

Registration Date: 17th April 2012
Officer: Mr. Smyth
Applic. No: P/13310/014
Ward: Colnbrook-and-Poyle
Applic type: **Full Planning**
13 week date:

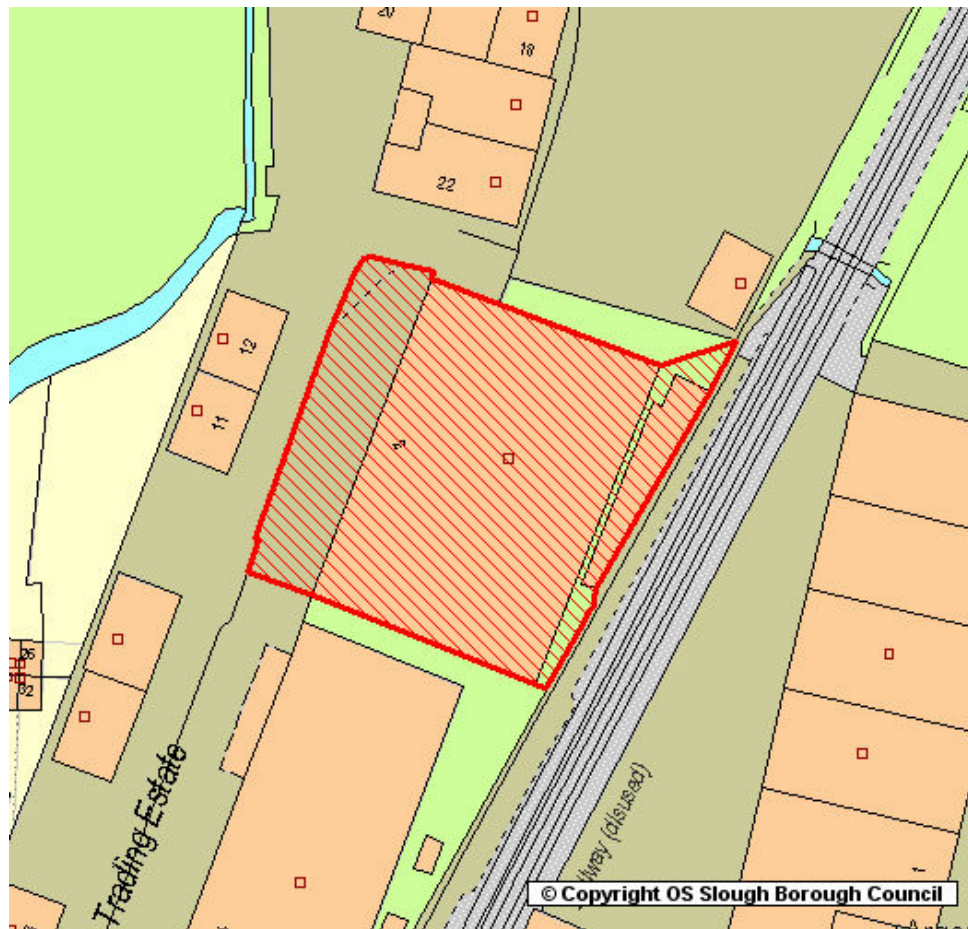
Applicant: MTD Coln Industrial Limited

Agent: Mr. Ashley Chambers, Michael Sparks Associates

Location: Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough

Proposal: PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, SUB DIVISION AND REFURBISHMENT OF REDUCED SIZED BUILDING TO CREATE 3 NO. INDUSTRIAL UNITS EACH WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL, B2 GENERAL INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Recommendation: Delegate the planning application to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination. In the event that the parking issue cannot be satisfactorily resolved that the Head of Planning Policy and Projects would retain the right to refuse planning permission.



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having regard to the matters raised in this report it is recommended that the application be delegated to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination.

