Road, Slough, SL1 4XL, Exotic Superstore, 282, Farnham Road, Slough, SL1 4XL, Ashburn Estate Agents, 254, Farnham Road, Slough, SL1 4XE, Sun Lounge, 175, Farnham Road, Slough, SL1 4XP, Goldteam Ltd, Montrose House 155-161, Farnham Road, Slough, SL1 4XP, Fred Done Bookmaker, 159, Farnham Road, Slough, SL1 4XP, The Private Shop, 165, Farnham Road, Slough, SL1 4XP, Britvic Ltd, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Heycrest Ltd, 183, Farnham Road, Slough, SL1 4XP, Contract Cleaning Services, 183, Farnham Road, Slough, SL1 4XP, Grooms, 183, Farnham Road, Slough, SL1 4XP, C C C S Ltd, 294, Farnham Road, Slough, SL1 4XL, 21, Peel Court, Slough, SL1 4YA, 9, Waverley Road, Slough, SL1 4XN, 4, Waverley Road, Slough, SL1 4XN, 3, Waverley Road, Slough, SL1 4XN, 25, Waverley Road, Slough, SL1 4XN, 8, Waverley Road, Slough, SL1 4XN, 7, Waverley Road, Slough, SL1 4XN, 6, Waverley Road, Slough, SL1 4XN, 5, Waverley Road, Slough, SL1 4XN, 20, Waverley Road, Slough, SL1 4XN, 2, Waverley Road, Slough, SL1 4XN, 18, Waverley Road, Slough, SL1 4XN, 17, Waverley Road, Slough, SL1 4XN, 24, Waverley Road, Slough, SL1 4XN, 23, Waverley Road, Slough, SL1 4XN, 22, Waverley Road, Slough, SL1 4XN, 21, Waverley Road, Slough, SL1 4XN, 11, Waverley Road, Slough, SL1 4XN, 10, Waverley Road, Slough, SL1 4XN, 1, Waverley Road, Slough, SL1 4XN, 16, Waverley Road, Slough, SL1 4XN, 15, Waverley Road, Slough, SL1 4XN, 13, Waverley Road, Slough, SL1 4XN, 12, Waverley Road, Slough, SL1 4XN, 31, Peel Court, Slough, SL1 4YA, 32, Montrose Avenue, Slough, SL1 4TN, 31, Montrose Avenue, Slough, SL1 4TN, Blockbuster Video Express, 169, Farnham Road, Slough, SL1 4XP, 30, Montrose Avenue, Slough, SL1 4TN, 29, Montrose Avenue, Slough, SL1 4TN, 5, Montrose Avenue, Slough, SL1 4TN, Bedtime, 300, Farnham Road, Slough, SL1 4XL, 20, Montrose Avenue, Slough, SL1 4TN, Kwik Photo, 298, Farnham Road, Slough, SL1 4XL, 18, Montrose Avenue, Slough, SL1 4TN, 17, Montrose Avenue, Slough, SL1 4TN, F M C Measurement Solutions, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Haines Watts, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, 10, Peel Court, Slough, SL1 4YA, Salvation Army Care & Share Shop, 179, Farnham Road, Slough, SL1 4XP, Golden Globe Phone Clinic, 177, Farnham Road, Slough, SL1 4XP, Sava Centre, 183, Farnham Road, Slough, SL1 4XP, Five Star Nails, 171, Farnham Road, Slough, SL1 4XP, 28, Peel Court, Slough, SL1 4YA, 27, Peel Court, Slough, SL1 4YA, 26, Peel Court, Slough, SL1 4YA, 29, Peel Court, Slough, SL1 4YA, 22, Peel Court, Slough, SL1 4YA, 25, Montrose Avenue, Slough, SL1 4TN, 26, Montrose Avenue, Slough, SL1 4TN, 8, Montrose Avenue, Slough, SL1 4TN, 7, Montrose Avenue, Slough, SL1 4TN, 5, Peel Court, Slough, SL1 4YA, Age Concern, 278-280, Farnham Road, Slough, SL1 4XL, 6, Montrose Avenue, Slough, SL1 4TN, Allchem, Westward House, 39, Montrose Avenue, Slough, SL1 4TN, 18, Peel Court, Slough, SL1 4YA, 3, Farnburn Avenue, Slough, SL1 4XU, 304, Farnham Road, Slough, SL1 4XL, Marian & Son, 250, Farnham Road, Slough, SL1 4XE, Coral, 244, Farnham Road, Slough, SL1 4XE, 244a, Farnham Road, Slough, SL1 4XE, 246, Farnham Road, Slough, SL1 4XE, 246a, Farnham Road, Slough, SL1 4XE, 19, Peel Court, Slough, SL1 4YA, Going Places, 284, Farnham Road, Slough, SL1 4XL, The Loft Shop, 288, Farnham Road, Slough, SL1 4XL, 11, Peel Court, Slough, SL1 4YA, 12, Peel Court, Slough, SL1 4YA, Les Smith Motorists & Cycle Supercentre, 262-264, Farnham Road, Slough, SL1 4XL, Universal Security Group, 260, Farnham Road, Slough, SL1 4XL,

21, Montrose Avenue, Slough, SL1 4TN, 22, Montrose Avenue, Slough, SL1 4TN, 1, Peel Court, Slough, SL1 4YA, 2, Peel Court, Slough, SL1 4YA, 10, Montrose Avenue, Slough, SL1 4TN, 9, Montrose Avenue, Slough, SL1 4TN, Stobys Fish & Chips, 161-163, Farnham Road, Slough, SL1 4XP, The Blind Spot Ltd, 163d, Farnham Road, Slough, SL1 4XP, 163c, Farnham Road, Slough, SL1 4XP, 163b, Farnham Road, Slough, SL1 4XP, 163a, Farnham Road, Slough, SL1 4XP, HERBIES LTD, 290, Farnham Road, Slough, SL1 4XL, 34, Peel Court, Slough, SL1 4YA, 17, Peel Court, Slough, SL1 4YA, 24, Peel Court, Slough, SL1 4YA, 7, Farnburn Avenue, Slough, SL1 4XU, Superdrug Stores Plc, 292, Farnham Road, Slough, SL1 4XL, 9, Peel Court, Slough, SL1 4YA, 36, Peel Court, Slough, SL1 4YA, 20, Peel Court, Slough, SL1 4YA, 24, Montrose Avenue, Slough, SL1 4TN, 23, Montrose Avenue, Slough, SL1 4TN, 11, Montrose Avenue, Slough, SL1 4TN, 12, Montrose Avenue, Slough, SL1 4TN, 38, Peel Court, Slough, SL1 4YA, 13, Peel Court, Slough, SL1 4YA, 38a, Montrose Avenue, Slough, SL1 4TN, 37a, Montrose Avenue, Slough, SL1 4TN, 145, Farnham Road, Slough, SL1 4XB, Dana Health & Beauty Salon, 256a, Farnham Road, Slough, SL1 4XL, Mayling Jewellers, 250a, Farnham Road, Slough, SL1 4XE, Saab Jewellers, 248, Farnham Road, Slough, SL1 4XE, 25, Peel Court, Slough, SL1 4YA, Cash For Cheques Ltd, 296, Farnham Road, Slough, SL1 4XL, 276, Farnham Road, Slough, SL1 4XL, Staples Ltd, 143, Farnham Road, Slough, SL1 4XB, 14, Peel Court, Slough, SL1 4YA, Head Chef, 173, Farnham Road, Slough, SL1 4XP, 6, Peel Court, Slough, SL1 4YA, 39, Peel Court, Slough, SL1 4YA, The Bakers Oven, 268, Farnham Road, Slough, SL1 4XL, 35, Peel Court, Slough, SL1 4YA, 37, Peel Court, Slough, SL1 4YA, THE CARD & PARTY SHOP, 272, Farnham Road, Slough, SL1 4XL, 266, Farnham Road, Slough, SL1 4XL, 38, Montrose Avenue, Slough, SL1 4TN, 37, Montrose Avenue, Slough, SL1 4TN, Black Horse Ltd, Montrose House 155-161, Farnham Road, Slough, SL1 4XP, D I S Water, 167, Farnham Road, Slough, SL1 4XP, 16, Peel Court, Slough, SL1 4YA, Sainsburys Supermarkets Ltd, Farnham Road, Slough, SL1 4XP, 15, Peel Court, Slough, SL1 4YA, 3, Peel Court, Slough, SL1 4YA, 7, Peel Court, Slough, SL1 4YA, 8, Peel Court, Slough, SL1 4YA, 256, Farnham Road, Slough, SL1 4XL, 28, Montrose Avenue, Slough, SL1 4TN, 27, Montrose Avenue, Slough, SL1 4TN, 14, Montrose Avenue, Slough, SL1 4TN, 13, Montrose Avenue, Slough, SL1 4TN, 248a, Farnham Road, Slough, SL1 4XE, 4, Peel Court, Slough, SL1 4YA, 1, Farnburn Avenue, Slough, SL1 4XU, 1b, Farnburn Avenue, Slough, SL1 4XU, 1a, Farnburn Avenue, Slough, SL1 4XU, 16, Montrose Avenue, Slough, SL1 4TN, 15, Montrose Avenue, Slough, SL1 4TN, L G Electronics, 252, Farnham Road, Slough, SL1 4XE, 254a, Farnham Road, Slough, SL1 4XE, B Simmons & Son, 306, Farnham Road, Slough, SL1 4XL, 30, Peel Court, Slough, SL1 4YA, 33, Peel Court, Slough, SL1 4YA, 32, Peel Court, Slough, SL1 4YA, The Bazaar, 286, Farnham Road, Slough, SL1 4XL, Family Fashion Centre, 302, Farnham Road, Slough, SL1 4XL, 23, Peel Court, Slough, SL1 4YA

- 5.2 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 27th November 2015. The application was advertised in the 20th November 2015 edition of The Slough Express.
- 5.3 No representations have been received at the time of writing this report. Please note that given the amended plans received, we have re-consult with neighbouring proprietaries Should for a further 14 days and any representations will included on the Amendment Sheet.

