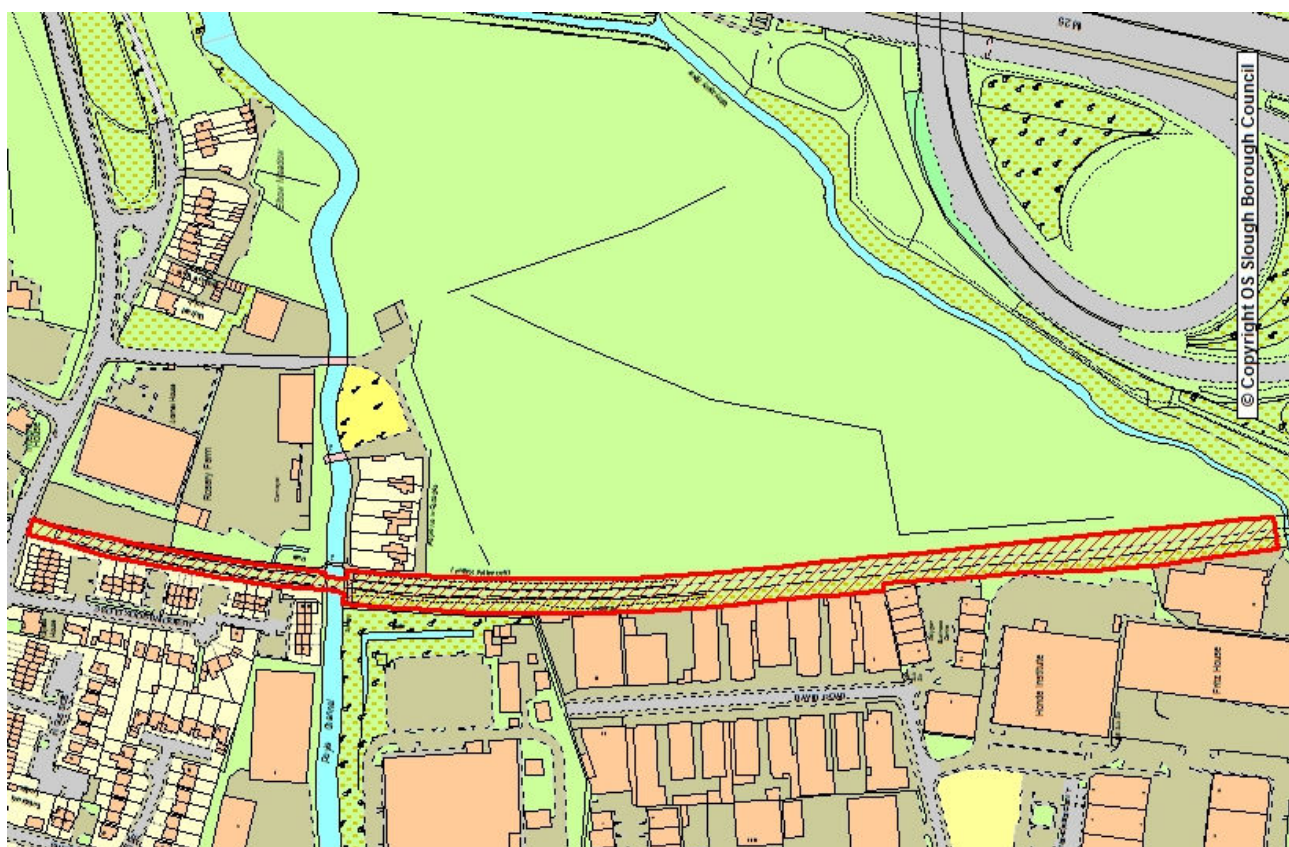


Registration Date:	25-Feb-2014	Application No:	P/14306/001
Officer:	Ian Hann	Ward:	Colnbrook-and-Poyle
Applicant:	Mr. Harmehar Kleir	Application type:	Major
Agent:	Mr. Ian Whitworth, Progressive Design and Build The Office, Marsden Gate Farm, Sowood, Halifax, HX4 9LD	13 week date:	27 th May 2014
Location:	Disused Railway Line, Old Bath Road, Colnbrook, Slough, Berks		
Proposal:	CHANGE OF USE OF LAND TO OPEN STORAGE WITH ASSOCIATED PROVISION OF HARDSTANDING.		