2.0 **PART A: BACKGROUND**

- 2.1 At its Meeting on 20th March 2007, Committee granted a conditional one year limited period planning permission to re-use the existing premises to provide an indoor karting track and associated ancillary facilities in the form of office, changing room, spectator/viewing area and race suite/briefing room. On the basis of the information provided by the applicant it was established that the operator Formula One Karting Limited was primarily a corporate hospitality operator. All of their business being through booked appointments and generally taking place at weekends and in the evenings. No external alterations were proposed to the building. The proposals did not include any changes to the existing access from the Old Bath Road to the south. A plan was approved showing part of the front service area laid out to parking for 30 no. cars.
- 2.2 The use commenced by opening to the public on Saturday 29th June 2007. Permanent planning permission was subsequently granted on 11th April 2008

3.0 **Proposal**

- 3.1 The proposal is for *partial demolition of existing industrial building to create frontage servicing areas, sub division and refurbishment of reduced sized building to create 3 no. industrial units each with first floor ancillary offices and a change of use from go karting centre (sui generis) to uses within Classes B1c light industrial, B2 general industrial and B8 warehousing and distribution, external alterations including new service doors, glazed personnel entrance doors replacement cladding and glazing.*
- 3.2 The application is accompanied by full plans showing existing and proposed floor plans and elevations together with a site layout plan. A Design and Access Statement, Transport Statement and Flood Risk Assessment have also been submitted.
- 3.3 The key proposals include: full refurbishment to include new cladding, windows, curtain walling, loading doors and entrance canopy to the external elevations; first floor office accommodation and; new paving and concrete to the front entrance and loading area. There are no alterations to the main access from Bath Road.
- 3.4 It is proposed to demolish approximately 90 sq m of the existing building

at ground floor to achieve the loading areas and install new ancillary offices at first floor level totalling 375 sq m across the three new units.

- 3.5 The total floorspace is 2835 sq m and there is on site provision for 13 no. standard car parking spaces and 3 no. disabled parking space together with 3 no. lorry parking bays. A more detailed analysis is given elsewhere in this report.
- 3.6 This is one of two planning applications submitted for this unit. The other application is also on the agenda for consideration by this Committee. Planning application P/13310/015, seeks a similar range of uses within Classes B1(c), B2 and B8, but unlike this application does not seek its sub division. The application is seeking greatest flexibility in order to improve the building's marketability.

4.0 **Application Site**

- 4.1 The application site relates to an older industrial unit, known as unit 2 within the Coln Industrial Estate. The unit has a gross floor area of 2684 sq. m with 114sq. m of ancillary office floorspace and was vacant for a number years prior to its more recent use as a Go Karting Centre In previous years the unit had been used for warehousing and distribution. Access to the site is via an existing shared access road off the Old Bath Road to the south. To the front of the unit is the main servicing area.
- 4.2 The proposal property is located within an existing designated Business Area. There are further existing industrial units to the south, west and north of the unit, comprising a number of industrial units in mixed B1©, B2 and B8 uses. To the east of the proposal property is the disused Staines to west Drayton railway line.
- 4.3 Further west there is the existing residential area known as the Hawthorns, comprising two storey one bedroom houses. At its closest point the nearest house is approximately 50 metres away and its rear garden approximately 35 metres away.
- 4.4 The site is located within Flood Zone 2

5.0 **Site History**

- 5.1 There is no recent documented planning history for the proposal property, prior to its approval as a Go Karting Centre. Previous tenants, Entertainment UK Ltd vacated the building in March 2004. Between 2004 and 2007 the building was vacant. The property has a history of B8 warehousing use.
- 5.2 A relatively new industrial estate comprising 15 no. units for use within Classes B1 ©, B2 and B8 is sited to the west and north of the unit and which was granted planning permission on 13th April 2006.

5.3 Prior to a change of use as Go Karting Centre, and when operated as a warehouse, there were no restrictions on the hours of operation. However servicing restrictions are imposed in relation to the new industrial units which adjoin the site to the west and north.

