

Public Document Pack

Date of issue: 10th April 2007

MEETING	PLANNING COMMITTEE (Councillors Hewitt (Chair), Burkmar, Aziz, Butt, Dodds, Grewal, Smith, Swindlehurst and Zarait)
DATE AND TIME:	THURSDAY, 19TH APRIL, 2007 AT 6.30 PM
VENUE:	TOWN HALL, BATH ROAD, SLOUGH, BERKSHIRE
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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

ANDREW BLAKE-HERBERT

Acting Chief Executive

NOTE TO MEMBERS

This meeting is an approved duty for the payment of travel expenses.

AGENDA

PART 1

AGENDA ITEM

REPORT TITLE

PAGE

WARD

Apologies for absence.



CONSTITUTIONAL MATTERS

1. Declarations of Interest

(Members are reminded of their duty to declare personal and personal prejudicial interests in matters coming before this meeting as set out in the Local Code of Conduct)

2. Minutes of the last Meeting held on 20th March 2007 1 - 8

SERVICE IMPLEMENTATION ISSUES

3. Planning Applications in the Western Part of the Borough (Green Paper) 9 - 38 Chalvey; Cippenham Meadows;

4. Planning Applications in the Eastern Part of the Borough (Yellow Paper) 39 - 204 Central; Colnbrook with Poyle; Langley St Mary's; Upton; Wexham Lea;

5. Cippenham: Planning Permission for 300 dwellings etc. (P/8770/56) Condition 3 - Master Plan 205 - 208 Cippenham Meadows

MATTERS FOR INFORMATION

6. Planning Appeal Decisions 209 - 212 All

7. Authorised Enforcements and Prosecutions 213 - 228 All

Press and Public

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

Minicom Number for the hard of hearing – (01753) 875030



PLANNING COMMITTEE – Meeting held on Tuesday, 20th March, 2007.

Present:- Councillors Hewitt (Chair), Aziz, Burkmar (arrived at 6.40 p.m.), Dodds, Grewal, Smith, Swindlehurst (arrived at 6.35 p.m.) and Zarait.

Also present under Procedure Rule 30:- Councillor Long.

Apologies for absence:- Councillor Butt.

PART I**67. Declarations of Interest**

In relation to planning application ref. P/10588/7 White Hart House, Park Street, Colnbrook, Slough, Councillor Burkmar advised that he knew the Directors of the Applicant Company, Maultway Homes Ltd. He advised that he would approach the application with an open mind and would remain, speak and vote on the item.

68. Minutes

The minutes of the meeting of the Committee held on 21st February, 2007 were approved as a correct record and signed by the Chair.

69. Planning Applications

Oral representations were made to the Committee by objectors and applicants or their agents under the public participation scheme and local Members prior to the planning applications being considered by the Committee as follows:-

P/13310/4 - Unit 2, Colnbrook Industrial Estate, Old Bath Road, Colnbrook- a Parish Councillor addressed the Committee.

P/10040/6 - 4-10 Hawtrey Close, Slough – an objector to the scheme addressed the Committee.

With the agreement of the Chair the order of business was varied to ensure that applications where objectors/applicants and/or local Members had indicated a wish to address the Committee were taken first.

Details were tabled in the amendment sheet of alterations and amendments received to applications since the agenda was circulated, together with further representations and/or petitions received.

Planning Committee – 20.03.07

Resolved – That the following decisions be taken in respect of the planning applications set out below, subject to the information, including conditions and informatives set out in the report of the Head of Planning and Strategic Policy and the amendment sheet circulated at the meeting, and subject to any further amendments and conditions agreed by the Committee as indicated below:-

Application No	Proposed Development	Decision
P/10040/6	4-10, Hawtrey Close, Slough, Berkshire, SL1 1TB - Demolition of existing dwellings and erection of 2no. x 2.5 storey high blocks and 1no. two storey high block to provide 16no. one bedroom flats together with access and parking.	Delegated to the Head of Planning and Strategic Policy for completion of S106 Agreement.
P/10588/7	White Hart House, Park Street, Colnbrook, Slough, SL3 0HS - Installation of 4 no. front dormers, 1 no. velux window and conversion of existing building into flats, alterations to rear porch, two storey extension, comprising 14. flats (6. no 1. bed, 8. no 2 bed).	Delegated to the Head of Planning and Strategic Policy for approval subject to receiving no substantive objections.
P/13310/4	Unit 2, Colnbrook Industrial Estate, Old Bath Road, Colnbrook, Berkshire, SL3 ONJ - Change of use from B8 to go - karting centre (sui generis).	Approved for limited period.
P/380/21	10-14, High Street, Slough, SL1 1EE- Outline planning permission for 24 residential apartments, 3 retail units and 24 car parking spaces.	Delegated to the Head of Planning and Strategic Policy for completion of S106 Agreement.
P/488/33	145-147, Farnham Road, Slough, Berks, SL1 4XB - Demolition of existing B2 industrial unit and replacement with two class A1 retail units including car parking, servicing and landscaping.	Delegated to the Head of Planning and Strategic Policy for completion of S106 Agreement.
P/730/68	Currys Ltd, Unit A, Westgate Retail Park, Bath Road, Slough, SL1 5PS - Variation of condition 8 of planning permission ref P/00730/043 to allow the installation of a mezzanine floor.	Withdrawn.

Planning Committee – 20.03.07

Application No	Proposed Development	Decision
P/1158/19	19-25, Lansdowne Avenue, Slough, SL1 3SG - Demolition of existing buildings and erection of 15 x no.2 bed retirement flats, 5 x no.1 bed retirement flats, 1 x no.3 bed retirement flats and hotel.	Delegated to Head of Planning and Strategic Policy for completion of S106 Agreement.
P/5597/9	10, Stoke Gardens, Slough, SL1 3QQ - Erection of extension and change of use to form 17 service apartments and office.	Approved with Conditions.

70. Tree Preservation Order No. 13 of 2006, in respect of site at 36 Upton Park, Slough

The Committee considered a report on Tree Preservation Order (TPO) No. 13 of 2006. The Head of Development Control advised that the Council had a duty under the provisions of the Town and Country Planning Act to ensure that important trees were protected by appropriate use TPO's. When the report on the proposed boundary changes to the Upton Conservation Area was considered by the Planning Committee in August 2006, Members had requested that TPO's be pursued for important trees adjacent to the conservation area, which enhanced the setting of the area.

Consequently, a TPO was served in September 2006 in respect of a cedar tree in the front garden at 36 Upton Road. An objection was received from the owner of 36 Upton Park, on the grounds that the tree was very badly positioned for its type and size and was not in keeping with the rest of the park.