Recommendation: Refuse



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Refuse, for the reasons set out at the end of this report.
- 1.2 This application is to be decided at Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the change of use of 96,000 square metres of the site to open air storage with associated turning areas and the provision of a portacabin for staff on the site. Proposals to change the existing access have also been provided. The application is accompanied by plans showing the site location and site layout as well as a Design and Access Statement
- 2.2 The plans that have been submitted show the northern part of the site being used for storage at a total depth of 376m. The site will be laid out with 6 separate storage areas measuring 45m x 6m, 50m x 6m and 35m x 6m in the northern part of the application site and 41m x 15m and 2no. 40m x 15m in the southern part of the site. Turning areas will be provided between each of the storage areas.
- 2.3 The plans show that the existing fencing around the site will be replaced or made good with solid acoustic fencing being provided alongside the neighbouring residential properties. No details have been provided with regards to the proposed portacabin bar the fact that it will be positioned to the north of the application site by the entrance.
- 2.4 The development would be accessed by the existing access which will be modified to provide visibility splays via widened foot paths. The existing foot bridge over the Poyle Channel within the site will be repaired although details concerning how it will be repaired have not been submitted.
- 2.5 The submitted plans show the southern part of the site as being unaffected by these proposals but labelled it as "expansion area in the same manner as first phase of the site". However any such expansion is not considered under this application as planning permission would be required for any such expansion.

3.0 Application Site

- 3.1 The application site is situated on the southern side of Old Bath Road in Colnbrook and is part of the abandoned West Drayton to Staines railway line. The site is a long narrow piece of land which the Poyle Channel flows through. The southern part of the site is located within the Green Belt and the Strategic Gap separating Slough from Greater London but is not included under this application. The site is however located within the Colne Valley Regional Park.
- 3.2 The site is bound by Bath Road to the north with the continuing rail way line, commercial and residential properties beyond. There are residential properties to the north western and eastern boundaries of the site, commercial and industrial properties to the west of the site and open green land to the east of the site.

4.0 Relevant Site History

- 4.1 Planning permission was refused for the use of the land to station a catering van to sell hot and cold food in June 2008 for the following reasons (reference P/14306/000);

The proposed development would result in an intensification of use of an existing access at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

The applicant has not included adequate provision for a satisfactory turning space within the site. The resultant reversing of vehicles onto or off of the highway would lead to conditions of danger and inconvenience to other highway users. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

As far as can be determined from the submitted information, the development fails to provide sufficient car parking and if permitted is likely to lead to additional on street parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policies T2 and Core Strategy 2006-2026 Core Policy 7.

- 4.2 Planning permission was also refused for the temporary use of the land for the sale and display of motor vehicles in conjunction with the neighbouring car sales site in May 2003 for the following reason (reference P/12338/000):

The proposal fails to comply with Policy T11 of the Review of the Local Plan for Slough as modified 2002 as it would prejudice the use or operation of the West Drayton to Staines railway for future passenger or freight services.

5.0 Neighbour Notification

- 5.1 25, 30, 31, 32, 33, 37, 38, 39, 40, 45, 46, 47, 48, 58, 64, Meadow Brook Close, Colnbrook, Slough

G D S K, 2, 4, 6, 8, 10, 10a, 12, 16, 18, David Road, Colnbrook, Slough

Unit 6, 7 Polygon Business Centre, Fritz House, Honda Institute, Blackthorne Road, Colnbrook, Slough

Unit A1, A2, B1, B2, B2x, C Skyway 14, Calder Way, Colnbrook, Slough

Travelodge, Calder Way, Colnbrook, Slough

Travelodge Hotels Ltd, Horton Road, Colnbrook, Slough

Station Cottage, Station House, Cargopoint-heathrow, 1, 2 Poyle New Cottages Old Bath Road, Colnbrook, Slough

Two letters of objection have been received from neighbouring occupiers raising the following issues:

The traffic is a major concern - the road is very dangerous and no traffic calming measures have been added despite several authorities insisting they would help. Adding to this by allowing vehicle access on a blind corner is asking for fatalities.
RESPONSE: This is a material planning consideration and is discussed in the report below.