6.0 **Neighbour Notification**

6.1 Units 1- 10, 12, 18 19 & 20 Coln Industrial Estate
George Lines Merchants

NO OBJECTIONS RECEIVED

Notice placed on site and in the local newspaper

Late neighbour notifications sent to:
Lypsted Haven, Pendean Old Bath Road
1 – 20 Colnbrook Court
1 -11 Daventry Close
Head Teacher Pippins School
21 – 36 Hawthorns

The 21 day consultation period expires before the date of the Meeting and any comments received will be reported on the Amendment Sheet

Colnbrook with Poyle Parish Council

*Object on grounds of increased traffic in an already over strained area.
SBC seem to have no traffic policy in place*

7.0 **Consultation**

7.1 **Environmental Protection:** No response received to date. Any comments received will be reported on the Amendment Sheet.

7.2 **Traffic & Highways:** *The traffic generation for this use is slightly higher than for the existing use, but given that this site was originally an industrial building and is being converted back to its original use I would in principle raise no highway objection.*

3 HGV loading bays are to be provided – 1 for each of the units

There are 16 car parking spaces as existing and all of these are being maintained.

Subject to providing cycle parking, which could be provided within the building, I would not raise a highway objection.

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and

approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

7.3 Environment Agency

The nature of the development would seem to fall into Flood Risk Standing Advice. The Go Karting use would be classed as less vulnerable, under table 2 of the technical guide to the NPPF as it comes under leisure. I've put the postcode into our GIS to have a look at the site which shows it to be flood zone 2 as you have said. Therefore given that there is no change in vulnerability or change to the built footprint, our flood risk standing advice would be sufficient to cover the FRA requirement of this development and we would not need to be consulted further.

7.4 Thames Water

Waste Comments

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Water Comments

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

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

PART B: PLANNING APPRAISAL

7.0 **Planning Assessment**

7.1 The application is assessed against the following planning policy background:

Core Policies 5, 7, 8, of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document.

Local Plan Policies:

Policy EMP2 (Criteria for Business Developments)

Policy EMP12 (Remaining Existing Business Areas)
Policy EN1 (Standard of Design)
Policy T2 (Parking Restraint)

National Planning Policy Framework (NPPF)
Technical Guidance on NPPF – Flood Risk

- 7.2 The application is assessed in relation to:
- Principle of Development
 - Design & Street Scene Impact
 - Impact on Neighbouring Uses/Occupiers
 - Traffic, Access & Parking
 - Flood Risk

Principle of Development

- 7.3 The proposal property is located within a Designated Business Area, and prior to its use as a Go Karting Centre, it had previously been in industrial use for warehousing and distribution. This application seeks to re-establish the building for industrial use, but seeks more flexibility through an open planning permission covering uses within Class B1©, B2 and B8. The proposals include an increase in ancillary office floorspace of 375 sq m across all three units equating to approximately 13% of the total floorspace. Conditions will be imposed restricting new mezzanine office floorspace to ensure that such accommodation remains ancillary to the main use.
- 7.4 Core Policy 5 of the LDF Core Strategy requires that major warehousing and distribution developments be located in the eastern side of the Borough and in Existing Business Areas that have good access to the strategic road and rail network. Policy EMP2 sets out the criteria to be met for new business developments including that the proposal should not significantly reduce the variety and range of business premises. Policy EMP12 establishes that uses within Classes B1© B2 and B8 as per the current application are acceptable within those designated Business areas within the eastern part of the Borough. The National Planning Policy Framework states that *“The government is committed to securing economic growth in order to create jobs and prosperity.....Planning should operate to encourage and not act as an impediment to sustainable growth...support existing business sectors”*.
- 7.5 No objections are raised to the principle of development in relation to Core Policy 5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policies EMP2 and EMP12 of the Adopted Local Plan for Slough nor the National Planning Policy Framework.