6.0 Consultation

6.1 Environmental Protection

6.2 No comments received. An update will be provided on the Committee amendments sheet if necessary.

6.3 Environmental Quality

6.4 “There are a few relevant points I wish to highlight within this application. The building will effectively have 4 Uses, but this is unclear from the application description - because the applicant intends to use the first floor for offices as well, they intend to sub-divide the 1st floor into B1(A) and A3 use. The ground floor and top floor will also be A3 Uses, the applicant does not advise who the final operators will be.

There are statements regarding employment figures that I have no idea how they are derived they seem excessively high for the Rooftop Café and 1st floor restaurant? Existing employees on site is currently 45 and proposed employees is 110. There will be a net increase in additional gross internal floorspace following redevelopment of 1148 (square metres) consisting of (additional 544 square metres of office B1(A) space) and (920 square metres of A3 Use) and a (loss of 316 square metres of A2 space but reported as A1 space in the application!)

The proposed hours of opening raises significant concerns with respect to impact on neighbouring amenities.

- The B1(A) Use 08.00 – 18.00 (Monday to Sunday) is fine
- The A3 Uses (06.00 – 02.00 Monday to Saturday) and (08.00-00.00 Sunday) raise concerns about disturbance and noise impacts to neighbouring residential premises. Why do these A3 Uses require such long opening hours? You may wish to impose hours of opening conditions to protect residential amenities.

There will be a net reduction of 8 car park spaces, with a total provision of 12 car park spaces. Trip generation as a result of this development will be greater due to the Change of Uses to A3, but is not a material concern from an air quality viewpoint as the site lies over a 1000m from the Tuns Lane AQMA. There will also be service vehicles supplying the A3 Uses, it would be advisable in order to protect the neighbouring residential amenities to place a restriction on the hours of deliveries.

The applicant indicates there will be some music, live and electronic music and this needs to be controlled. The development would require a premises licence and the Licensing Team would be able to impose conditions to control excessive amplified music from the venue. You may wish to impose noise conditions on this development with respect to:

- 1.1 The development installing appropriate sound insulation and ventilation within the building to control the egress of sound; and
- 1.2 The operator to install and operate a noise limiter device to control amplified sound emanating from the venue.

The seating arrangements (covers) for the A3 use is as follows: ground floor café 40 covers; 180 covers (over ground and 1st floor restaurant) and 80 covers roof top café. The applicant suggests each A3 Use will have its own individual operator.

The applicant advises that the kitchen cooking extract system will be installed in all hot food cooking kitchen areas serving the A3 facilities. The system will have stainless steel extraction hoods, removable grease filters with removable carbon filters connected to vertical ducting rising through the building, with no bends via purpose designed shafts to terminate min 1m above mansard roof level and with anti-vermin grilles to discharge horizontally. There will be need for the operator to have accessible inspection covers built into the ducting and shafts to enable inspection and cleaning, otherwise there is a potential fire risk through the build-up of grease over time. It appears from the basic design details that the ducting and filtration proposed will be sufficient to meet good practice for noise and odour control.

The applicant is advised to follow DEFRA guidance 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems and fully report all details contained with Annex B of this guidance. A cooking odour, noise and filtration condition should be imposed on the consent. There should be an informative advising the applicant to submit the relevant details contained within Annex B in order to meet the condition. The condition should also require ongoing cleaning and maintenance of the cooking extract system to maintain its effectiveness.

Based on the proximity of residential receptors, the number of covers, worse case (high grease cooking style) and flue outlet a high level of odour control is required."

The Agent has provided a response with regard to the questions raised by the Council's Environmental Quality Manager on 21st December 2015:

"The hours of operation are stated for each unit as possible targets but we have not yet discussed them with potential operators so they may need to be varied at that stage and b. we would not be averse to aligning them with what you consider to be normal and acceptable for the locality, bearing in mind that operations of this type do not yet exist here.

We do not know who the operators will be at this stage other than the occupants for the 2nd floor, which will be Goldteam Recruitment Limited

The employee figures are estimated and subject to the individual operator needs, however 2nd floor figures are an accurate reflection for Goldteam, the only known operator so far. These are also total estimated number of employees and not number of employees on site each day, these may also have combination of part time/full time workers etc.

We are not averse to being restricted on hours for deliveries.

We are happy to comply with any reasonable noise restrictions reaching outside the premises.

We are happy to comply with any requirement for accessible inspection / cleaning points in the extraction ductwork, and to follow DEFRA's guidance on the Control of Odour and Noise.

You ask if we intend different operators for each A3 operation - we have not decided that yet and will need flexibility when we begin discussions with suitable firms.

You referred to the glass stair / lift enclosure and security of access for each floor: while to stair/lift well is for the common use of tenants, access to each floor will be segregated by locked doors (with emergency exit fittings) to prevent casual or unauthorised access. At night we envisage a camera and remote control for the street doors to admit only persons who are legitimate visitors to the stairwell."

6.5 Transport and Highways

6.6 *Scope of Assessment*

"A planning application and supporting Transport Statement have been submitted for a change of use and three story rear and side extension to the existing betting shop and offices located at Montrose House, 155-161 Farnham Road. The proposals are to change the use of the building from A2 use (betting shop) on the ground floor to A3 use Café / Restaurant and from B1 office use on the first floor to A3 restaurant while retaining office B1 use on the second floor and introducing a roof top café. The extension will extend onto the rear car park and towards Montrose Avenue.

Pre-application Advice

Very detailed pre-application advice was provided to the applicant in the Autumn of 2014 and early 2015. At the pre-application stage the applicant and the owner of the site was made aware that this site is affected by a highway widening line and that the proposed development would necessitate the request for the land to be dedicated to the local highway authority free of charge to be maintained at the public expense.

Widening Line

The Farnham Road widening line, which was declared in 1978 affects this site. The applicant and the agent were made aware of this widening line during pre-application discussions and it was made clear to them that land (marked blue) would be sought as part of a redevelopment of this site. In addition to the land marked blue, the local highway authority has sought some additional land from the applicant (marked green) and this land has been sought in order for the local highway authority to be able to implement a junction improvement scheme at the Montrose Avenue/A355 Farnham Road junction that would benefit both this proposed scheme and the wider area. Whilst the applicant has acknowledged these discussions in the application, by including a drawing within the application, showing this land, the land has not been offered for dedication as of yet.

Local Highway Authority (LHA) Assessment using TRICS

In order to gain a better understanding of the likely multi-modal trips to the proposed development I have interrogated the TRICS database to derive trips rates for the existing and proposed development. There are no existing cafés or betting shops within the TRICS database so I have made the following assumptions:

- the betting shop and the ground floor café will generate the same number of trips

per day per m²;

- the justification for this is that some people will walk into a betting shop, place a bet and then leave, others will stay in for longer periods either watching a few races or playing the fixed odds terminals;
 - with a café some people will sit down and have a drink and some food and others purchase a takeaway drink or snack;
- the ground floor café trip rates have been derived from takeaway restaurants category in TRICS, which includes three sites a Fish & Chip, a Pizza Hut and a Subway;
- the ground floor restaurant, first floor restaurant and roof top café/restaurant have been based on Pub/Restaurant category in TRICS; and
- trip rates output files will be attached to the comments.

Table 1 – Existing and Proposed Land Uses and Floor Areas

Land Use	GFA (existing)	GFA (proposed)
Betting Shop	316m ²	-
Office	640m ²	598m ²
Café (ground floor)	-	95m ²
Restaurant (ground + 1 st floor)	-	689m ²
Rooftop Café (3 rd floor)	-	586m ²
Service area/ car park/bins		196m ²
Total Floor area m ²	957m ²	2,164m ²

Table 2 - Daily Multi-Modal Person Trips (existing use)

	Arrivals	Departures	Total
Betting shop (ground floor)	320	318	638
Office (1 st + 2 nd floor)	82	80	162
Total Trips	402	398	800

Table 3 - Daily Multi-Modal Person Trips (proposed use)

	Arrivals	Departures	Total
Café (ground floor)	96	96	192
Restaurant (ground + 1 st floor)	357	354	711
Office (2 nd floor)	77	75	152
Rooftop Café (3 rd floor)	304	301	605
Total Trips	834	826	1660

Table 4- Net Daily Multi-Modal Person Trips

	Arrivals	Departures	Total
Total Daily Trips	432	428	860

The operation of the existing site and proposed site will both have linked and pass-by trips, but it is difficult to estimate what proportion of trips will be linked. It is likely that a large proportion of the betting shop trips will be linked but not the office trips. The café at ground floor trips are likely to be linked but the restaurant and roof top café trips are less likely to be linked. So potentially there may be a similar number of

linked trips between the existing use and the proposed use, although the proportion of trips linked with the existing development will be higher than that for the proposed.

The important aspect of the proposed development is to ensure that the right infrastructure is in place to meet the needs of the development and mitigate the impact of the development.

Development Impact

The trip generation analysis has demonstrated that there will be a significant increase in multi-modal trips to the site. The applicant was not asked to undertake a junction modelling assessment of the Montrose Avenue/ A355 Farnham Road junction, because the local highway authority is already aware that this junction is operating at capacity during the peak hours when taking account of existing traffic flows and committed development. The applicant has already made public his concern about traffic impact in this part of the town as he objected to the application for proposed retail developments on Montrose Avenue due to increased traffic impact. But prior to this, the applicant had been made aware through the pre-application discussions of the local highway authority's request for the land referred to above to assist with the junction improvement scheme.