The Council's Tree Officer had considered the objections but maintained that the tree should be afforded protection via a TPO as it had significant visual prominence. He accepted that the tree could grow to a substantial size but advised that it could be retained with routine maintenance to ensure its safe retention.

The Committee accepted that the cedar tree had significant visual amenity value and noted that the objector would have the opportunity to apply for consent to maintain the tree if necessary.

Resolved – That the Tree Preservation Order 13 of 2006 be confirmed.

Planning Committee – 20.03.07

71. Authorised Enforcement and Prosecutions

Committee Members noted the status of various ongoing enforcement and prosecution cases.

Resolved - That the report be noted.

Chair

(Note: The meeting opened at 6.30 p.m. and closed at 8.00 p.m.)

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Human Rights Act Statement

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

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

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

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

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

	OFFICER ABBREVIATIONS
DS	David Scourfield
WM	Wesley McCarthy
RS	Reena Sharma
MB	Matthew Brown
SM	Simon Martin
CS	Chris Smyth
RK	Roger Kirkham
SVDM	Schalk Van Der Merwe
EH	Erin Hooper
MT	Mark Turner
ZP	Zoc Pankaluic
HA	Howard Albertini
KW	Katy Wallis

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PLANNING COMMITTEE

The following applications are submitted for determination under the
Town & Country Planning Act 1990

19th April 2007

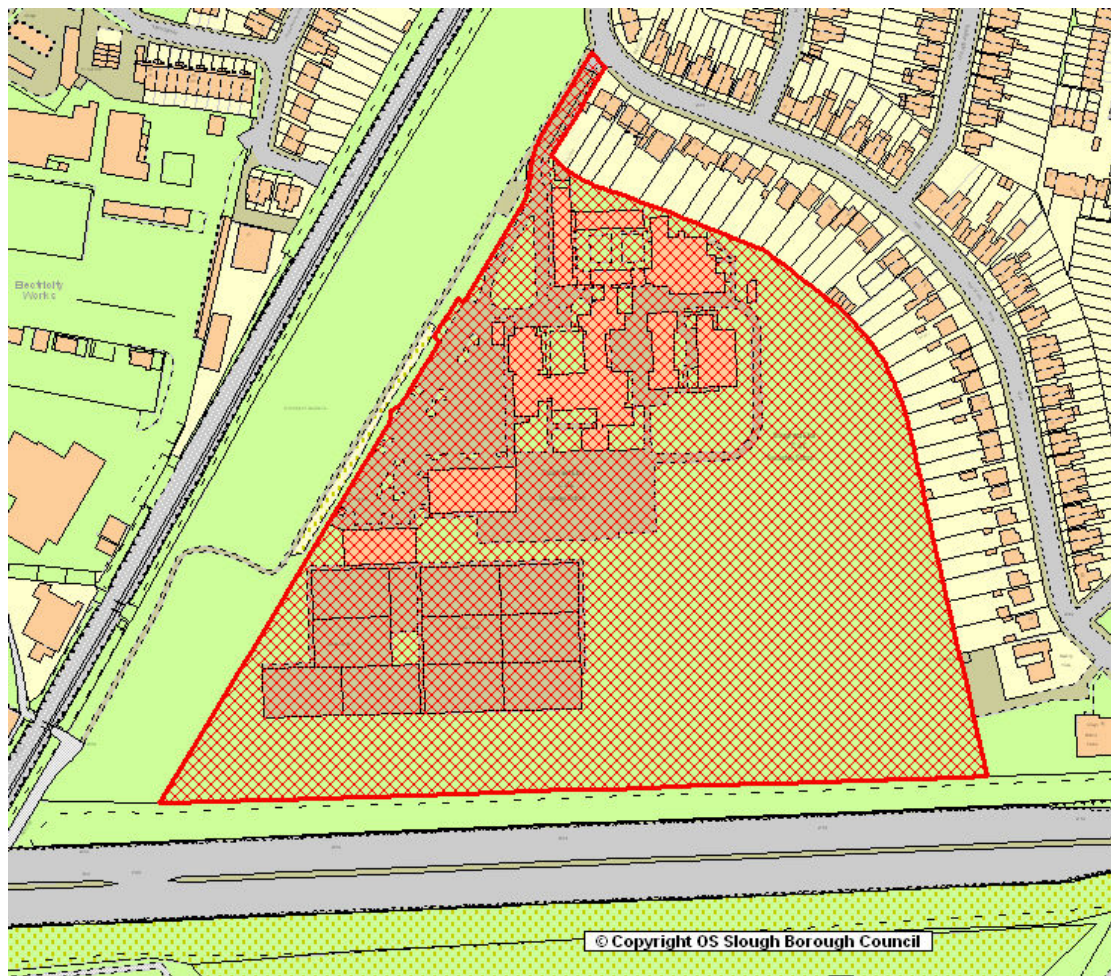
APPLICATIONS IN THE WESTERN PART OF THE BOROUGH

Page No		REF	ADDRESS	DETAILS	RECOMMENDATION	OFF
1E	9-19	P/2114/17	Slough & Eton C Of E School, Ragstone Road, Slough, SL1 2PU	Demolition and extensions to existing school buildings and erection of new two storey teaching block.	Delegate to HPSP for decision	CL
2E	20-25	P/8770/60	Land Between M4 Motorway & Richards Way, (First Phase Near Roundabout), Richards Way, Berkshire	Erection of 76 dwellings (reserved matters application; first phase of approved development for 300 dwellings ref: P/08770/056).	Approve with Conditions	HA
3E	26-36	P/11033/1	1-7, High Street, Slough, Berkshire	Erection of a 9 storey building (max) to provide ground floor class A2 use (Financial and Professional Services) and residential flats at rear and above.	Refuse	CL

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Item No	1	Applic. No	P/02114/017
Registration Date	26-Feb-2007	Ward	Chalvey
Ref:	Mr. W. McCarthy	Applic Type: 13 week date:	Major 28th May 2007
Applicant	The Oxford Diocesan Board of Finance		
Agent	Architects Design Partnership LLP Cantay House, Park End Street, Oxford, OX1 1JD		
Location	Slough & Eton C Of E School, Ragstone Road, Slough, SL1 2PU		
Proposal	DEMOLITION AND EXTENSIONS TO EXISTING SCHOOL BUILDINGS AND ERECTION OF NEW TWO STOREY TEACHING BLOCK		

Recommendation: Delegate to HPSP



P/02114/017

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the policy background and comments from consultees:
- 1.2 Delegate to HPSP to approve, subject to the receipt of satisfactory information in respect of the Traffic and Highway safety concerns and the withdrawal of the Environment Agency's objection.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal includes various extensions and alterations to the existing school. The proposed works would consist of the following construction work:
- New entrance canopy and two-storey entrance block, to accommodate the Main Hall, Sixth Form and staff offices;
 - Two-storey teaching building;
 - Two-storey extension to the existing sports hall, to create changing rooms, reception, office, store, a gymnasium and dance studio;
 - Single storey extension to create two new science laboratories;
 - Single storey infill extension behind the existing library to replace temporary portacabin;
 - New refuse stores and mini-bus garages
- 2.2 The proposal also includes internal refurbishment work to the dining / kitchen area, the existing science block and creative arts area.