Design & Street Scene Impact

- 7.6 Unit 2 does not occupy a street scene location, and the proposed changes to the external facade of the building will only serve to enhance the appearance of a rather tired looking building. Core Policy 8 of the LDF, Core Strategy and Policy EN1 of the Adopted Local Plan for Slough require that the development be of a high quality design and respect its location and surroundings. The National Planning Policy Framework states that *the government attaches great importance to the design of the built environment....good design being a key aspect of sustainable development*
- 7.7 No objections are raised on grounds of design and street scene impact in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policy EN1 of the Adopted Local Plan for Slough nor the National Planning Policy Framework

Impact on Neighbouring Uses/Occupiers

- 7.8 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document requires that *all new development should respect its location and surroundings and that the design of all development within existing residential areas should respect the amenities of adjoining occupiers*. Policy EMP2 of the Adopted local Plan requires that *there is no significant loss of amenities for neighbouring land uses as a result of noise...*, The National Planning Policy Framework sets out 12 core land use principles which should underpin decision making including that *planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings*.
- 7.9 Having regard to previous planning applications, both in respect of the proposal property and the neighbouring industrial development, which shares the same access from the Old Bath Road, the main impacts identified relate to noise and disturbance principally arising from lorries arriving and departing and unloading/loading. The main residential properties which could be affected are those which adjoin the existing main access road into the site on the Old Bath Road, Daventry Close and The Hawthorns.
- 7.10 At its closest point, from unit 2, the nearest house is approximately 50 metres away and its rear garden approximately 35 metres away. The erection of an acoustic fence along the boundary with existing neighbouring residential properties, implemented in connection with the neighbouring industrial development, provides some mitigation against external noise. It should also be noted that only 3 no. lorry bays are being proposed (1 no. lorry bay per unit).
- 7.11 With respect to the neighbouring industrial development, which shares the same access from the Old Bath Road, restrictions were imposed on delivery/servicing times, but not on working times. The condition which relates to units 7 – 16 is as follows:

No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of units 7 to 16 (as shown on deposited plan CGL757-01 Revision J as hereby approved) outside the hours of 06:00 and 23:00 daily and not more than 4 no. service delivery vehicles may arrive or depart from the general site of units 7 to 16 during any one hour period between the hours of 18:00 and 23:00.

For the purposes of this condition the general site is defined as being that part of the application site which is contained by the proposed fencing along the northern and eastern boundaries of the site, that part of the western boundary of the site which is north of the proposed service yard to unit 6 and the southern boundary formed by the existing access road all as shown on deposited plan CGL757-01 Revision J as hereby approved

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have a detrimental impact onto the nearest residences by reason of uncontrollable noise.

- 7.12 This condition was imposed with a view to striking a balance between the commercial viability of the industrial units on the one hand and the need for noise respite during the sensitive night time period, including the period when there are no planes flying to and from Heathrow Airport.

- 7.13 For purposes of consistency it is proposed that a similarly restrictive condition be imposed in respect of the current proposal:

No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 outside the hours of 06:00 and 23:00 daily.

- 7.14 Subject to conditions restricting delivery times as set out in paragraph 7.10 above no objections are raised on grounds of adverse impact on residential amenity for nearby residential occupiers in relation to Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document, Policy EMP2 of the Adopted local Plan for Slough and the National Planning Policy Framework.

Traffic, Access & Parking

- 7.15 Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document requires that all new development should reinforce the principles of the spatial strategy with no overall increase in the number of parking spaces on site. Policy EMP2 of the Adopted local Plan for Slough requires that *the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem and that appropriate servicing and lorry parking is provided on site.* Policy T2 of the Adopted local Plan seeks to impose *no increase in the total number of car parking spaces on-site within commercial redevelopment schemes.* The National Planning Policy Framework states that planning decisions should

take account of: *safe and suitable access to the site for all people.*

7.12 A transport statement has been submitted in support of the application, which assesses trip generation during the morning and evening peaks by comparison to the existing authorised use of the building as a Go Karting Centre. It is concluded that there would be a net increase in morning peak two way trips of +38 and +5 during the evening peak. The variation between morning and evening peaks reflects the fact that the Go Karting Centre does not open until late morning/mid day. The Council’s transport adviser has raised no objections on grounds of trip generation.