The site will be reliant on off-site parking, which is acceptable in a shopping area and therefore there will be a lot of pedestrian movements to the site from all directions. The pedestrian trips will be from:

- nearby car parks (presumably e.g. Sainsburys and the new retail units on Montrose Avenue);
- on-street parking bays on both sides of Farnham Road;
- pedestrian movements from the local residential areas and business areas, which will be accessing the site along footways and crossing the busy A355 Farnham Road;
- pedestrian movements from bus stops on both sides of the road; and
- cycle movements along Farnham Road and Montrose Avenue.

Therefore as a result of this development there will be increased pressure on the existing Montrose Avenue/ Farnham Road junction both in terms of increased pedestrian movements and in terms of traffic turning in and out of this junction. This will worsen the operational performance of this junction and it will increase the highway safety risk of further accidents occurring as there will be double the number of person trips to the site than currently occurring. In order to mitigate the impact of the development the local highway authority has previously requested that land marked blue and green is dedicated to the local highway authority free of charge for the maintenance of the public expense. This would enable the local highway authority to take forward a junction improvement scheme at this location once full funding is available. It is considered that this would be suitable mitigation for this proposed development as it would allow a major junction improvement to be implemented that all would benefit all modes of transport.

Mitigation

As set out earlier in these comments mitigation is requested as part of this application in the form of dedication of land both within and adjacent to the highway widening line. In addition to this a contribution of £3,000 should be secured to the

implementation of a TRO for amendments to waiting restrictions to facilitate loading from the front of the site and to prevent the obstruction of Montrose Avenue.

It is recommended that the applicant amends the drawings to:

- remove the glass canopy;
- the parking spaces at the front;
- makes amendments to the proposed table locations; and
- relocate the short stay cycle parking.

S106

The applicant will need to enter into a section 106 agreement, which will obligate the developer to enter into a deed of dedication and secure the works set out in the transport and highways schedules.

The highways schedule includes:

- Dedication as highway maintainable at the public expense, free of charge, of land shown as green and blue on drawing no. SBC/T/IT/00249/000/03;
- Agree a pedestrian route through the front forecourt to be kept clear of obstruction at all times; and
- Agree paving materials and public realm scheme for the front forecourt.

The transport schedule includes:

- TRO contribution of £3,000.

Recommendation

Subject to the applicant agreeing to the S106 package to which the applicant has been aware of since the pre-application discussions I would not raise a highway objection.”

6.7 Land Contamination

6.8 “I have reviewed the information submitted by the applicant, together with our database of potentially contaminated sites.

The site is not considered to be potentially contaminated. However, historical mapping indicates that the proposed development is located within 250m of numerous potentially contaminated land sites. Among these potential off-site sources of contamination there are two sites which had Disused Tank entries. Although the tanks were removed sometime in the past the risk for off-site volatiles migration towards the proposed development still exists. Because of the proposed groundworks preferential migration pathways may become active, thus the remaining uncertainty must be further assessed.”

No objection has been raised subject to pre-commencement conditions.

6.9 Thames Valley Police

6.10 “Having reviewed the plan supplied I do have some concerns regarding the open roof top designs and security of the proposed development. And therefore believe opportunities to design out crime and/or the fear of crime and to promote community safety are present. I supply the following comments to assist the authority and the

prospective applicants in creating as safe a development as possible:

It is noted that the Design and Access Statement (DAS) does contain references to the national policy and guidance below, or demonstrate how the development will address crime and disorder and community cohesion. In conclusion, I feel the applicants have not addressed crime prevention nor community cohesion comprehensively within the plans or the accompanying documentation:

- The National Planning Policy Framework 2012 (Part 7, Sect 58; 'Requiring good Design' and Part 8, Sect 69; Promoting Healthy Communities') where it is stated that development should create *'Safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion'*.
- DCLG's Planning Practice Guidance in relation to design, where it states *'Although design is only part of the planning process it can affect a range of economic, social and environmental objectives... Planning policies and decisions should seek to ensure the physical environment supports these objectives. The following issues should be considered: ...safe, connected and efficient streets, ... crime prevention, ...security measures, ...access and inclusion, ...cohesive & vibrant neighbourhoods.'* It also states that *'Planning should promote appropriate security measures. Taking proportionate security measures should be a central consideration to the planning and delivery of new developments...'*

Private Residential rear of building (7 spaces): The DAS states that *"The private car parking at the rear of the building (7 spaces) and in front (5 spaces) plus 5 cycle bays will be available to the customers of the restaurants after office hours as the office on the second floor will primarily only operate during normal office hours of 8 am – 6 pm"* this parking facility appears to be a confused space. Is this parking facility public (for customers of the restaurant) or private for office staff?. Crime and anti-social behaviour is more likely to occur where it is unclear who has authorised access or what behaviour is intended within a space. In addition, Car parks that aren't secure, are extremely vulnerable to criminal activities and attract anti-social behaviour, street drinking and a place for the homeless to sleep or shelter. The fear of crime will may result in the occupants abandoning the parking facilities preferring to leave their vehicles on public roads, potentially leading to neighbourhood disputes. Poor access control, surveillance, and management practices can facilitate criminal activity in specific sites. I note that a light security shutter is mentioned, However I would ask that this parking facility is secured after 6pm by open lath electronic gates or shutters (LPS1175 SR2 or equivalent). I would ask that a condition is placed on this public car park to achieve the safer parking park mark award and maintain that award for the life time of the facility.

Condition: No development shall commence until measures detailing how the public car park(s) will achieve the Safer Parking Park Mark award have been submitted to and approved in writing by the Local Planning Authority.

External doors (including fire doors): It is important that effective and realistic levels of physical security, appropriate to risk, are incorporated into the buildings construction. For this development to meet the minimum physical security requirements all external doors (including fire exits) shall be to BS PAS 24 or LPS

1175 SR 2 or 3, with any glass therein being laminate glass, or if double glazed just one of the double glazed panes with a locks to BS 3621 or their equivalent

Alarm: The premises should be alarmed when closed to the public, it is recommended that a suitably designed, fit for purpose, monitored alarm intruder alarm system be installed to BS.EN 50131: 2009, at this location. The client must carry out their own risk assessment, but as minimum all external doors, fire doors; security shutters must include alarm contact sensors.

Cycle/ bin stores: All cycle and bin storage should be secure and follow SBD guidance

Access control to private staff areas: all internal doors providing access to private staff only areas shall be to BS PAS 24 or LPS 1175 SR 2 or 3, self closing, fob activated electronically controlled with a glazed unit where they open out into the public realm.

Lighting: Lighting should promote a feeling of safety (meeting SBD recommended levels and methods of control). External lighting should be uniform and cover the entire property, including the rear goods access and publicly accessible roof terrace.. The emphasis should be on installing low glare/high uniformity lighting levels in line with British Standard (BS) 5489-1. In general, the objective of security lighting is to deny criminals the advantage of being able to operate unobserved. Note, however, that if an area cannot be overlooked or viewed at night, then lighting will only help a criminal see what they are doing, not deter them. I would ask the applicant to ensure that light levels are appropriate for the users, activities and tasks of an area. Higher lighting levels may be required for vulnerable areas.

Rooftop Boundary treatments: I have concerns regarding the height of this treatment Ground floor, the glazed boundary must be at least 1.8m in height and laminated this will deter individuals from accidentally or deliberately dropping litter or other object over the side of the building.

CCTV: Consideration should be given to the provision of a CCTV system. At a minimum CCTV (formal surveillance) should be considered within the areas listed below, it should be noted that this is not an inclusive list, the number of cameras and their location should be determined by the clients CCTV operational requirements study which shall be carried out prior to a scheme being finalised. This will help to gain an understanding as to what the role of each camera is and to what standard (category) they must achieve. TPV Licensing Officer can assist on the camera location and surveillance category. Further assistance in respect of the operational requirements study can be found via the Home Office Scientific Development Branch's CCTV Operational Requirements Manual 2009 f http://www.nactso.gov.uk/SiteCollectionDocuments/ManagingTheRisk/28_09_CCTV_OR_Manual2835.pdf

- The front door area and where the door staff will operate within the front door. The image quality for this area should be such that people are able to be identified. It maybe that two cameras are required in this area. One to capture every person entering the premises to record them for

identification purposes (see below for definition of screen image size).
Another which monitors the area at observation category

- The area along the bar area should be covered by CCTV as this is where conflict can occur. Again depending on layout and size depends on how many CCTV cameras will be required in this area. The image size should be between observation category and recognition category.
- The toilet entrance area can be another area of conflict and should be covered by CCTV. Again should be an image size that is at observation category,
- The general public floor area should also be covered by CCTV as again is another area where conflict can occur. The image for this area can be at detection category,
- Other areas where conflict can be reasonably expected to occur.”

The Agent has advised that the access to the rear parking will be secured after 6pm by an electronic gate or shutters, this will be conditioned.

The glazed roof top boundary will be 1.8m in height.

There will be the implementation of CCTV and fob active access to staff only.

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 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 EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy S1 – Retail Hierarchy

Policy S18 – Security Shutters

Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities
Policy EMP2 – Criteria for Business Developments

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

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

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

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

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

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4th December 2015 to 15th January 2016.