3.0 Application site

- 3.1 The application site is a secondary school located off Ragstone Road. The school buildings are set back from Ragstone Road and accessed via a relatively narrow road at the northern end of Ragstone Road. The school buildings are located towards the northern section of the site with playing fields located towards the rear (south).

4.0 Site history

- 4.1 P/02114/002: ERECTION OF TEMPORARY CLASSROOM - APPROVED: 16-Aug-1984
- 4.2 P/02114/004: CONSTRUCTION OF FIRE ACCESS ROAD AND EXTENDED HARD PLAY SURFACE; ERECTION OF SINGLE STOREY EXTENSION TO CRAFT DESIGN AND TECHNOLOGY

WORKSHOPS AND MUSIC BLOCK. (B.C.C. REG.3 CONSULTATION) – APPROVED: 31-Mar-1993

- 4.3 P/02114/005: THREE REPLACEMENT PLUS TWO NEW MODULAR CLASSROOMS WITH OFFICE AND TOILETS – APPROVED: 13-Mar-1996
- 4.4 P/02114/006: CHANGE FLAT ROOFS TO PITCH ROOFS TO PART OF THE BUILDING – APPROVED: 08-Jul-1997
- 4.5 P/02114/009: PROVISION OF MULTI PURPOSE SPORTS CENTRE TO INCLUDE SPORTS HALL, PAVILLION, 12 NO. MULTI PURPOSE GAMES COURT WITH FLOODLIGHTS AND CAR PARKING. (AMENDED PLANS RECEIVED 02/08/99) – APPROVED: 09-Nov-1999
- 4.6 P/02114/012: ERECTION OF A TEMPORARY BUILDING TO PROVIDE 2 ADDITIONAL CLASSROOMS – APPROVED: 13-Jun-2002
- 4.7 P/02114/013: ERECTION OF TEMPORARY BUILDING WITH TWO ROOMS FOR USE AS STUDENT COMMON ROOMS – APPROVED: 02-Oct-2002
- 4.8 P/02114/014: ERECTION OF A TEMPORARY STYLE BUILDING FOR COMMON ROOM – APPROVED: 13-Oct-2003
- 4.9 P/02114/015: ERECTION OF A NEW BUILDING TOTALLING 228 SQ.MTRS FOR USE AS A BUSINESS ENTERPRISE CENTRE – APPROVED: 07-Jun-2005
- 4.10 P/02114/016: ERECTION OF A TEMPORARY BUILDING FOR CLASSROOM USE – APPROVED: 11-Apr-2006

5.0 **Neighbour notification**

5.1 1 – 49 (odd), 2 – 72 (even) Ragstone Road,
Masonic Lodge and Quaker Meeting House at Ragstone Road.

5.2 Site- and Press Notice

5.3 No comments received.

6.0 **Other internal consultations**

6.1 **Traffic**

6.1.1 *Transport Statement:*

It is proposed to redevelop the current school, providing new facilities and introducing a sixth form. This will result in an increase

in student numbers from 752 to 925, and a corresponding increase in staff from 54 to 63.

6.1.2 The site access on to Ragstone Road will remain as it is at present, however the internal road arrangement will change. There are a number of comments relating to the internal arrangements summarised in the comments from the Highways department which, including the concerns regarding the loss of an internal drop off / pick up point. It is essential that this provision is retained.

6.1.3 The intended pedestrian and cycle access routes to the school are unclear. If the only pedestrian access is alongside the main vehicle access, given the high number of children walking to the school, the footway should be designed to accommodate the high numbers of children. If and where possible the cycle access should be segregated from the vehicle access. The car parking provision on the site will be reduced as a result of the proposal, which is acceptable in principle as most of this seems to be for parents. However, only 52 cycle parking spaces are proposed, whereas the current standards require a minimum of one per 10 students and staff, suggesting that around 100 spaces are required.

6.1.4 The Transport Assessment suggests an increase in peak hour traffic movements of 90 vehicles. In order to offset the impact of this additional demand and to meet the aims of the Slough Transport Strategy as outlined in Policy T1 of the Local Plan, the development will be required to make a contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated.

6.1.5 *Travel Plan:* The Framework Travel Plan includes a number of potential measures that will be considered in order to reduce single occupancy car use associated with the site. The majority of actions and measures are programmed to begin after the school has been redeveloped. Many of the Travel Plan measures could be implemented on the first day of operation of the new school, rather than waiting until the school has been operational for six months. In order to improve the potential of the plan, it would be of benefit to begin implementing some measures prior to completion of the development. New staff or students at the school during this period may then find non-car travel alternatives are feasible, and continue to use non-car modes following completion of the development.

6.2 Highways:

6.2.1 Existing situation: The junction of the existing access conforms to current sight line requirements. The internal access road has traffic calming in place in the form of humps, which will restrict the speed of traffic to below 20mph. Internal Layout: The internal layout is proposed to be changed from a small one way system to and from

- 6.2.2 the car parking area, to a 2-way road. The parking layout appears to remain unaltered with no additional parking provided. The existing pick up and drop off zone within the school appears to be lost. The loss of the pick up and drop off zone within the school grounds could result in more picking up and dropping off occurring on Ragstone Road. This would not be acceptable in terms of Highway safety.
- 6.2.3 *General:* The school access is also the access for the adjacent allotments and five a side football centre, as such the road is not suitable to also take construction traffic at school dropping off and picking up times and at school lunch times. Therefore an alternative access for site traffic should be sought for construction traffic. Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway, temporary access point etc.
- 6.2.4 The application has fundamental problems regarding highways safety. As such the drawings should be amended to incorporate the above-mentioned comments. If the concerns that have been raised cannot be satisfactorily resolved, the application should be refused on highways grounds.
- 6.3 Environment Agency
- 6.3.1 The Environment Agency has raised an objection to the proposal on the following grounds:
- Part of the site lies within the 1 in 100 climate change event and a sequential approach should have been applied to the site;
 - The flood risk assessment has not quantified the surface water run off from the site;
 - The applicant has not clarified if dry access would be available for all buildings;
 - The compensation is not acceptable as it is partially within the 1 in 100 year flood extent;
 - The swale storage should be provided above the 1 in 100 year climate change;
 - An assessment of how the surface water runoff would affect the site should have been undertaken.
- 6.3.2 It is also recommended that any visible contaminated or odorous material encountered on the site during construction should be investigated.