7.12 With respect to car parking the existing use as a Go Karting Centre is supported by 30 no. car parking spaces. The current proposal is for 16 no. car parking spaces, (including 3 no. disabled parking bays) distributed across three individual units. This represents a reduction in overall parking levels which conforms to policy. In the supporting text to Core Policy 7 of the LDF Core Strategy it is stated that *there will be a parking cap on all new commercial development outside of the town centre, where no increase in the number of spaces will be allowed. The only exception would be for industrial or warehousing developments, where the lack of sufficient car parking could cause operational or road safety problems.* To assess the adequacy of the proposed parking, it has to be assessed on the basis of each unit being used for Class B2 industrial use which has the highest parking requirement. The table below reflects this.

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	17 Spaces	4 Spaces
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	17 Spaces	5 Spaces
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	24 Spaces	7 Spaces

To comply with the Council’s car parking standards and the requirements of Core Policy 7 requires that either the basis of the application is changed such it no longer includes Class B2 General Industrial, as part of the planning application and a further transport statement submitted which demonstrates how the site can operate without meeting in full the lorry parking standard. Alternatively, the applicant will need to submit a further transport statement demonstrating how the site can operate across all three Classes without meeting in full the lorry and car parking standards and not result in either operational or road safety problems. It should be noted that the site is not highly sustainable in locational terms and as such the case will need to be made.

7.13 It is noted that with respect to the planning permission for units 1 – 15 that condition 37 of planning permission reference P/13310/001 required that a minimum of 50% of the floorspace across the site be used for Class B8 Warehousing and Distribution, such that the total parking across the site

would comply with the Council's parking standards given the open permission for Classes B1© , B2 and B8.

- 7.14 At this stage in the absence of any further details to support the parking layout, objections are raised on the grounds that the scheme provides insufficient car parking to serve the proposed development in accordance with Core Policy 7 of the of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document and Policies EMP2 and T2 of the Adopted local Plan for Slough 2004.

Flood Risk

- 7.15 The site is located within Flood Zone 2 and there would be no change in the vulnerability classification as set out in the technical Guidance to the National Planning Policy Framework, nor increase in the building's footprint and as such the Environment Agency's Standing Advice applies. The applicant's have submitted a basic Flood Risk Assessment in accordance with this Advice and have opted to provide details of any flood proofing / resilience and resistance techniques, to be included in accordance with 'Improving the flood performance of new buildings' CLG (2007)
- 7.16 No objections are raised on grounds of flood risk in accordance with the technical Guidance to the National Planning Policy Framework subject to a condition requiring the submission of details of any flood proofing / resilience and resistance techniques for the Council's written approval.

8.0 **Conclusions**

- 8.1 There is no objection to the principle of a change use from a Go Karting Centre which is sui generis to an open planning permission covering B1© light industrial, B2 general Industrial and B8 Warehousing and Distribution which broadly complies with policy. For purposes of consistency it is proposed to restrict servicing hours to between 6.00 am and 23.00 hours pm. With respect to car and lorry parking the levels of provision fall short of the Council's approved parking standards and if the Council is to support the proposal, given that the site does not occupy a highly sustainable location, then the case will need to be made by the applicant justifying why a reduction in parking will not result either in operational or highway safety issues. Such a statement will need to be considered by the Council's transport adviser.

PART C: RECOMMENDATION

9.0 **Recommendation**

- 9.1 Delegate the planning application to the Head of Planning Policy and Projects for consideration of any substantive objections, resolution of outstanding parking issues, finalising conditions and final determination. In

the event that the parking issue cannot be satisfactorily resolved that the Head of Planning Policy and Projects would retain the right to refuse planning permission.

10 **Conditions**

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

- 1) Time, 3 Years
- 2) Approved Drawings
- 3) Samples of materials
- 4) Restriction on Servicing Times (6.00am – 23.00pm)
- 5) Limit levels of ancillary office floorspace and remove PD rights for mezzanine floors
- 6) Minimum car and lorry parking, to be provided prior to occupation
- 7) Details of secure bicycle parking
- 8) Individual travel plans
- 9) Parking & servicing management plan
- 10) Details of external lighting
- 11) No external storage, nor works outside of the building
- 12) Internal noise insulation
- 13) Flood proofing works