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

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

8.0 Principle of Development

8.1 Impact on the vitality and viability of Farnham Road Shopping Centre

- 8.2 The site forms part of the Farnham Road Shopping Centre and falls within a primary shopping frontage. There will be the loss of the A2 use at ground floor by the proposed A3 café / restaurant. The change of use at ground floor is considered to be acceptable as it would provide a vital active frontage at ground floor to ensure footfall to the area, maintaining viability and vitality of the district centre.
- 8.3 It has been noted on the drawings that there is a proposed canopy and awning's fronting Farnham Road with the provision of outdoor seating, it should be noted that a Highways License for these works would be required. Furthermore, subject to the Highways & Transport Section accepting the principle of outdoor seating area, the tables and chairs would be required to be taken inside the premises when the ground floor use is not operational, this would be secured by a condition.
- 8.4 Given the sites close proximity to Slough Trading Estate, the loss of offices at second floor is considered to be acceptable. Paragraph 7.89 of the Core Strategy recognises that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as "employment" uses for the purposes of this policy, as provided by the A3 café / restaurant. It should be noted that at second floor, the B1a offices will be retained and these will be occupied by the existing recruitment company, Goldteam.
- 8.5 In terms of the roof top café, this is considered to be acceptable subject to the potential impact on neighbouring occupiers in terms of noise and disturbance and it is considered that suitable mitigation in terms of noise and disturbance, hours of operation and light spillage.
- 8.6 It is considered that the A3 use at ground floor and the roof top will encourage the local community, visitors and those that work in the area to use the facilities. The use is considered to attract more footfall and viability to the area than the existing A2 use, betting shop and the B1a offices.
- 8.7 The key issue in considering the acceptability of the principle of the proposal is considered to be the extent to which this proposed development would achieve relevant aims and enhance the offer of the Farnham Road Centre. It is considered that opportunities for linked trips and pedestrian movements can be provided.

8.8 Employment

8.9 The applicant has stated that the proposal would provide employment for 110 full time equivalent employees. The break down of employees is provided below, extracted from the submitted Design & Access Statement:

<u>Floor</u>	<u>Proposed Full Time Employees</u>
Ground Floor - A3 use	5
Ground & First Floor - A3 use	20-40
Second Floor - B1a Offices	35 – 40

- 8.10 Core Policy 5 of the Core Strategy relates to employment. The site is just located with the Slough Trading Estate Existing Business Area. This policy recognises that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as “employment” uses for the purposes of this policy.
- 8.11 It is considered that the proposal would bring employment benefits through the creation of a significant number of jobs. The proposed development would be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.

9.0 Design and Impact on the Street Scene

- 9.1 Core Policy 8 of The Slough Local Development Framework and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 9.2 The proposed rear extension will measure 12m in depth, 21m wide. The height of the proposed building would be 9.5 metres to parapet level and 11.7 metres high to the ridge of the glazed boundary wall. At ground floor the extension will form a car port area for the rear car parking spaces and this will have a louvred screening adjacent to Al Quaim Centre.
- 9.3 There will also be a side extension, fronting Montrose Avenue, this will provide access to all floors via a lift and staircase. This element of the extension will measure 10.5m wide, 2.8m in depth and 11.7m in height. The side extension will be fully glazed.
- 9.4 There will be an increase in the height of the building as a result of the roof conversion into an A3 café, the height will be an additional 2.4m, this would alter the ridge height along this stretch of Farnham Road, however given that the materials will be fully glazed as shown on the elevation drawings and the prominent corner location of this site, the extension is considered to be acceptable.

In addition, the extension to house the staff areas does not cover the whole roof area and the majority of the extension will be screened by the 1.8m glazed wall. The entrance lobby will be in brick as such this element will be viewed from the street scene. The roof top will also benefit from a sheltered permanent flat canopy and a retractable canopies.

- 9.5 Given the conversion of the existing roof top into a café, a glazed wall will be provided which will be set back from the building line by 0.4m. The conversion of the roof area into an A3 use is considered to be acceptable in terms of design and impact

on the street scene, given the prominent corner location of the site, it will enhance the overall appeal of the district centre and seek to attract footfall.

- 9.6 The proposed building would have three customer entrances, one on Montrose Avenue and two on Farnham Road. The entrances are required to serve different parts of the building, for example the Montrose Avenue entrance will give access to the B1a offices, the access to the offices should be segregated to provide appropriate physical security. A condition will be attached to help ensure that the physical security of the development achieves the highest standards of design in terms of safety and security.

With respect to the shop front, there will be the introduction of more glazing, this will open up the façade which is currently obscured by vinyl posters for the 'Betfred' betting shop. The front elevation of the building will have a proposed canopy, awning's and outdoor seating, this is subject to Highways and Department having no objection to these works.

- 9.7 The proposed materials to should be to match the existing building and the glazing for the roof top should be a high quality finish. It is considered that the proposed building would be in keeping with surrounding development in terms of the materials to be used and the appearance of the proposed building. Furthermore, the form, scale, height and massing of the proposal is considered to be acceptable.
- 9.8 In this context, it is considered that the design of the proposal would be acceptable. There is an opportunity to provide landscaping in terms of trees to soften the appearance of the roof top area, as such these will be viewed from both Montrose Avenue and Farnham Road and a condition will be recommended regarding the submission and approval of a landscaping scheme.
- 9.9 It is considered that the proposed development would comply with Core Policy 8 of the Core Strategy and Policies EN1 and EN3 of The Adopted Local Plan for Slough.

10.0 Potential Impact on Neighbouring Properties

- 10.1 It is considered that the main areas for consideration in relation to the potential impact on neighbouring occupiers would be with respect conversion of the building into an A3 use and the proposed depth of the rear extension in terms of overshadowing, overdominance and loss of light; hours of operation and noise; and light pollution.

10.2 Impact of the rear extension

- 10.3 The proposed rear extension will extend 12m in depth from the existing rear building line, as existing the building extends 5.2m from the rear elevation of the adjoining neighbouring properties, No's. 162 – 163 Farnham Road. As a result of this proposal, there will now be a rearward projection of 17.2m in depth. The adjoining neighbour's (No's. 162 – 163 Farnham Road) window closest to the application site serves a bathroom which is of obscure glass.

- 10.4 Given the extent of the proposed rear extension, the Agent has undertaken a

Daylight and Sunlight Study and this shows that the windows of the residential units closest to the application will still meet nationally accepted guideline standards.

10.5 It is considered that the siting of the proposed building would not give rise to unacceptable impacts in terms of overshadowing, overdominance and loss of light.

10.6 Hours of Operation, Noise and Odour

10.7 The stated hours of opening of the proposed uses would be as follows:

Use	Monday to Friday		Saturday		Sunday and Bank Holiday	
A3	Start 06:00	End 02:00	Start 06:00	End 02:00	Start 08:00	End Midnight
B1a	Start 08:00	End 18:00	Start 08:00	End 18:00	Start 08:00	End 18:00

The hours of operation for the B1a use are considered to be acceptable.

10.8 There is a concern regarding the hours of operation into 2am in the morning on weekday and Saturday's for the A3 use in terms of noise and disturbance to adjoining occupiers, the hours of operation will be amended to be in line with other commercial units along Farnham Road. Thames Valley Police have been consulted and will advise on suitable hours of operation for this use.

10.9 Sources of noise which could potentially impact nearby residential properties would include vehicular traffic entering and exiting the site and manoeuvring in the car park and activity from the A3 use. In terms of the A3 roof top café, the proposed back of house extension will provide a natural barrier to mitigate against noise and disturbance to the adjoining residents, however suitable insulation should be implemented to avoid the noise result of activities

10.10 There will be a condition regarding noise transmission between the floors and to adjoining neighbours. There will also be a condition for no outdoor or internal amplified music.

10.11 Odour

10.12 Odour between domestic and commercial properties can cause a nuisance to residents. Careful consideration should be given to reducing as far as possible the impacts of Odour and the Council's Environmental Quality Manager has made the following comments:

The Applicant advises that the kitchen cooking extract system will be installed in all hot food cooking kitchen areas serving the A3 facilities. The system will have stainless steel extraction hoods, removable grease filters with removable carbon filters connected to vertical ducting rising through the building, with no bends via purpose designed shafts to terminate min 1m above mansard roof level and with anti-

vermin grilles to discharge horizontally. There will be need for the operator to have accessible inspection covers built into the ducting and shafts to enable inspection and cleaning, otherwise there is a potential fire risk through the build-up of grease over time. It appears from the basic design details that the ducting and filtration proposed will be sufficient to meet good practice for noise and odour control.

A cooking odour, noise and filtration condition should be imposed on the consent. The condition should also require ongoing cleaning and maintenance of the cooking extract system to maintain its effectiveness.

There will be a condition and informative to reflect the above, this will ensure suitable mitigation for the adjoining occupiers.

10.13 Light Pollution

10.14 The front elevation of the building includes glazing at ground floor level. The extent of this glazing would however be limited and light spill from within the building would unlikely be significant. With respect to the roof top café, there is potential for light spill within the open areas, further details are required to mitigate light pollution and potential impact to the adjoining neighbours. It has been noted on the drawings on the roof top, the will be enclosed buildings closest to the adjoining occupiers and as such there will be no direct light spillage.

10.15 A condition is recommended with respect to the submission of a lighting scheme for the site including the car park area and the roof top café, as the design of external lighting will be important in ensuring that any potentially light pollution is controlled.

10.16 Signage would be subject to control under the Town and Country Planning (Control of Advertisements) Regulations 2007.

10.17 It is not considered that the proposal would have the potential to give rise to noise levels that would be undue and should give rise to the refusal of the application.

11.0 Parking and Highway Safety

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

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

11.3 Policy T8 of The Adopted Local Plan for Slough 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.

11.4 A Transport Assessment been submitted in support of the proposal. The Council's

Transport consultant has been consulted and comments are provided below in relation to vehicle access, pedestrian and cycle access, vehicle parking, glass canopy, cycle parking, refuse and servicing.

Please note that comments regarding the widening line, trip generation, mitigation and conditions can be found in Section 6.5 of this report.

11.5 Vehicle Access

There are two existing vehicle accesses to the site: one from Montrose Avenue serving the rear car park and the second from Farnham Road service road serving the front forecourt of the development. Vehicle access to the five parking spaces at the front of the building will be from Farnham Road and along the service road to where the parking is located. Access to the rear of the building will be from a dedicated access point off Montrose Avenue. This access point is approximately 3.5m wide. It is proposed that a night security shutter will be installed and used at night to prevent inappropriate intrusions into the area.