PART B: PLANNING APPRAISAL

7.0 Policy background:

7.1 The Local Plan for Slough 2004. This is not an allocated site. The relevant Local Plan Policies include Policy EN1 (Design) and Policy T3 (Highway Safety).

7.2 In principle, the local plan supports the continued development of educational facilities in the Borough. The extensions would not result in the loss of playing field. The proposal is therefore acceptable in general terms but must be assessed against other policies in the Local Plan. The main issues to address are visual impact of the design, residential amenity of the adjoining properties, traffic and parking.

8.0 Design

8.1 The existing school is made up of a number of modern, single storey buildings of limited design merit. The two-storey building would be located to the east of the main buildings, but will be read as part of the overall complex by virtue of its location close to existing buildings. It would have a contemporary design and would not appear out of keeping with the existing buildings. The proposed building would not be highly visible from the street, but would be visible from the rear gardens of the nearby residential properties in Ragstone Road. The proposed extension to the sports hall would not be the same height as the existing building, but the design and materials would be in keeping with the character of the existing building. The design of the proposed entrance block would also be contemporary and simplistic, which would be in keeping with the character and the appearance of the existing school buildings. In design and visual terms there is however no objection raised.

8.2 In terms of the smaller extensions and internal refurbishment, it is considered that it would be acceptable in terms of the impact on the appearance of the existing buildings and no objection is therefore raised.

9.0 Residential amenity

9.1 The proposed two-storey teaching building is located to the east of the existing school buildings, with an open walkway at first floor level facing in the rear gardens of the properties in Ragstone Road. The proposed building would not have an impact in terms of overpowering or overlooking of these properties. A concern is however raised regarding the open walkway at first floor level and the possible noise disturbance that might be generated for the occupiers of the dwellings at nos. 24 to 52 Ragstone Road. The

applicant has agreed to provide a mound and additional landscaping on this boundary, in order to mitigate the possible noise impact of the pupils on the first floor. It is however considered that it is unlikely to result in a significant increase in disturbance to local residents, as to justify the refusal of this application.

10.0 **Environmental aspects**

10.1 No comments have been received to date from the Council's Environmental Health officer. Any late comments will be reported on the amendment sheets.

10.2 The applicant is aware of the objection raised by the Environment Agency and has undertaken to address these concerns prior to the Committee meeting. The comments from the Environment Agency would be reported on the amendment sheets.

11.0 **Traffic and Highways**

11.1 The applicant has been made aware of the concerns regarding the construction traffic using the only access to the school. This access way is used by vehicles and pedestrians to gain access to the school, sports hall and allotment gardens. In order to ensure that pedestrian safety is not jeopardised by construction vehicles, the Principle Traffic Engineer requested that a construction traffic management plan should be submitted. A management plan has been submitted and comments from the Traffic Engineer will be reported on the amendment sheets. It is however recommended that a condition should be attached to ensure that an acceptable management plan would be implemented, prior to the occupation of the proposed buildings, as requested by the Traffic Engineer.

11.2 In order to improve the accessibility of the school and the safety for pupils, it is believed that improvements to the existing bicycle route in the area could be improved by this application. In this regard, an access can be provided in the south-western corner of the school site, which would provide a link to the existing bicycle route through the cattle creep and west wards towards Spackmans Way. A condition is therefore recommended to ensure that the applicant provides an access and bicycle route from the south-western corner to the bicycle enclosures.

11.3 With regards to the loss of the pick up and drop-off area inside the school grounds, the applicant has stated that this facility is not used frequently and that the loss would not affect the internal vehicle movement. This concern will however be addressed in the amendment sheets, after further negotiations between the applicant and the Council's Engineers.

12.0 **Legal agreement**

12.1 The Traffic Engineer requested that the applicant should make a financial contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated. The Council will pay this contribution and it is therefore not necessary for the applicant to enter into a legal agreement.

12.2 The Highway Engineer also stated that the applicant would have to enter into a Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway.

13.0 **Summary**

13.1 Taking account of all relevant factors it is recommended that the application be approved, subject to applicant addressing the outstanding concerns relating to the Flood Risk Assessment and the Traffic and Highway concerns.

PART C: RECOMMENDATION

14.0 **Recommendation**

14.1 To delegate to the Head of Planning and Strategic Policy to approve the application subject to the receipt of satisfactory information in respect of the Traffic and Highway safety concerns and the withdrawal of the Environment Agency's objection within the 13 week deadline for determination. If these requirements are not met prior to the 13 week date, the application is recommended for refusal.

15.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. The development hereby permitted shall be commenced within five 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. D500, Dated 19/01/07, Recd On 22/01/2007
- (b) Drawing No. D501, Dated 19/01/07, Recd On 22/01/2007
- (c) Drawing No. D502, Dated 19/01/07, Recd On 22/01/2007

- (d) Drawing No. D503, Dated 19/01/07, Recd On 22/01/2007
- (e) Drawing No. D504, Dated 19/01/07, Recd On 22/01/2007
- (f) Drawing No. D300, Dated 19/01/07, Recd On 22/01/2007
- (g) Drawing No. D301, Dated 19/01/07, Recd On 22/01/2007
- (h) Drawing No. D400, Dated 19/01/07, Recd On 22/01/2007
- (i) Drawing No. D110, Dated 19/01/07, Recd On 22/01/2007
- (j) Drawing No. D111, Dated 19/01/07, Recd On 22/01/2007
- (k) Drawing No. D112, Dated 19/01/07, Recd On 22/01/2007
- (l) Drawing No. D115, Dated 19/01/07, Recd On 22/01/2007
- (m) Drawing No. D116, Dated 19/01/07, Recd On 22/01/2007
- (n) Drawing No. D130, Dated 19/01/07, Recd On 22/01/2007
- (o) Drawing No. D131, Dated 19/01/07, Recd On 22/01/2007
- (p) Drawing No. D150, Dated 19/01/07, Recd On 22/01/2007
- (q) Drawing No. D151, Dated 19/01/07, Recd On 22/01/2007

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 Local Plan for Slough 2004.