The noise is terrible and should not be added to and the acoustic fence will provide no alleviation at all.
RESPONSE: This is a material planning consideration and is discussed in the report below.

This application destroys surrounding wildlife and trees. Stag Beetles that are on the endangered list and Bats frequent the gardens and the reconstruction of the trees (and bridge where they nest / live) will kill this off.
RESPONSE: This is a material planning consideration and is discussed in the report below.

The permission discusses how the land provides no benefit to the local area. Putting this storage in gardens - ruining privacy and habitat - destroys the value of property accepting will ruin the lives of Council Tax payers.
RESPONSE: The issue with regards to property prices are not a material planning consideration unlike economic growth and the use of land to help provide economic growth which is a material planning considerations and are encouraged by the Government.

Overlooking and loss of privacy.
RESPONSE: This is a material planning consideration and is discussed in the report below.

Inadequate security fencing will result in security issues.
RESPONSE: This is a material planning consideration and is discussed in the report below.

Concerns over gas main which more vehicles will drive over.
RESPONSE: This is a material planning consideration and is discussed in the report below.

6.0 Consultation

6.1 Slough Local Access Forum

It is proposed to use the site for storage purposes, which would mean the clearance of existing vegetation/ habitat and also prevention of the existing pedestrian access adjacent to and over the site.

The Local Access Forum remit includes advising the Council as a Section 94 (4) body under The Countryside and Rights of Way Act 2000 on access for the purpose of open air recreation and the enjoyment of the area and also as amended by the Local Access Forum (England) Regulations 2007 on functional access. This includes access undertaken for the purposes of going to work, school, shops or local amenities. The members of the Local Access Forum view this planning proposal as detrimental to the walking and cycling access network in Colnbrook. It would mean the closure of an

existing route used by residents of Colnbrook living at the north of the site to access the Poyle Industrial Estate to the south for work and also for those residents who use the route for recreation and to enjoy the open air and natural environment.

It is known that this access has been used for a number of years because complaints were received by the Council's Public Rights of Way Officer several years ago when Network Rail attempted to gate the route. Residents of Poyle New Cottages were concerned at the time to the extent that they were prepared to submit an application to claim the route as a public right of way. On that occasion access remained open so a claim wasn't necessary. It is clear therefore that the loss of this route will impact negatively on local residents. Though the status of the route is not recorded currently on the definitive map and statement of public rights of way, a presumption of dedication may have arisen through use. The LAF in conjunction with the Council's Rights of Way Officer consider the dedication of this route as a public right of way would enhance the rights of way network in Colnbrook and would like to object to its closure.

This position is supported in the Council's strategic plans; the Local Plan for Slough and the Rights of Way Improvement Plan 2007 which seek to improve opportunities for informal recreation and improvements to the rights of way network. Though this site is described as an urban site and the developers view the trees and pedestrian access as a problem, the alternative view is that the disused railway line has become a valuable natural wildlife corridor in the urban environment which ought to be protected. It also enables sustainable access opportunity to the workplace (Poyle Industrial Estate) which is highlighted as a Council objective in the LDF Strategic Objectives (1 – To reduce the need to travel and create a transport system that encourages sustainable modes of travel such as walking, cycling and public transport)

The site is located within the Colne Valley Park and there are planning restrictions imposed under the Council's Local Development Framework, Core Strategy to prevent development within the countryside or open areas in the Colne Valley Park unless they provide opportunities for countryside recreation which do not compromise the landscape and nature conservation.

Members of the LAF contend that this site though narrow and small in size does constitute a pocket of countryside and that since it already provides opportunities for recreational access these benefits need to be enhanced not withdrawn.

In light of the above, the Slough Local Access Forum strongly objects to this planning proposal on the grounds as explained.

6.2 Transport and Highways

It is proposed to use the site for unspecified storage purposes. The current sub standard vehicular access is to be widened to 5 metres and the sightlines improved by widening the public footway into the carriageway.

I have no objection in principle with the proposed improvement to the sightline and would suggest that at this location a reduced standard of 2.4m x 43m could be accepted. A detailed drawing demonstrating the practicality of these works is required.