11.6 Pedestrian and Cycle Access

The Local Highway Authority (LHA) has raised concerns about the lack of controlled crossings in the vicinity of the site, as none of the arms of the Montrose Avenue / A355 Farnham Road junction have any controlled crossing facilities on them, which is the junction in the immediate vicinity of the site. In the Transport Assessment for the Montrose Avenue retail developments (i.e. when accident analysis was last considered) there was evidence of accidents occurring at this junction and with the significant increase of pedestrian movements to this development the risk will increase. This development will lead to an increase in pedestrian movements particularly in the evening and at night to which controlled crossings facilities would assist in pedestrian movement across these busy roads.

The proposed seating area is required to be amended in order to prevent obstruction to public rights of way and the adopted widening line.

11.7 Vehicle Parking

There are currently 20 parking spaces supplied at the site, 13 of these are located behind the building and 7 are in front, separated from the footway along Farnham Road by bollards. It is intended that these 20 spaces will be reduced to 12, with 5 located in front and 7 behind the building.

The Slough Local Plan parking standards as set out in the Developers Guide Part 3 state that for:

- A3 café / restaurant use in a shopping area there is no requirement for parking;
- B1 office use a maximum of 1 space per 40m² is required and therefore the provision of 7 spaces is acceptable.

11.8 Cycle Parking

There is currently no cycle parking provision at the site. It is proposed to incorporate short stay cycle parking bays at the junction of Montrose Avenue and Farnham Road in the form of five Sheffield racks (enough space for ten bikes), and longer term cycle parking in the form of six covered and secure wall cycle racks located in the rear service area. There will also be staff lockers and showers provided within the building. The long stay parking was agreed at the pre-application stage. The short stay parking is shown in the adopted widening line and therefore it cannot stay in that location, but could be moved to another location on the frontage. Cycle parking to be covered by condition.

11.9 Refuse and Servicing

The delivery point is marked on the plans as being between the building frontage onto Farnham Road and the parking spaces. There is a service corridor running down the northern edge of the building that bins can be wheeled down from the bin store behind the building, in the north western corner of the site, and deliveries can be trolleyed down to the goods lift at rear of the site. This is recommended to the applicant in the pre-application discussions and it is welcomed that this has been accommodated within the design.

In the pre-application discussions it was recommended that the applicant fund a Traffic Regulation Order contribution to amend the waiting restrictions in the service road such that better arrangements can be made for servicing of the site. Currently some servicing of the site occurs from the rear, but once the building has been extended over this area then refuse vehicles and delivery vehicles will not be able to service from the rear without obstructing traffic flow on Montrose Avenue. Therefore the contribution would also be used to introduce a loading ban on Montrose Avenue.

12.0 **Land Contamination**

- 12.1 Comments have been received from the Council's Land Contamination Officer and conditions will be imposed which requires submission of a desk top study. For full detailed comments, please refer to Section 6.7 of this report.

13.0 **Sustainable Drainage**

- 13.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 13.2 Changes in government legislation from April 2015, require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot increase from existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.

13.3 A detailed drainage design has been requested from the Applicant, this will be assessed by the Council's Drainage Engineer and an update will be given on the Amendment Sheet.

14.0 Planning obligations

14.1 The need for planning obligations is considered in light of the comments received from consultees. A Section 106 Agreement would include obligations relating to the use of the site and mitigation necessary to make the development acceptable in planning terms.

14.2 Section 106 Agreement

As set out highways mitigation is requested as part of this application in the form of dedication of land both within and adjacent to the highway widening line. In addition to this a contribution of £3,000 should be secured to the implementation of a Traffic Regulation Order for amendments to waiting restrictions to facilitate loading from the front of the site and to prevent the obstruction of Montrose Avenue.

The applicant will need to enter into a Section 106 Agreement, which will obligate the developer to enter into a deed of dedication and secure the works set out in the transport and highways schedules. This contribution is considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

15.0 Process

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

16.0 Summary

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

16.2 It is recommended that the application be delegated to Planning Manager for approval subject to consideration of consultee responses, resolution of outstanding highway and transport matters, sustainable drainage matters, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

17.0 Recommendation

17.1 Delegated to Planning Manager for approval subject to consideration of consultee responses, resolution of outstanding highway and transport matters, sustainable

drainage matters, completion of a Section 106 Agreement and finalising of conditions.

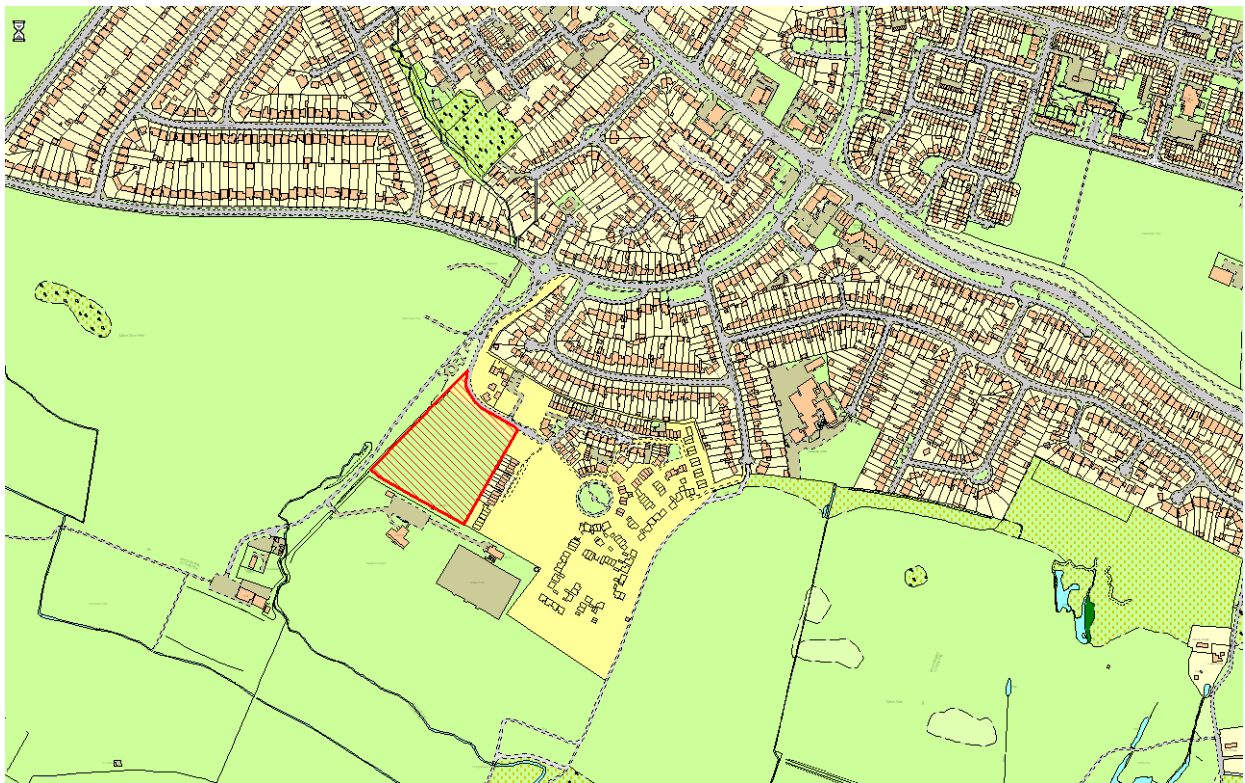
PART D: LIST OF DRAFT CONDITIONS

18.0 CONDITION HEADINGS

1. Commencement within three years from the date of this permission;
2. Development to be carried out in accordance with approved plans;
3. Materials to match existing building;
4. Submission of details car parking security grills;
5. Detailed design for car port parking area, (including column positions);
6. Submission of details of plant and machinery;
7. Submission of details of lighting scheme;
8. Submission of Working Method Statement;
9. Submission of measures to control waste during construction;
10. Submission of details of car park ventilation;
11. Submission of details ventilation and extraction fumes for A3 retail uses;
12. Landscaping;
13. Parking provision;
14. Vision splays & pedestrian vision splays;
15. Cycle parking;
16. Refuse;
17. Land Contamination;
18. Removal of permitted development rights for alterations and extensions;
19. No extension, mezzanine floor or sub-division;
20. No noise transmission into neighbouring properties;
21. No amplified internal or external music;
22. No storage of goods or materials in the open air;
23. No provision of outdoor seating when the ground floor use is not operational;
24. No external security shutters to be installed without planning permission;
25. Definition of permitted use;
26. Commercial developments – internal physical security and CCTV;
27. Hours of operation;
28. Hours of deliveries;
29. Security of the car park; and
30. Protection of noise climate.