3. For the duration of construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

5. 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 Policy EN1 of The Local Plan for Slough 2004.

6. No development shall commence on site until a detailed landscaping and tree planting scheme along the north-eastern boundary with the

dwellings at nos. 24 - 52 Ragstone Road has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

7. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Local Plan for Slough 2004.

8. For the duration of construction works measures shall be taken to minimise noise emissions from vehicles and equipment used for the purposes of carrying out the said works in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

9. Any soakaway shall be constructed in natural ground, such that its base is at least 1 metre above the highest seasonal water table and in any case no deeper than 3 metres.

REASON To prevent pollution of groundwater.

10. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/waiting for demolition/construction site staff and for delivery vehicles shall be submitted to and approved writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

11. Samples of external materials to be used in the construction of the access road, pathways and communal 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 Policy EN1 of The Local Plan for Slough 2004.

12. The deposited school travel plan shall be implemented prior to the occupation of the development hereby permitted. The plan shall be reviewed on an annual basis in accordance with the time scale laid out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Policy T1 of The Local Plan for Slough 2004 to meet the objectives of the Slough Integrated Transport Strategy.

Informative(s)

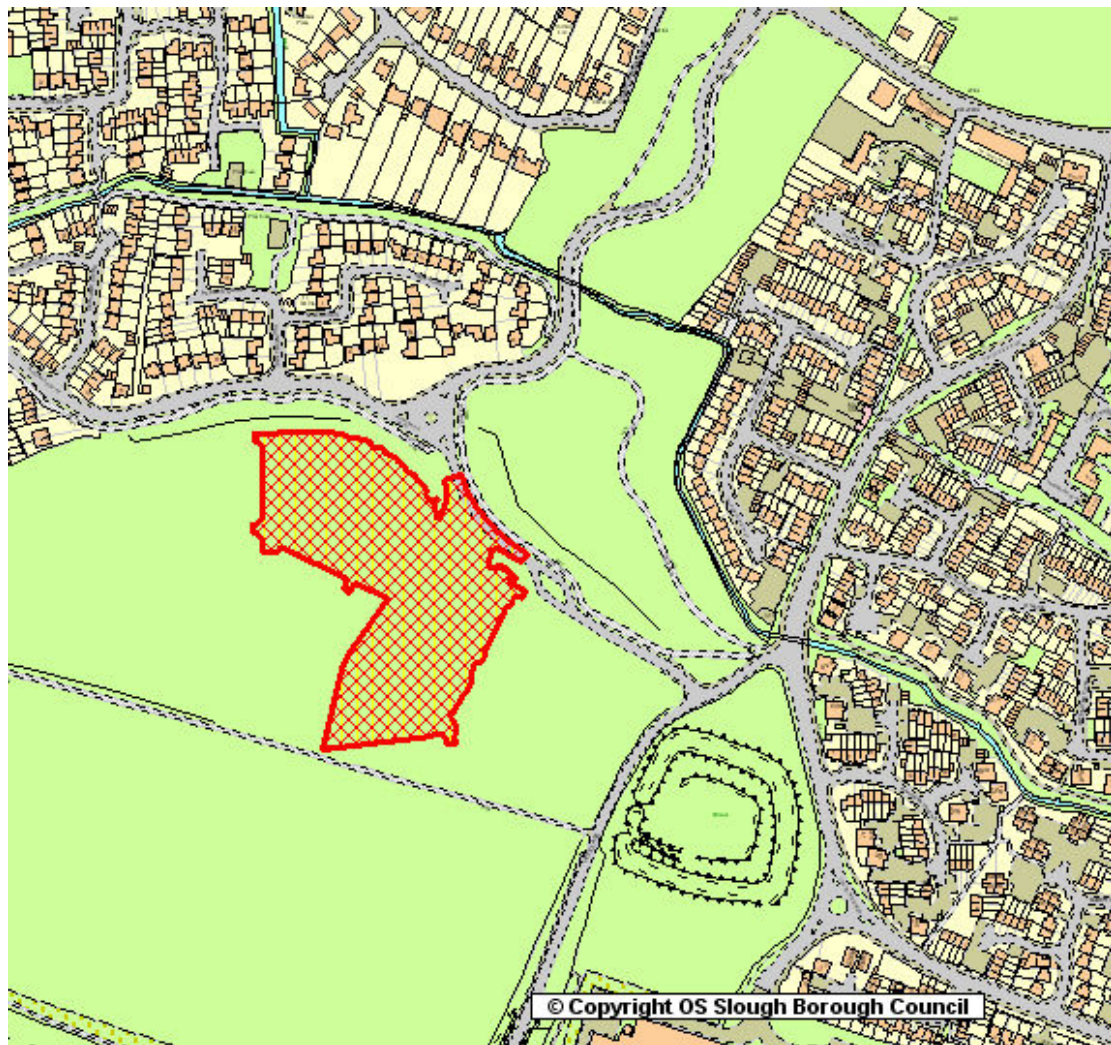
1. Applicants are advised to discuss the new requirements for access for the disabled under the Building Regulations with the Council's Building Control Service.
2. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
3. 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:- Policy EN1, OSC10, T1, T2 and T3.

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.

Item No	2	Applic. No	P/08770/060
Registration Date	02-Feb-2007	Ward	Cippenham Meadows
Ref:	Mr. Albertini	Applic Type: 13 week date:	Major 4th May 2007
Applicant	Barratt Homes		
Agent	Steve Mitchell, DHA Architecture Limited Brooklands Farm, Business Park, Bottle Lane, Binfield, Berkshire, RG42 5QX		
Location	Land Between M4 Motorway & Richards Way, (First Phase Near Roundabout), Richards Way, Berkshire		
Proposal	ERECTION OF 76 DWELLINGS (RESERVED MATTERS APPLICATION; FIRST PHASE OF APPROVED DEVELOPMENT FOR 300 DWELLINGS REF: P/08770/056)		

Recommendation: Approve subject to Conditions



P/08770/060

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Approve.

1.2 Having considered the relevant Policies below, the development is considered to not have an adverse effect on sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This proposal is the first phase of the 300 dwelling outline scheme agreed by the Council in May 2005 and approved by the Secretary of State August 2006 after a public inquiry. The inquiry was the result of the Council agreeing to a proposal that was not in accordance with the Local Plan.

2.2 The proposal comprising 4 one bed flats; 19 two bed houses; 33 three bed houses, 17 four bed houses, 3 five bed houses. 48% of this phase is to be affordable housing. Two and three storey buildings are proposed mainly terraced but including a few detached and semi-detached. Car parking averages 1.56 spaces per dwelling.