The site must be entered and exited by vehicles in forward gear and although the proposal shows some turning areas within the site these have not been demonstrated by tracking and I have concerns that larger vehicles will not be able to turn within the site.

The proposed gates should be set back a sufficient distance from the public highway to allow vehicles entering the site to be able to stop off the highway.

There is a pedestrian route adjacent to and over the site. The status of this is not clear it does not appear to be a 'public right of way' although I suspect this may be challenged. The applicant must either demonstrate that no rights of passage exist or make acceptable provision for them.

Mindful of the above significant amendments are required before this application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied. Alternatively, should you wish to determine this application as submitted then I would recommend that planning permission be refused for the reason given below.

The applicant has not demonstrated adequate provision for a satisfactory turning space within the site. The resultant reversing of vehicles onto or off of the highway would lead to conditions of danger and inconvenience to other highway users. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

However should you be minded to approve the proposal please include the requirement for the applicant to enter into a s278 agreement for the vision splay requirements on the highway in the s106 Agreement. The following conditions and informatives should also be included:

Condition

The development shall not commence until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

Reason:

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

No part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason:

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

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local

Planning Authority

Reason:

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

Informatives

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.

6.3 Environment Agency

Is any further information about what sort of items will be stored there and how it is likely to be stored? Any information about where the site crosses the river would also be useful for our review of the application.

This information has been requested from the applicant and further information is awaited and Members will be updated of any further information via the amendment sheet.

6.4 Environmental Quality

The only historical potentially contaminative land use at the site is the former railway itself. The disused railway site does not appear on our contamination prioritisation list and is therefore not considered likely to pose a significant risk. In addition, the proposed end use is not highly sensitive, with the majority of the development comprising storage areas and access road, with one portacabin in the north of the site and no permanent buildings or structures. The addition of hardcore surfacing to the site will also provide protection to site users from any potentially contaminated soil associated with the former railway.

However, there are several landfill sites within 250 m of the site, therefore the following condition should be placed on any planning permission granted:

The land is situated within 250 m of a landfill site and buildings may therefore require gas protection measures to be incorporated into their design.

Prior to development either:-

- a) *A site investigation and/or risk assessment in line with appropriate guidance such as CIRIA 665 shall be submitted for approval by the Local Planning Authority. Where unacceptable levels of gaseous contamination are identified, a proposal for remediation/mitigation shall be submitted and approved in writing by the Local Planning Authority. Any scheme of remediation that requires the fitting of landfill gas protection, such as a protective membrane shall be carried*

out by a person(s) competent to carry out that work.

All work shall be validated by a competent person and report submitted for the approval of the Local Planning Authority. All approved gas protection measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

Or

(b) In situations where there is a low risk from gas contamination, details of proposed gas protection measures shall be submitted to the Local Planning Authority for written approval before the development commences. All approved gas protection measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

Reason: In order to safeguard the health and safety of future occupants/and or site users.

6.5 Thames Valley Police

There are no police objections in principle to this proposed change of use but of course the crime implications will vary depending on exactly what is stored on site. The types of fencing described in the application would provide a good level of security but if the crime risk increased with desirability of items stored then stronger and more varied security measures would need to be implemented. These measures could include manned guarding, CCTV, intruder alarms etc.

6.6 Colnbrook with Poyle Parish Council

Consulted although no comments received to date. If comments are received these will be reported on in the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework and technical guidance notes.
- National Planning Practice Guidance.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- T2 (Parking Restraint)
- T11 (Protection of the West Drayton to Staines Line)

- 7.2 The main planning considerations are therefore considered to be:
- Principle of the redevelopment & land use
 - Design and appearance
 - Impact on adjoining sites
 - Traffic and Highways Implications

Assessment

8.0 Principle of the redevelopment & land use

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

- 8.2 Policy EMP2 (Criteria for Business Developments) states:
 “Proposals for business developments will only be permitted if they comply with all of the following criteria:
- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;
 - b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over- looking, or overbearing appearance of the new building;
 - c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
 - d) appropriate servicing and lorry parking is provided within the site;
 - e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;
 - f) the proposal incorporates an appropriate landscaping scheme;
 - g) the proposal would not significantly reduce the variety and range of business premises;”

- 8.3 Policy T11 (Protection of the West Drayton to Staines Line) states that “development will not be permitted if it would prejudice the use or operation of the West Drayton to Staines railway line for future passenger or freight services”. The pre ample to the

policy further states “if it is demonstrated that parts of the line will not be required for rail purposes, the Council would wish to safeguard it as a recreational route for cyclists, horse riders and walkers as to provide access to the countryside north and south of Colnbrook and Poyle”.