Registration Date:	03-Nov-2015	Applic. No:	P/11425/022
Officer:	Mr. Albertini	Ward:	Upton
Applicant:	Galliford Try Construction		
Agent:	Ms. N Broderick, NMB Planning Ltd 124, Horton Road, Datchet, Slough, SL3 9HE		
Location:	Land South of Kings Reach & adjacent to Upton Court Park, Slough, SL3 7LT		
Proposal:	Construction of a secondary school (Use Class D1) comprising two and three storey teaching buildings, ancilliary sports hall and facilities, playing fields, car parking and landscaping.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for Approval

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This proposal comprises 3 linked three storey buildings and a fourth sports hall building. The linked buildings form a U shape with a courtyard between and the open end facing south. The sports hall is immediately south of the linked buildings and sits at a slightly lower level (0.5 metres). The total floorspace proposed is 8,124 sqm.
- 2.2 The site is broadly rectangular but the main buildings are not parallel to the site boundary. Space to the north and east of the main buildings is mostly car parking. Space to the south of the group of buildings contains a flood lit all weather sports pitch and an unlit multi use games area. Space to the west contains the cycle store and habitat/landscaping sloping down to the Park boundary. The floodlighting element of the scheme has now been withdrawn.
- 2.3 Access will be across the north boundary from the new Kings Reach road. A separate entry and exit are proposed linked to the cycleway already built along the south and west side of the access road. A zebra crossing is due to be built between the two access points.
- 2.4 110 car parking and 126 cycle parking spaces are proposed and provision for a coach to enter and park in the site. The access will be gated and on site parking will be for staff and visitors only. Students will be encouraged to come to school by non-car modes of travel. A travel plan has been submitted. The applicant's transport assessment concludes that the capacity of the surrounding road network and parking facilities can adequately cater for anticipated demand. School, start and finish times will be staggered. Details of off site works and contributions linked to off site drop off etc. that have been negotiated are outlined below in the assessment.
- 2.5 The buildings will have flat roofs. The roof line will vary a bit as a result of the slightly lower entrance block that will be partly two storey in height, screened plant areas on the roof and variation of the height of cladding. Materials used will be a dark and robust cladding on the lower storeys, vertical timber cladding above or render for the facades of the courtyard area, high level plant room and sports pavilion building. In the courtyard elevations window reveals will be coloured.
- 2.6 One poor quality oak tree will be removed on the site boundary. It overlaps another oak with a wider canopy. 'No dig' construction is proposed where access paths are needed within root protection zones of mature oak trees. Some of the young trees on the edge of the south boundary tree belt will be lost to fit in the MUGA. The landscaping plans indicate some new tree planting in the site plus a front boundary hedge with 1.5m railings. 2 metre high weld mesh is proposed along the boundary with the Park with native shrub planting adjacent. 8 six metre high flood light columns are proposed for the all weather pitch. Drawings show a pedestrian gate on the boundary that is shared with the Cricket Club.

- 2.7 The building will meet a BREEAM rating of 'very good' and incorporate energy efficiency and low carbon technology to ensure carbon emissions from the building will be at least 10 % better than Building Regulations.
- 2.8 Ditton Park Academy has already opened on a temporary basis in former Thames Valley University buildings with an intake of approximately 300 pupils. The new school will provide places for 1,100 students 200 of which will be sixth form students supported by 150 members of staff. August 2017 is the target opening date.
- 2.9 The applicant is a contractor appointed by the Education Funding Agency. This Government agency will fund and build the free school for the Academy. The school will be operated by the Slough Association of Secondary Head Teachers Education Trust (SASH).
- 2.10 The application is supported by a design and access statement, flood risk assessment; drainage strategy, ecology study, tree report, ground investigation, light study, energy statement, statement of community involvement, transport assessment and landscape details. A minor revision to the layout includes moving the site and buildings southwards slightly to accommodate the access road as built rather than as designed.

3.0 **Application Site**

- 3.1 This 2.02 ha. site was part of the Castlevue housing development site when first approved in 2006. It has not been farmed for a few years. It slopes from the north to the south/south west by about 2.5 metres. The western boundary that abuts Upton Court Park is formed by a ditch with several mature trees on or near the boundary. There is a thick (10 metre) belt of trees and shrubs along the south boundary next to the Cricket club grounds.
- 3.2 To the west is Upton Court Park, to the south is Slough Cricket Club with the pavilion and groundsman's home near the site boundary behind the tree belt. To the east are the rear gardens of new 2 and 3 storey homes plus, near the entrance, the flank of a block of flats. To the north is Kings Reach the access road leading to Upton Court Road. Opposite will be new homes on land currently used as Bellway Homes show homes and site compound. The site abuts the Green Belt on the Park and Cricket club boundaries.
- 3.3 The access road includes double height kerbs, a zebra crossing next to the school site (to be put in by Bellway Homes), a cycleway on the west side of the access road up to and joining the existing cycleway alongside Upton Court Road south side.

4.0 **Site History**

- 4.1 Allocated in the Local Plan 2004 and Proposals Map 2010 as part of a site for residential development and a school (Site 16).
- 4.2 Outline approval for a residential development, school and access 2006 (Appeal decision) Ref. P/11425/003. Planning obligation to transfer land for a school to the

Council. The residential development did not proceed but obligation to transfer land for a school subsequently incorporated into a contract associated with land for access road for residential development. Most of the school site is owned by the Council.

- 4.3 Full planning permission for residential development (300 homes) and access from Upton Court Road on site adjacent to School proposal. Approved 2012 Ref. P/11425/012 plus subsequent amendments (Bellway Homes). The site access was designed to cope with school traffic.

5.0 **Neighbour Notification**

- 5.1 Kings Reach 1-7 odd
Oxlade Drive 2-24 ev
Blackwell Ct. 8-12 ev 1-9 odd
Starling Ct. 2-8 ev
Piggott Place 1-11 incl (1 Spicer Mews)
Spicer Mews 2-7 incl
Upton Ct Road - Cricket Club
Housing Solutions (owner of adjacent housing)
Bellway Homes

- 5.2 One petition of 35 names received from residents of the new Kings Reach. The residents welcome a new secondary school in the area and development but are deeply concerned about the layout of the entrance and exit road. They object to the access arrangement and are concerned about the significant increase in traffic, pollution, children's safety.

Some of their specific concerns/points are :

- (i) Access road is narrow and bendy and will be extremely busy.(response para 8.1)
- (ii) Parents will park in the new development.(2.4, 8.4-8.6)
- (iii) Privacy of homes and safety re possible youths hanging around.
- (iv) Light pollution at night. (9.5)
- (v) No secondary means of escape in an emergency.
- (vi) No plans of external highway works/pedestrian access available at public exhibition of plans
- (vii) Insufficient parking spaces. (8.3)
- (viii) Request alternative access to school site from Park (off Rugby Club access road)
- (ix) Ask Council if it considered or will consider alternative access.

5.3 A response to these issues is outlined in the paragraph number quoted above or below. (iii) the site has been planned for a school alongside the residential development and was known about before homes were sold. The risk of some children misbehaving is no worse than for any other area near a school and the extent of any problem would not be significant enough for it to be considered a Planning matter. (v) in the event of an emergency the site has two access points onto the public highway and Blenheim Road provides a secondary emergency escape from the area without using the access road. (vi) the lack of information at the applicants exhibition is not a Planning matter. (viii and ix) the planning permission for the Bellway Homes development included a suitable access for the school so there is no need to consider a further access in the Park.

6.0 **Consultation**

6.1 **Traffic/ Highways**

Request layout changes to ensure parking is workable, coach can enter the site from the west, gates set back from road. Revised plans received are still being looked at.

Request off site works to mitigate parent drop off/pick up parking in particular verge protection on parts of Upton Court Road plus minor widening of part of service road; create a crossing point on Upton Court Road near Quaves Road; create path (pedestrian and cycle) within Park to provide safe, alternative route to existing Upton Court Road south side foot/cycleway (which will be affected by drop off/pick up parking).

Request Section 106 agreement to cover a revised Travel Plan; financial contribution to travel plan monitoring; traffic regulation order (for parking controls on Kings Reach and near junctions on Upton Court Road) and park path construction inspection fees.

Request for contribution to Lacselles Rd/Bath Road junction only needed if this is not funded as part of Upton Grammar School expansion proposal. The Sec. 106 for Upton now includes suitable provision.

See section 8 below for background information. Further comments may be made on receipt of revised transport assessment.

6.2 **Drainage**

Regarding surface water drainage concerned about how well the proposed soakaways will work on this site. Boreholes on the adjacent site continue to be monitored for groundwater levels. A condition will require drainage details to be approved before development commences and the existing drainage strategy may need altering.

6.3 **Parks Section**

Support additional path that would be routed along north edge of Park. Concern about parents trying to use Rugby Club access for drop off etc. Request that it is made clear to the School that any regular use of Upton Court Park for sport should be by agreement with the Council. Proposed works to and clarity re ownership of boundary trees to be reviewed. Concern about effect of amended layout on oak trees.

- 6.4 Archaeology
Request a condition requiring a programme of archaeological investigation prior to commencement of development and for the a mitigation strategy be approved before any approval of planning application. An archaeological investigation of the adjoining site in 2012 and 2013 indicates that important archaeological remains are present in the area.
- 6.5 Environment Agency
Comments yet to be received. At the pre application stage the principle of development was accepted subject to no building or land raising in the flood zone that overlaps the west edge of the site.
- 6.6 Thames Water
Request conditions to restrict commencement of development until (1) a foul drainage strategy has been approved (2) a water supply impact study has been carried out.

PART B: PLANNING APPRAISAL

- 7.0 Policy Background
- 7.1 The site is allocated under saved policy H2 of the Local Plan 2004 and the 2010 Proposals Map for a school as part of the wider residential development site 'LP 16'. The wording of the Local Plan site requirements refers to provision of education facilities to meet the needs of the adjacent new housing development and relocation of of Castlevew school. Since this was approved in 2004 education needs have changed. New primary and secondary school places have increased in the Borough including at Castlevew School and there is a continuing and urgent need for further secondary places. The principle of a secondary school on the site is accepted and supported.
- 7.2 The site had been released from the Green Belt as a result of the previous 2006 planning permission for housing and a school. Issues regarding building next to the Green Belt are addressed below under design considerations.
- 7.3 Subject to Environment Agency comments flood risk can be satisfactorily addressed to comply with Core Strategy policy 9 by not building in the western fringe of the site identified as flood zone 3. If the main access road becomes flooded there is a dry access route available via Blenheim Road.
- 8.0 Access and Transport
- 8.1 The site access is satisfactory. Its design along with the roundabout took account of the future school use. The separation of vehicle entry and exit is supported as this reduces the need for reversing movements. The separate pedestrian access is also a benefit.
- 8.2 In terms of the approach to the school the access road to Upton Court Road already includes crossing points at the arms of the roundabout; cycle/footway alongside the access and pedestrian crossing on Kings Reach for those approaching on the east side of the road. In addition the existing link to Blenheim Road provides a quiet route

for those approaching from the east of the site. However a crossing point is sought for Upton Court Road near Quaves Road. Furthermore the existing cycleway along the south side of Upton Court Road could be compromised by pick up/drop off parking; this issue is addressed below.