2.3 The layout takes the form of traditional linked streets with most homes alongside the street with parking on street and 'home zone' style layouts for the less busy streets as described in the previous report. This phase incorporates the main access off Little Chapels Way and the distributor road. This will be a tree lined street with parking along one side. Some parking will be by way of integral garage or within the plot but generally hidden from view. A key feature is homes looking outward on to the adjacent open areas; on the east side the public open space will be overlooked. On the north side the homes will face Richards Way set back behind a planted area or existing hedge.

2.4 Materials will be brick, tile and render plus a significant amount of blue boarding. The render and boarding combined with projecting gables, bay windows and balconies provide features for variety and to identify key buildings such as those on corners. Although the buildings will be traditional in form the details will be contemporary.

2.5 An extra path link onto Richards Way has been introduced compared to the indicative plan at the outline stage. This will tie in with a natural desire line from the development to the existing bus stops.

3.0 **Application Site**

3.1 The 1.96 ha site is next to the Richards Way and stretches part way alongside both Richards Way and Little Chapels Way. The site is currently overgrown. An existing Hedge alongside Richards Way will be retained.

4.0 **Site History**

4.1 Green Wedge landscaping scheme approved 2003
Land Raising for part of site approved 2003 but not implemented.
Two proposal for residential development refused 2004 and 2005
Outline proposal for 300 homes and open space and surgery etc. agreed 2005; approved 2006.

5.0 **Neighbour Notification**

5.1 Richards Way 30-36 incl., 35-67, 66, 68,
Palace Close 15a-15d; 17a-17c, 10, 12,14
Marcia Ct. 1-6 incl.
Cobham Close 1-20 incl.,
1-6 Spencer Villas Richards Way
Eltham Ave. 62-70 ev. 113 115
Philbye Mews 6-16

5.2 No comments received

6.0 **Consultation**

6.1 Traffic No comments received.

6.2 Highways Comments incorporated in revised scheme; any further comments regarding the revised scheme will be addressed prior to the Committee meeting.

6.3 **Housing**

Confirm that affordable housing mix acceptable.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 Development does not accord with Local Plan proposal for open space but the planning permission for 300 homes overrides this.

8.0 **Design and Layout**

8.1 The proposal is in accordance with the master plan referred to in the previous agenda item. The layout and design are different to the housing completed in the earlier phase of the Cippenham

development. This is not a disadvantage as it is better than the earlier development with greater attention to the appearance of the public spaces between the buildings. The different appearance has the advantage of creating a distinctive character for the new development rather than appearing to extend the already large existing estate. Compared to the appearance of the Richards Way area development the proposal is more consistent. There is variation within streets and between streets but this is co-ordinated rather than piece meal. Affordable housing will not be identifiable compared with private housing.

- 8.2 Orientation of the buildings to face the local park and planting area alongside Richards Way is beneficial compared with the alternative of seeing only rear garden fences. Frontages will provide surveillance to these public areas. Use of a 'home zone' for smaller streets is growing in popularity and provides a more informal appearance that incorporates traffic calming. The combination of parking behind the frontage and kerb side is preferable, visually, to the dominance of cars in the street scene when parked on the frontage.
- 8.3 Revised drawings to cover minor changes are expected prior to the meeting.

PART C: RECOMMENDATION

9.0 **Recommendation**

9.1 Approve

10.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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

TO BE COMPLETED

- (a) Drawing No xxxxxxxxxxxx Dated xxxxxxxx Recd On xxxxxxxx
- (b) Drawing No xxxxxxxxxxxx Dated xxxxxxxx Recd On xxxxxxxx
- (c) Drawing No xxxxxxxxxxxx Dated xxxxxxxx Recd On xxxxxxxx
- (d) Drawing No xxxxxxxxxxxx Dated xxxxxxxx Recd On xxxxxxxx

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 Local Plan for Slough 2004.

2. Lighting Scheme

The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Local Plan for Slough 2004.

3. Bin storage

No development shall commence until details of the proposed bin store (to include siting, size, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

4. Cycle Storage

Cycle storage for each flat shall be installed prior to the occupation of each flat in accordance with details that shall have first been submitted to and approved in writing by the local planning authority.

REASON In the interest of encouraging modes of travel other than the car.

5. Garage use for parking only

The garage(s) hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the dwelling-house on the site and shall not be used for any trade or business purposes; nor adapted as habitable room(s) without the prior permission in writing from the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities and visual amenities of the area in accordance with Policy T3 of The Local Plan for Slough 2004.

6. Rain Water Storage

Prior to the occupation of each house that has a down pipe on its rear elevation a rain water storage system shall be installed in accordance with details that shall have first been approved in writing by the local planning authority.

REASON In the interest of sustainable development in particular reduction of fresh water consumption.

Informative(s)

