

# **PLANNING COMMITTEE**

## **19th June 2012**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS PRESENTED TO MEMBERS

## **AGENDA ITEM 4**

### **P/P/13310/014 – Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

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 AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Comments have been received from the Neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

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

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

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or construction work shall take place outside the hours of 08:00 – 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.*

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Control of waste during demolition/construction phase**

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

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;*
- (b) Minimise the pollution potential of unavoidable waste;*
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;*

(d) *Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.*

**REASON:** *In the interests of the amenities of the area.*

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (*sui generis*) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	No Overall Increase	Complies
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
Unit 1- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	4 Spaces
Unit 2- 850 sq m	1/ 2 Spaces	1 Space	4 Spaces	5 Spaces
Unit 3 - 1200 sq m	2/3 Spaces	1 Space	6 Spaces	7 Spaces

Members will note from the above there is still some shortfall with respect to lorry parking, particularly with respect to the larger of the three units, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised. On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

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

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

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

- (a) Drawing No. 30449 –PL-100, Dated December 2011, Recd On 15/03/2011
- (b) Drawing No. 30449 –PL-101, Dated December 2011, Recd On 14/03/2011
- (c) Drawing No. 30449 –PL-102, Dated December 2011, Recd On 14/03/2011
- (d) Drawing No. 30449 –PL-103, Dated December 2011, Recd On 14/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential properties in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and the National Planning Policy Framework March 2012.

6. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the units shall only be used for Class B1( c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of each of the industrial units, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and to reduce travel to work by private car, to meet the objectives of Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and the National Planning Policy Framework March 2012.

8. The service loading bay doors as shown on deposited plan no. 30449-PL-104 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome)) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

- (vii) control of noise
- (viii) control of dust, smell and other effluvia
- (ix) control of surface water run off
- (x) site security arrangements including hoardings
- (xi) proposed method of piling for foundations
- (xii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

- 11 No demolition or construction work shall take place outside the hours of 08:00 – 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON: In the interests of the amenities of the area in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

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

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

- 13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

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

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

### Informatives

- 1 The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, National Planning Policy Framework

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 5**

### **P/13310/015– Unit 2, Colnbrook Industrial Estate, Colnbrook, Slough**

Members will note the revised description of the development which now excludes Class B2 general Industrial use. The revised description of the proposal is as follows:

PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO CREATE FRONTAGE SERVICING AREAS, REFURBISHMENT OF REDUCED SIZED BUILDING WITH FIRST FLOOR ANCILLARY OFFICES AND A CHANGE OF USE FROM GO KARTING CENTRE (SUI GENERIS) TO USES WITHIN CLASSES B1C LIGHT INDUSTRIAL AND B8 WAREHOUSING AND DISTRIBUTION, EXTERNAL ALTERATIONS INCLUDING NEW SERVICE DOORS, GLAZED PERSONNEL ENTRANCE DOORS REPLACEMENT CLADDING AND GLAZING

Members are further advised that the 21 day neighbour consultation period with respect to the late consultations expired on 13th June 2012 and no further objections have been received.

Colnbrook with Poyle Parish Council has raised an objection similar to that submitted for planning application reference P/13310/014 as detailed in the officer's report.

Comments have been received from the neighbourhood Enforcement Team, raising no objections but recommending the following conditions:

#### **Condition - Control of environmental effects:**

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

- (xiii) control of noise*
- (xiv) control of dust, smell and other effluvia*
- (xv) control of surface water run off*
- (xvi) site security arrangements including hoardings*
- (xvii) proposed method of piling for foundations*
- (xviii) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

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

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Hours of demolition and construction**

*No demolition or construction work shall take place outside the hours of 08:00 – 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.*

**REASON:** *In the interests of the amenities of the area.*

#### **Condition - Control of waste during demolition/construction phase**

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

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;*

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

**REASON:** *In the interests of the amenities of the area.*

**Response:** The suggested conditions to be applied.

Because of the difficulties in trying to achieve sufficient on site car parking to meet the Council's approved car parking standards for Class B2 general industrial development, the applicant has agreed to its removal from the proposal, such that the application now only relates to a change of use from "Go Karting Centre (*sui generis*) to Class B1( C) light industrial and B8 warehousing and Distribution.

The revised proposal is now considered to be acceptable in terms of parking and servicing as set out in the table below:

**Class B1( C) Light Industrial**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

**Class B8 Warehousing & Distribution**

Unit	Lorry Parking		Car Parking	
	Requirement	Proposed	Requirement	Proposed
2835 sq m	5 Spaces	3 Spaces	No Overall Increase	Complies

Members will note from the above there is still some shortfall with respect to lorry parking, however there is room available on the service road where additional service vehicles can wait and as such no objections are raised.

On the basis that B2 general industrial use no longer forms part of the proposal and given that sound insulation measures were previously put in place when the unit was used as a Go Karting centre, then a condition (12 in the officers report) requiring appropriate sound insulation is not required. However, a condition requiring the service doors to remain closed during the night time period will be imposed.

Further to the officer's report the following conditions are recommended:

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

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

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

- (a) Drawing No. 30449 –PL-102, Dated December 2011, Recd On 14/03/2012
- (b) Drawing No. 30449 –PL-106, Dated March 2012, Recd On 15/03/2012



- (c) Drawing No. 30449 –PL-107, Dated March 2012, Recd On 15/03/2011
- (d) Drawing No. 30449 –PL-108, Dated March 2012, Recd On 15/03/2011
- (e) Drawing No. 30449 –PL-104, Dated December 2011, Recd On 14/03/2011
- (f) Drawing No. 16336\_03\_P, Revision A, Dated 09/12/2011, Recd On 14/03/2011

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of The Local Plan for Slough 2004.