- 8.3 The on-site car and cycle parking arrangement on the revised plans is broadly satisfactory but details are still being checked.
- 8.4 Regarding drop off/pick up parking and in line with most other recent school proposals no provision on the site is made for this. Use of the car will be discouraged and for those that do come by car the aim is to disperse pick up parking in the area to limit congestion at the school entrance. The access road has double height kerbs to prevent road parking on the verge or footway. Parking restrictions (including school keep clear markings) will also need to be funded by the development. The road to the Rugby Club is not suitable for use by drop off/pick up traffic because of its width; lack of turning space and condition. However there is a risk that some people might try to use it.
- 8.5 Whilst the Travel Plan will play an important role in encouraging non-car modes of travel the applicants stated proportion of car use is considered low for this type of school and location. However irrespective of the exact proportion of car use the issue of off site pick up and drop off needs to be addressed although it is recognised this will cause some short term congestion at times on nearby roads.
- 8.6 The use of Upton Court Park car park for pick up parking would be useful but it is too far away to be relied upon. Consequently it is accepted that parents will use Upton Court Road. To limit the adverse effects of this verge protection is required for the green spaces off Upton Court Road east of the roundabout. Double height kerbs have been requested as they are more robust and attractive than timber knee rails. For the portion of this road west of the roundabout parking restrictions will be put in place near the junctions and crossing points up to the junction with Lascelles Road.
- 8.7 At drop off/pick up time multiple car doors opening on to the south side cycleway could create a safety hazard. So it is proposed to create an alternative path along the edge of the Park, behind the hedge, from about Lascelles Road junction to the new cycleway on Kings Reach near the roundabout.
- 8.8 This alternative route will also mitigate the likely problem of some cars mounting the kerb and parking partly on the footway.
- 8.9 Some further transport related information has been requested and the costings for the proposed off site works is still being investigated. Subject to consideration of this information, conditions and a Section 106 planning obligation to cover the items listed below the proposal complies with core policy 7 transport and Local Plan policy 8 Cycling facilities. .
- 9.0 **Layout and Design**
- 9.1 The school building will be quite prominent being next to the open areas of the adjacent park, Green Belt land to the south and visible from Upton Court Road. A

smaller and less bulky building had been envisaged when the site was considered for a primary school. However the proposed building needs to be 3 storey to accommodate a secondary school on a small site. The layout requirements for the school have been carefully considered and are quite particular such that layout options are limited.

- 9.2 To soften the visual impact of the building it is set back within the site and existing boundary trees will help. The timber cladding will also help as it has a softer appearance than render or other cladding.
- 9.3 A corner of one of the teaching blocks will be 22 metres from the rear of existing homes to the east. This is quite close but being a corner rather than a whole façade will result in it not being overbearing for the suburban character of the area. However as it is a three storey building overlooking could be a problem. To address this upper level windows near the corner will be partly obscure glazed.
- 9.4 The sports hall building will be 16 metres from adjacent homes but this will not significantly adversely affect residents as that side of the building will be single storey changing rooms.
- 9.5 Regarding the sports pitch flood lighting the nearest new home will be 78 metres away to the east. It is unlikely to be adversely affected by light spill. The Cricket Club groundsman home will be closer to the lamps at 12 metres from the back of a lamp column and 58 metres from the front of a column. However the 6 to 9 metre high tree belt is 5 metres away from the home which will block much of the light spill. Further information has been sought to clarify the effect of light spill on residential property. However the applicant has now withdrawn the floodlighting element from this planning application.
- 9.6 The loss of some of the southern tree belt is acceptable as at least 3.5 metres width remains and it is substantial enough to still provide a screen between the school buildings and the green belt land to the south. The loss of one oak on the west boundary is accepted because of its poor condition. Other mature trees on the Park boundary are important landscape features and good for ecology. 2 of the oaks are veteran trees. The applicants recommend a further survey of their condition but at present there is no reason to fell them. However the Academy may want to carry out some works to reduce risk of falling branches and provide space for the proposed path underneath some trees. For the latter path the 'no dig' construction over part of the root zone can be controlled by condition. The amended plan increases the amount of construction work in the root protection area of mature oaks; the impact of this is still being assessed.
- 9.7 New tree planting on the site will be important to help soften the appearance of the large buildings from views across the Park and from homes to the north and east. The fact that the adjacent spaces are in the Green Belt is also a justification for retaining and planting trees. Several east boundary trees are proposed near the rear of adjacent homes. There is regrettably limited space on the frontage for many trees because of the need to fit on parking and access ways. The proposed frontage hedge will therefore be important.

- 9.8 The proposed sustainability features – BREEAM very good and carbon emissions 10% better than Building Regulations are acceptable regarding Core Policy 8 Sustainability.
- 9.9 Overall subject to receipt of satisfactory further information and detailed inspection of the revised drawings the proposal complies with Local Plan policy EN 1 Design EN3 Landscaping OSC 13 floodlighting and Core Strategy policy 8 Sustainability and Environment, 9 Natural and Built Environment 12 Community Safety.

10.0 **Section 106 Planning Obligation**

10.1 The following are required :

- (i) Travel Plan – submit revised plan and implement.
- (ii) Financial contribution for travel plan monitoring.
- (iii) Financial contribution for traffic regulation order (for parking controls on Kings Reach and near junctions on Upton Court Road)
- (iv) Sign a Section 278 highway works agreement to cover off site works relating to school drop off/pick up parking and safe routes to school referred to in Section 8 above.
- (v) Construct an alternative cycle/footway along the edge of the Park
- (vi) Payment of fees for the Council inspecting the Park path works.

PART C: RECOMMENDATION

11.0 **Recommendation**

Delegate to the Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation; receipt of further information requested; consideration of Environment Agency comments; alteration and addition of conditions.

12.0 **PART D: LIST OF CONDITIONS**

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

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

2. Approved plans

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

TO BE COMPLETED

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

3. Samples of materials

Details of external materials (samples of cladding) to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Bin and cycle stores

Development shall not commence until details of cycle stands have been submitted to and approved in writing by the planning authority. The development shall not be occupied until the cycle stores and bin stores have been constructed in accordance with the approved drawings.

REASON In the interest of visual amenity and sustainable travel.

5. Boundary treatment

The development shall not be occupied until the approved boundary treatment has been constructed and it shall be retained at all time in the future.

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

6. Landscaping Scheme

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

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

7. Tree protection

No development shall commence until details of tree protection measures during

construction of the development for existing retained trees (as identified on the approved layout and landscaping scheme) have been submitted to and been approved in writing by the local planning authority. The tree protection measures shall include details of low impact no dig construction where works overlap root protection areas.

No development shall commence until the approved tree protection measures have been implemented on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004 and Core Strategy 2008 policy 9 Natural and built environment.

8. Surface Water Drainage

No development shall commence until details of surface water drainage and its future maintenance have been submitted to and been approved by the local planning authority. No building shall be occupied until the approved surface water drainage has been constructed. The drainage shall be maintained thereafter in accordance with the approved maintenance scheme.

REASON In the interest of flood prevention.

9. New access

No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

10. Off Site Highway Works

The development shall not be occupied until the following off site highway works have been completed :

to be completed

REASON In the interest of the free flow of traffic and conditions of general safety on the local highway network.

11. Off Site Park Works

The development shall not be occupied until the following off site works in Upton Court Park (owned by Slough Borough Council) have been completed :

To be completed

REASON In the interest of the free flow of traffic and conditions of general safety on the local highway network.

12. Internal access road

Prior to first occupation of the development, the internal access ways foot and cycle paths and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

13. Sustainable Development

The development shall not be occupied until it has been designed and constructed to achieve a rating of BREEAM Very Good.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

14. Energy

The development shall not be occupied until it has been constructed to incorporate measures to achieve carbon emissions that will be 10% lower than the Target Emission Rate as calculated in accordance with the Building Regulations 2013 Part L and associated Approved Documents.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

15. Thames Water 1

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

16. Thames Water 2

Development should not be commenced until an impact study of the existing water supply infrastructure has been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The study should

determine the magnitude of any new additional capacity required in the system and a suitable connection point.

REASON To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

17. Archaeological investigation

No development shall commence until the submitted written scheme of archaeological investigation (CGMS Ref: SD/21247 December 2015) has been implemented.

REASON To ensure that any archaeological remains are properly recorded and to comply with Policy EN20 of The Adopted Local Plan for Slough 2004.

18. Obscure Glazing

The science block building shall not be occupied until obscure glazing has been installed in first and second floor windows in the south east corner of the building as outlined on drawing number 16246 SEC-(01)-Z104 Rev 3 Eyesight Levels.

[drawing to be revised to identify the windows precisely]

Reason In the interest of the living conditions of nearby residential occupiers. .

19. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site, wheel cleaning facilities during the construction period. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

20. Hours of construction

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Core Strategy policy 8 Sustainability and the environment.

INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

Highway Matters

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

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

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

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

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

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

The applicant must obtain a license from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.