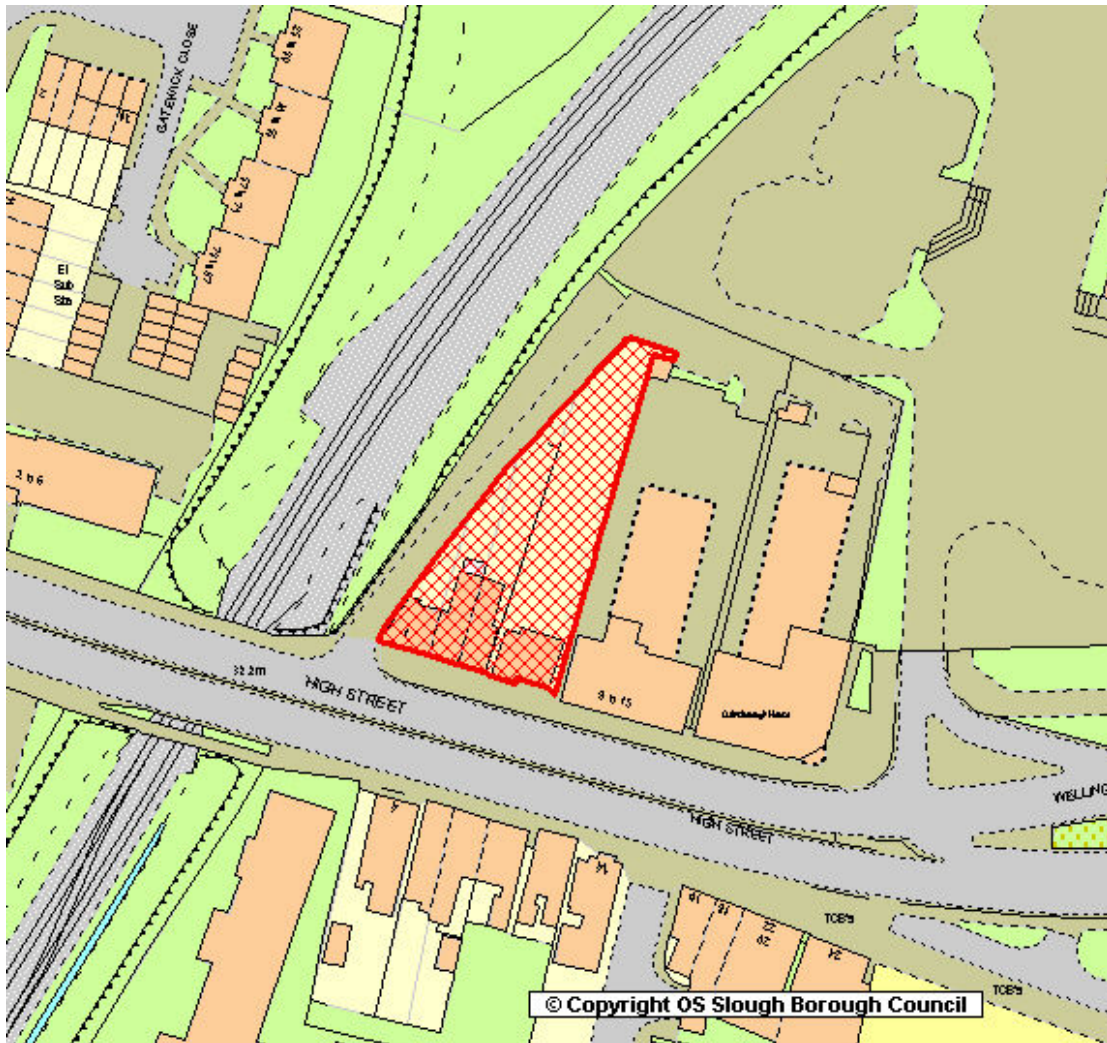
1. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN3, EN5, T3, T6, T8 and T9.

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.

Item No	3	Applic. No	P/11033/001
Registration Date	29-Jan-2007	Ward	Chalvey
Ref:	Mr. W. McCarthy	Applic Type: 13 week date:	Major 30th April 2007
Applicant	Paradigm Housing Group		
Agent	KKM Architects 81, Maygrove Road, West Hampstead, London, NW6 2EG		
Location	1-7, High Street, Slough, Berkshire		
Proposal	ERECTION OF A 9 STOREY BUILDING (MAX) TO PROVIDE GROUND FLOOR CLASS A2 USE (FINANCIAL AND PROFESSIONAL SERVICES) AND RESIDENTIAL FLATS AT REAR AND ABOVE		

Recommendation: Refuse



P/ 11033/001

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the policy background and comments from local residents and consultees:

1.2 It is recommended that the application be refused.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The proposal is for the demolition of the existing residential properties and the construction of a 9-storey building, stepping down to 7 storeys.

2.2 The proposed building would consist of a commercial unit (A2) at ground floor level (278m²), fronting Bath Road and 8 storeys of residential units above (4805m²), consisting of 31no. one-bedroom, 46no. two-bedroom and 4no. three-bedroom flats (81no. flats in total). Two vehicular access ways are proposed off the private service road to the west of the application site, with 14no. parking spaces, refuse bin enclosures, bicycle storage and plant rooms proposed at ground floor level behind the commercial unit.

2.3 The proposed residential units would be divided into 41no. affordable rented accommodation and 40 flats for shared ownership.

3.0 **Application site**

3.1 The application site consists of a terrace of 3no. two-storey dwellings and a detached house, on a triangular site, which is orientated towards the north. The site measures 0.12ha and is surrounded by the High Street to the south, a three-storey office building to the east (9 – 15 High Street, known as Princes House) and a private service road to the west, with railway line beyond the service road.

3.2 The surrounding area does not have a predominant character, with a mix an office, retail, education, commercial and residential uses present in the immediate vicinity. On the opposite side of the railway line (west), a flatted development of 7 storeys in height was recently completed. Towards the east adjacent to Princes House, a five-storey office building is constructed, known as Gainsborough House.

4.0 **Site history**

4.1 P/11033/000: Redevelopment for 5 storey offices (outline): Accepted by Planning Committee on 29th August 2000, but Section 106 agreement not signed.

5.0 **Neighbour notification**

5.1 9 – 15, Gainsborough House, High Street
2 – 14, Commerce House, Bath Road
Thames Valley University, 73 – 87 Gatewick Close

5.2 Site notice and press notice.

5.3 No objections received.

6.0 **Consultation**

6.1 *Traffic:*

6.1.1 No comments have been received.

6.2 *Highways:*

6.2.1 *Existing situation: The junction of the existing access road conforms to current sight line requirements. The site is currently accessed via a privately owned access road, (which does not form part of the application site) on to the A4 High Street Slough. The private access road is approximately 4.5 metres wide.*

6.2.2 *Pedestrian Access: A pedestrian footway of 2 metres in width must be provided. In addition to the pedestrian link this would allow utility services to be kept out of the carriageway.*

6.2.3 *Servicing: Servicing would not be permitted from A4 High Street. Servicing arrangements must be shown for both commercial and residential premises. The site must cater for service vehicles including a standard 8 metres refuse vehicles to leave and enter the highway (meaning A4 High Street) in forward gear with an unobstructed turning area provided on site. The maximum reversing distance for a service vehicle is 40 metres.*

6.2.4 *Private Access Road: The existing access road is privately owned, therefore the Highway Authority would not be able to control parking along it. Given the lack of on site parking over-spill parking could be a major concern.*

6.2.5 *Crossovers: In order to give priority to pedestrians, a crossover would need to be provided as means of access and not a bell mouth. However, the crossover would need to be constructed to*

carriageway standards.