- 8.4 The principle for any type of development on this site is not supported in policy terms as there is a desire to keep the site free of development and uses so that it can be used for future rail infrastructure. The proposed use will see large areas of hard standing be laid across the site and the site developed for storage purposes which flies in the face of the policy to keep the site open for future rail uses. Although it is accepted that the proposed use will not result in new structures on the site the presence of a new use will cause difficulty in bringing the site forward for its intended use as it will result in additional issues in clearing the site as well as increasing the cost of any potential compulsory purchase which will make bringing forward the proposed use more problematic.
- 8.5 There are currently two rail schemes that may use this site. The Western Access to Heathrow Scheme is a proposed new rail link to reduce journey times between Heathrow and the Thames Valley and will look to tunnel under the application site. This scheme has the backing of Government. A further scheme which is currently being considered involves the Windsor Link Railway which is a private initiative looking to fund a private railway providing services to Heathrow that may also use the application site. Therefore it is clear that there are projects that could use the site in order to provide additional rail services and with the proposed expansion of Heathrow further schemes could also come forward for which this area of disused railway land could be used for. Therefore the current policy is considered to be required and justified and the site should be retained for the possibility of future rail use.
- 8.6 The applicant has stated that the land was purchased by him from Network Rail who “deemed it surplus to requirements”. While no evidence of this has been produced with the application, it is irrelevant in planning terms as planning policy is not based on land ownership but rather what purpose the land can be put to and the Local Planning Authority has no control of land ownership. The policy regarding the safeguarding of the land for rail use is within the Local Plan and is a publicly available document.
- 8.7 If the land could not be used for rail use, which is not a position currently supported under planning policy, the policy goes further to state that the application site should be safeguarded to provide a recreational route for cycling, walking and horse riding. The proposed laying of hard standing and fencing the site off for the proposed use would restrict the site being used for its fall back position and would again fly in the face of local planning policy. The Local Access Forum currently state that the site has been used for access for a number of years but no formal application to claim the route as a right of way has been made to date. So although no protection of the site can be given in planning terms, as it is not a formal right of way, it goes to show that the site has been used for public access and would be an area where a formal public right of way could be supported.
- 8.8 Therefore policy objections are raised to the principle of development and the change of use on the application site which is safeguarded as an area to be used for rail transport purposes and would fail to comply with Local Plan Policy T 11.

- 8.9 The application site has various differing levels across it and in some areas there is quite a large drop in levels. These levels will of course need to be levelled out prior to the site being used as a storage area and due to the level differences in proximity to the Poyle Chanel it is expected that this would be done by building up the levels to match the existing highest height. Therefore materials will need to be brought onto the site to for this and no details have been given by the applicant to confirm how this would be done and full details would need to be provided prior to the granting of permission.
- 8.10 No details have been given with regards to what will be stored on the site save that it will only be used for open storage. Without these details there is some concern over whatever will be stored on site could result in contamination for the land and the watercourse where the Poyle Chanel flows through the site and full details of what is being stored along with pollution control measures will need to be submitted before the application could be looked upon favourably.

9.0 Design and Appearance

- 9.1 The National Planning Policy Framework states that “great importance to the design of the built environment. 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 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.3 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.4 The proposals will see the existing area of self seeded overgrown trees and shrubbery removed and the area laid to hard standing and while this would look more harsh upon the street scene than the current situation on the site it would not be out of keeping with the industrial area in which the site is located and would not have a detrimental impact upon the character or appearance of the area. A condition for appropriate landscaping could be secured if planning permission was to be granted to provide some landscaping at the entrance and around the site which would help to break up the harsh appearance of the site if it was to be laid to hard standing.
- 9.5 Although no details have been provided with regards to the portacabin on the site details could be conditioned should planning permission be granted although due to the small nature of such a structure and the surrounding area in which it would be located it is not considered to be harmful to the character or appearance of the area.