This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE:** 13th January, 2016
CONTACT OFFICER: Paul Stimpson
Planning Policy Lead Officer
(For all Enquiries) (01753) 875820
WARD(S): All

PART I
FOR DECISION

REVIEW OF THE LOCAL PLAN FOR SLOUGH – HOUSING TRAJECTORY

1. **Purpose of Report**

The purpose of the report is to inform Members about latest position with regards to Slough's projected housing supply and provide an update on the review of the Local Plan.

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

The Committee is requested to resolve:

- a) That the Housing Trajectory for Slough which will be used to determine the five year land supply be noted.
- b) That the possible delay in the time table for the Review of the Local Plan as a result of the Government not making a decision about the proposal for a third runway at Heathrow be noted.

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

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

Meeting local housing needs and developing Local Plan policies will have an impact upon the following SJWS priorities:

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

3b. **Five Year Plan Outcomes**

One of the key elements of the Five Year Plan is the Review of the Local Plan for Slough. This will contribute to the following Outcomes:

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

4. **Other Implications**

(a) Financial

The proposed work can be carried out within existing budgets and so there are no financial implications of the proposed action.

(b) Risk Management

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

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
That we carry out a Review of the Local Plan which will seek to deliver more housing.	Not reviewing the Local Plan would mean that development would either not come forward or would do so in an unplanned and unsustainable way.	Agree the recommendations.

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

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

(d) Equalities Impact Assessment

There are no equality impact issues.

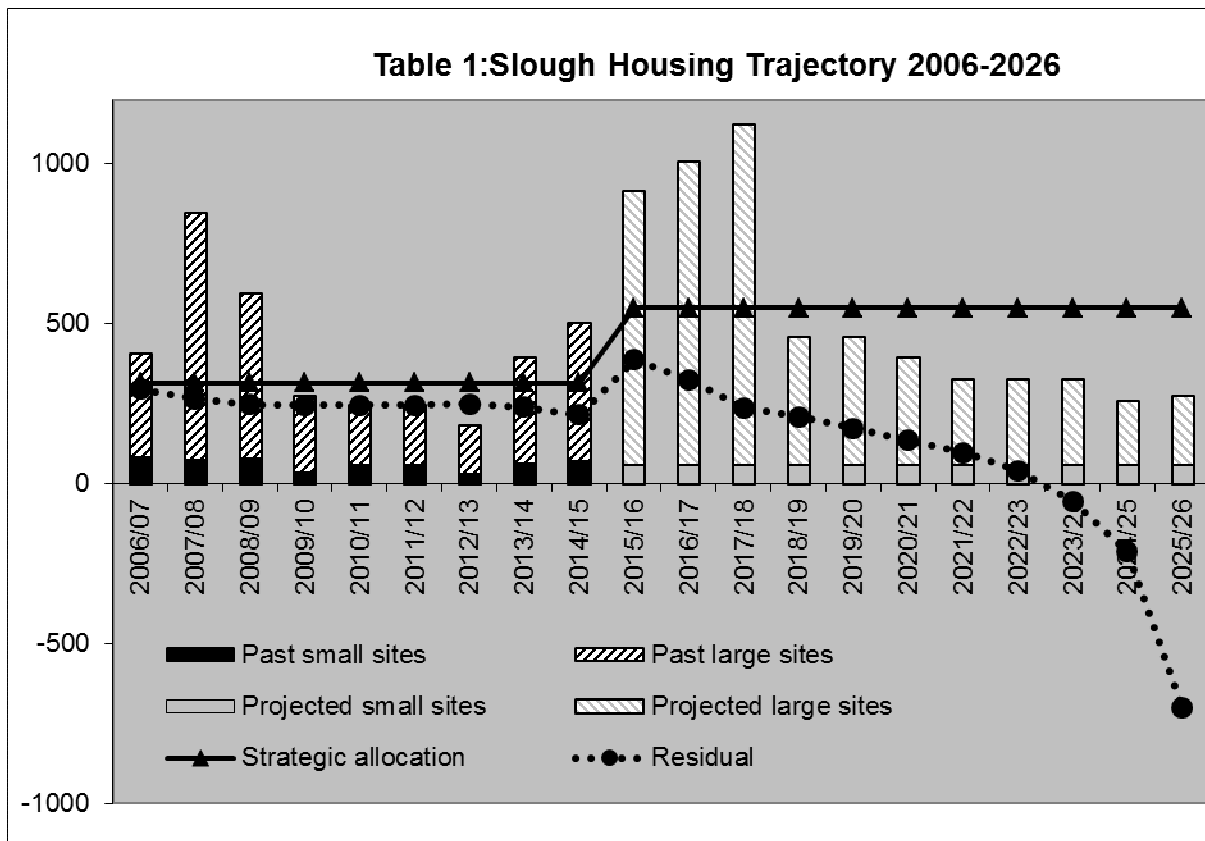
5. **Supporting Information**

Housing Trajectory

- 5.1 The results of the Strategic Housing Market Assessment (SHMA) for Berkshire and South Bucks were reported to the previous Committee meeting on 26th November. This showed that that Slough has an “objectively assessed” housing need of 927 a year.
- 5.2 It was noted that the “objectively assessed” need calculation does not take into account whether there are any constraints to meeting this need and so the figure does not automatically become the new housing target for Slough. This will have to be decided through the review of the Local Plan which can take account of all of the relevant factors.
- 5.3 The NPPF requires Councils have sufficient housing commitments to deliver five year’s worth of supply. Not having this makes the Council at risk from Planning by

Appeal. In the short term it was agreed that we should respond to the need for more houses by formally adopting the target of 550 new dwellings per annum in the Council's Five Year Plan. This means the calculation of the 5 Year Land Supply position will now use this instead of the 315 in the Core Strategy.

5.4 In the past nine years we have averaged 412 completions a year with 507 net dwellings being built in 2014/15. The graph in Table 1 below shows that there has been a large fluctuation in building rates depending upon the buoyancy of the housing market with 849 being built at the height of the peak in 2007/08 and only 182 being built at the bottom of the slump in 2012/13.



5.5 Looking forward, Table 1 shows that it is predicted that around 1,000 houses a year could be built over the next three years before completions reduce again. This is the result of a number of factors which include the rapid up turn in the housing market, the continuing supply of greenfield sites in addition to those in the urban area and the conversion of offices to residential through the prior approval process.

5.6 It is estimated that over 400 completions will come forward from the Prior Approval process with many more offices being extended and then converted into offices through the grant of planning permission after first getting Prior Approval. This could result in the loss of a quarter of a million square feet of office floorspace. Because there is a finite supply of suitable offices cannot be considered as a significant element of supply long term.

5.7 Even though future house building rates are likely to fall off as a result of the reduction in suitable land and premises it can be seen from the graph in Figure 1 that there are sufficient identified sites to meet the Council's revised target of 550 dwellings a year. This means that we can continue to show that we have a 5 year supply of housing land when calculated on that basis.

- 5.8 It is acknowledged that Slough's "objectively assessed" housing need is much higher at 927 a year. The ability to deliver this number of units in the short term and recognition by the Government that there should be plan system, gives us the opportunity to be able to determine what our future target should be through the Review of the Local Plan.

Timetable for the Review of the Local Plan for Slough

- 5.9 The previous report to the Planning Committee on 26th November outlined the technical work that is currently being carried out as the first stage in the review of the Local Plan. It also flagged up the need for the Council to produce a Local Development Scheme which formally sets out the proposed timetable for the review. The report also highlighted the fact that there were two external factors which will have a significant impact upon the timing of the plan which were the review of the South Bucks Local Plan and the proposal for a third runway at Heathrow.
- 5.10 The Government had promised to make a decision about the recommendation from the Airports Commission that a third runway should be built at Heathrow. Unfortunately it has now put off a decision until the summer. This has very significant implications for the review of the Slough Local Plan. Although we can progress with the "issues and options" stage of the plan and even produce a "preferred option" it would not be prudent to hold a public inquiry into the plan until the future of Heathrow has been settled. This is because objectors to a proposed third runway would be likely to use the Local Plan inquiry to rehearse their arguments about the future of Heathrow, which would make the inquiry unnecessarily long, complicated and expensive.
- 5.11 As the matter is beyond the control of the Council we are intending to take advice from PAS (Planning Advisory Service) and if necessary from the Planning Inspectorate about this. The current assumption is that if the Government were to give the go ahead for a third runway in the summer of 2016 planning permission would not be granted until 2019. This would mean that we would not be able to hold the Local Plan Inquiry until 2020.
- 5.12 This does not mean that we should the work that is necessary for us to be able to progress towards the production of an "issues and options" and "preferred option" versions of the plan. This will be important so that we can show that we are addressing our housing needs and provide the necessary evidence to feed into the Windsor & Maidenhead and South Bucks/Chiltern Local Plans, and that we should not be penalised for delays to the process beyond our control.

6. Conclusion

- 6.1 The Housing Trajectory for Slough shows that we have a very high projected supply of housing in the next few years, which enables us to demonstrate that we can achieve a 5 year housing land supply when measured against the higher target of 550 dwellings per annum. The Government's failure to make a decision about the future expansion of Heathrow could result in a delay in the final adoption of the Local Plan for Slough.

7. Background Papers

MEMBERS' ATTENDANCE RECORD 2015/16
PLANNING COMMITTEE

COUNCILLOR	01/06/15	01/07/15	30/07/15	09/09/15	15/10/15	26/11/15	13/01/16	18/02/16	31/03/16	27/04/16
Ajaib	P*	P	P	P	P	P				
Bains	P	P	P	P	P	P				
Chaudhry	P	P	Ap	P	P	Ap				
Dar	P	P	P	P	P	P				
Davis	P	P	P	P	P	P				
M. Holledge	P	P	P	P	P	P				
Plenty	P	P	P	P	P	P				
Smith	P	P*	P*	P	P	P				
Swindlehurst	P	P	P	P	P	P				

P = Present for whole meeting
 Ap = Apologies given

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

This page is intentionally left blank