5. No service delivery vehicles may arrive, depart, be loaded or unloaded nor fork lift trucks operate within the general site of unit 2 (as shown on deposited plan 30449-PL-100 as hereby approved) outside the hours of 06:00 and 23:00 daily.

REASON To ensure that detrimental activities such as loading/unloading vehicles (arrival/departing) will not have an adverse impact on the amenities of nearby residential properties in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and the National Planning Policy Framework March 2012.

7. Notwithstanding the provisions of Part 8 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 and the Town and Country Planning (Use Classes) Order 1987 (as amended), the unit shall only be used for Class B1(c) light industrial and/or B8 wholesale warehousing and distribution and for no other purpose and no extension or alteration, either external or internal, involving an increase in floorspace, including a mezzanine floor, other than as approved under this planning permission, shall be carried out unless otherwise approved in writing by the Local Planning Authority.

REASON To ensure that there is sufficient on site car parking to serve the development in accordance with Policies EMP2 and T2 of the Adopted Local Plan for Slough.

7. Prior to the first and all subsequent future occupations of the industrial unit, the occupier shall submit a car parking and servicing management plan and individual company travel plan(s) which shall include objectives related to the reduction of travel to work by car and

process for the monitoring progress towards meeting the objectives set. The travel plan (s) should set out a five year plan to be implemented within three months of receipt of written approval from the Local Planning Authority. Further review (s) to consider the potential for changing the objectives so as to further reduce the travel to work by car shall be undertaken half way through the travel plan periods and at the end the period set out in the travel plan, and every two years following this date. The travel plan shall identify the role of Company travel Co-ordinator and outline his/her responsibilities in pursuing the objectives of the plan.

REASON To ensure the effective operation of on site parking and servicing and to reduce travel to work by private car, to meet the objectives of Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and the National Planning Policy Framework March 2012.

9. The service loading bay doors as shown on deposited plan no. 30449-PL-108 as hereby approved shall remain closed (except for emergencies) between the hours of 23.00pm and 06.00 am daily.

REASON To protect the amenities of neighbouring residential occupiers in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome) ) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON To avoid endangering the safe operation of aircraft

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

(xix) control of noise

(xx) control of dust, smell and other effluvia

(xxi) control of surface water run off

(xxii) site security arrangements including hoardings

(xxiii) proposed method of piling for foundations

(xxiv) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

- 11 No demolition or construction work shall take place outside the hours of 08:00 – 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON: In the interests of the amenities of the area in accordance with Policy EMP2 of the Adopted Local Plan for Slough 2004.

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

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.

13 Prior to the commencement of development details of flood proofing/resilience and resilience techniques to be included in the development shall be implemented in accordance with guidance given in “Improving the Flood Performance of New Buildings, CLG 2007.

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

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

#### Informatives

1 The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EMP2, EMP12, EN1, T2, of The Adopted Local Plan for Slough 2004 and Core Policies 5, 7, 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, National Planning Policy Framework

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

REASON To prevent the effects of flooding in accordance with Technical Guidance to the National Policy Framework – Flood Risk March 2012.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS**

## **AGENDA ITEM 6**

### **P/00938/020 – 342, Bath Road, Slough, SL1 6JA**

#### **Consultations**

Given that no substantive objections have been received from consultees following the officer report, it is proposed, having had regard to relevant development plan policies, the representations received from consultees and other interested parties, and all other relevant material considerations, to change the officer recommendation to approve, subject to conditions.

The following further consultation responses have been received:

Transport and Highways – The use of the site for the washing cars not associated with the car sales business will lead to an increase in vehicles being brought to the site, but this is not foreseen as being an issue. The layout is acceptable and the sightlines for vehicles and pedestrians are acceptable.

Environment Agency – No objections to the proposed development in terms of flood risk.

Drainage Officer – The applicant has applied for and Thames Water have issued a trade waste licence. This is considered to be satisfactory and no highway objection is raised.

Thames Water – No comments received.

Health and Safety Executive – No comments received.

#### **Additional Information**

Correspondence has been received from the applicant that addresses some of the concerns which have been raised. The content of this letter is set out below, for information. It is considered that the representation raises no new issues and the matters raised have been addressed in the officer report.

The applicant has provided further details as to the planning history of the site and its use. It is stated that the applicant acquired the site in May 2011 and started washing cars at the site. The proposal is to offer car washing services to catch passing trade and generate extra revenue for the business.

In summary, it is submitted that the site is commercial nature and has been for some time. It is stated that there is no noise from electric motors from over 10 metres away, the only noise is produced by the water and hover however this is not that loud. Noise is generated by trains passing nearby and there is the noise of passing traffic on Burnham Lane and Bath Road.

The applicant also submits that they had not been made aware of any complaints relating to the existing jet wash prior to this planning application being made.

With regard to drainage, it is noted that the former petrol station provided a jet wash and there is a Trade Effluent Agreement with Thames Water.

Turning to parking, the site is said to have adequate parking capacity. There is a queuing arrangement, clear entry and exit points and a clockwise traffic route within the site.

With regard to the potential for water to splash over the boundary fence, it is submitted the range of the spray from the jet wash does not result in water hitting the fence and there is no sign of water splashing over it. The water used is stated to be drinking water.

It is understood that car engines are switched off when they are stationary and as such do not emit fumes which could cause environmental issues.

**CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS.**