9.6 It has been noted that the comments received from the public consultation states that the site contains several species of wildlife and had the application been supported the applicant would have been requested to commission a walk over ecological survey to be carried out prior to final determination being made.

9.7 The design and appearance of the development is considered to be consistent with the relevant policies and government guidance.

10.0 Impact on adjoining sites

10.1 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.

10.2 Core Policy 8 states “Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

10.3 The proposed layout of the site would see the storage area moved to the opposite sides of the site from the residential properties in an attempt to reduce any disturbance to the properties with the use of acoustic fences to further protect the residential properties from noise and disturbance although a noise report would be required to demonstrate that the acoustic fence would be sufficient to reduce noise nuisance. However some of the residential properties will only be 4m from the site boundary and 7m from the storage areas and have their amenity areas adjacent to the boundary fence of the application site. It is therefore considered that they will suffer from noise and disturbance from the proposed use due to the minimal distances between the proposed use and the neighbouring houses or their amenity areas. While steps and efforts have been recommended to overcome this issues of noise and disturbance it is considered that these would not overcome the issues of noise and fumes from passing traffic that would impact on neighbouring amenity. Furthermore with no details given as to what will be stored at the site there is a danger that the height of the items stored would be visible from the nearby residential properties and would have a further detrimental impact upon the residential amenity of these properties.

10.4 It should also be noted that planning permission was approved on the land adjacent to the east of the application site for the erection of a three storey building containing 6no. X one bedroom flats and 2no.X four storey buildings each containing 3no. X three bedroom houses in August 2008 with an extension for the time for implementing the scheme approved in September 2011 and now needs to be implemented by September 2014. This scheme would see additional residential properties in very close proximity to the proposed use with 2 storage areas on the immediate boundary with the consented residential properties and further exacerbates the issues set out above.

10.5 The proposals would not result in any additional overlooking or loss of privacy.

10.6 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

11.0 Traffic and Highways Implications

11.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, requires that: “All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

Development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”

11.2 Policy EMP2 (Criteria for Business Developments) of the Local Plan states that: “Proposals for business developments will only be permitted if they comply with all of the following criteria:

- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
- d) appropriate servicing and lorry parking is provided within the site;
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”.

11.3 The application fails to mention how many parking spaces will be provided for the proposed use but with the lay out as proposed with turning and open areas between each area of storage it is considered that appropriate parking can be supported on the site.

11.4 The proposed alterations to the site entrance are considered to be acceptable subject to final drawings being provided and appropriate visibility splays also being provided, which should be achievable.

11.5 The application fails to provide full details as to how vehicles would turn onsite and with the site being quite narrow in places (between 10m to 12m in some places) details would need to be provided to show that the vehicles using the site would be able to turn on the site. This in turn could result in vehicles reversing onto or off of the site which in turn would result in danger and to other highway users which is not acceptable and forms a reason for refusal.

12.0 **Summary**

12.1 On the basis of the information provided it is considered that the proposals would not have a detrimental neighbouring amenity and highway safety and the application should be approved subject to conditions.

PART C: RECOMMENDATION

13.0 Recommendation

Refuse, for the reasons set out below.

14.0 PART D: REASONS

- 14.1
1. The proposal would prejudice the use or operation of the West Drayton to Staines railway line for future passenger or freight services and would therefore be contrary to policy T11 of The Local Plan for Slough, March 2004.
 2. The proposed use would have a detrimental impact upon the amenities of the neighbouring residential properties and gardens in terms of noise and disturbance, vehicle fumes and outlook and would be contrary to 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, March 2004.
 3. The applicant has not demonstrated adequate provision for a satisfactory turning space within the site. The resultant reversing of vehicles onto or off of the highway would lead to conditions of danger and inconvenience to other highway users. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
 4. A holding objection is raised on the grounds that the applicant has failed to indicate what would be stored on the site and any issues of contamination from them or how the differing levels on the site will be dealt with contrary to Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and policy EN24 of The Local Plan for Slough, March 2004.