6.2.6 *Parking: Egress from parking bays must provide pedestrian visibility splays of 2.4m x 2.4m. No obstructions over 600mm would be permitted in the visibility splays. Parking bays 2, 3, 4, 5, 7, 8 and 10 must be deleted or amended to conform to this requirement. The aisle for the parking bays 14 should be extended 1m beyond the end bays. This is to facilitate the ingress and egress of cars using those end bays. The parking area must be illuminated. The columns should be so spaced and located so that they provide unimpeded access to cars. The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks (2002) (3rd Edition) gives the relevant information. It is necessary to submit a fully dimensioned car park layout for approval. This requirement should not be made as a condition for approval.*

6.2.7 *General: The application has fundamental problems regarding highways safety. As such the drawings should be amended to incorporate the above comments and if these concerns cannot be satisfactorily resolved, the application should be refused on highways grounds.*

6.3 Environmental Health

6.3.1 The site is close to a major road through Slough and the noise assessment undertaken clearly identifies that traffic noise will effect the amenities of future residents. Serious consideration must be given as to whether this site is suitable for residential development and what measures need to be implemented to prevent residents from disturbance due to road traffic noise. Conditions are recommended to ensure that the proposed development would be acceptable in terms of demolition, noise, and waste during construction and on-site storage.

6.3.2 In terms of the air quality report that was submitted the following comments have been received: The Air Quality Assessment Report concludes that the nearest monitoring location is Burlington Road and that the NO₂ levels are comfortably below the annual mean objective target. This is not the closest site, and it is also on the other side of the road, which is upwind of the traffic pollution and will therefore be much lower. The nearest site is at Lansdowne Road, which was borderline for 2006 and has exceeded in past years. It is also believed that the local monitoring is a more accurate measure of the nitrogen dioxide levels than the Defra background concentrations cited in the report. The assessment therefore has not fully addressed the issue, but it would be better if the development is all retail on the ground floor. Based on this scale of the site (81 flats + retail) and with a nearby monitoring location showing that the location is very close to a potential

exceedence, a modelling exercise should have been done looking at the impact of the road traffic (nitrogen dioxide levels) on the flats fronting the High Street at the first floor elevation. Without this it is hard to conclude that they are not being affected by poor air quality.

PART B: PLANNING APPRAISAL

7.0 Policy background

7.1 Planning Policy Statements 1 (Delivering sustainable development), PPS3 (Housing), PPS13 (Transport), PPS23 (Pollution Control) and PPS24 (Noise) are relevant to this application.

7.2 The following policies of the Adopted Local Plan for Slough, 2004 are relevant to this application: Policies H1 (Housing Allocation), H5 (Social Housing), H7 (Town Centre Housing), H9 (Comprehensive Planning), H10 (Minimum Density), H13 (Backland / Infill Development) H14 (Amenity Space), EMP5 (Proposed Town Centre Offices), EN1 (Standard of Design), EN8 (Disabled access), EN25 (Noise Sensitive Development), EN29 (Air Pollution), T1 (Integrated Transport Strategy), T2 (Parking Restraint), T3 (Safety of Road Users), T5 (Access for People with Disabilities). The application site is designated as Proposal Site 26 in the Local Plan, allocated for offices.

7.3 The Core Strategy Policies, which has been approved for Development Control Purposes by the full Council meeting on 6 February 2007, are also relevant to the application.

7.4 The main planning considerations are considered to be the principle of redevelopment, impact on the visual amenities of the street scene (scale, bulk, height and design), the density of the proposal residential development, the residential amenities of the future occupiers of the proposed flats, as well as the highways and traffic considerations.

8.0 The principle of redevelopment:

8.1 The application site is located within the Town Centre Commercial Core. The Local Plan recognises the value of locating residential development within the Town Centre. The site is an ideal location for high-density development, being located within walking distance of public transport services, shopping and leisure facilities. The principal of providing residential accommodation above commercial units in the Town Centre area is supported in planning terms and complies with the relevant policies of the Adopted Local Plan. It

represents a sustainable form of development and encourages living in Town Centres, which contributes to maintain the vitality of the Town Centre and is fully consistent with the 24-hour city concept.

- 8.2 In terms of the proposed commercial unit (A2), it is believed that this is acceptable in terms of Policy EMP5 and in keeping with Bath Road character.

9.0 **Impact on the visual amenities of the street scene:**

- 9.1 Design issues are high on the Government's agenda and PPS1 states that "Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities for improving the character and quality of an area and the way it functions should not be accepted." Paragraph 12 of PPS3 states that: "Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities."
- 9.2 The Slough Local Development Framework, Development Plan Document - Core Strategy states in Core Policy 2 (Sustainable / Environmental Quality) that "All development in the Borough shall be sustainable and provide a high quality environment." In paragraph 2 (page 8), which relates to High Quality Design, it is stated in sub-section (b) that development will "optimise and reflect the existing characteristics of the site, while being sympathetic to the immediate surroundings and appropriate in its wider context."
- 9.3 The proposed 9-storey building incorporates variation in height, materials and fenestration on the Bath Road elevation, as well as set backs of the top two floors, in order to reduce the scale, bulk and massing of this elevation. This elevation measures 27.4m in width and a maximum height of 27m. The western elevation measures 68m in width, with four prominent bay features and the same variation in height, materials and fenestration.
- 9.4 The proposal has to be seen in the context of the emerging urban design strategy for the town centre. This identifies three east / west corridors that have to be looked at differently. It is suggested that the High Street, which is predominantly pedestrianised, should continue to be developed at a human scale. The A4, which is a wider major traffic route, should be developed as a "boulevard" with regular medium height blocks and the railway corridor, including the

area north of the station could have taller buildings. It is recognised that there is room for some flexibility within this context and that there may be scope for some landmark buildings that do not comply with this broad strategy.

- 9.5 Whilst the application site is in a prominent location at the entrance to the town centre it is not considered that this justifies it being treated as a landmark, particularly since it is such a small site. As a result it is considered that the height, scale and massing of the building should fit in with the "boulevard" concept and should be related to adjacent buildings, such as the recently completed 7-storey block on the other side of the railway line. This would also be better related the office building on the eastern end of the block (Gainsborough House).
- 9.6 The planning statement refers to examples of multi-storey buildings of similar height than proposed for the application site. These examples are all in the area to the north of the train station and are therefore in accordance with the town centre urban design strategy.

10.0 **Density of the proposal residential development**

- 10.1 Design and accessibility are key matters when considering the appropriateness of the scheme. The site is located on the High Street in the Town Centre Commercial Core Area, with the bus and train station within walking distance. The site is also located in an area with a wide variety of shops. Overall, the site is considered to be highly accessible such that a high-density scheme is appropriate for the Town Centre location.
- 10.2 Although Policy H10 advocates a minimum density, the pre-amble does state in paragraph 2.65 that maximum habitable room density could be increased to 200 habitable rooms per hectares in appropriate circumstances such as town centre sites. Although it is stated in the Planning Statement (paragraph 5.20, page 12) that the proposal site has a density of 216 habitable rooms per hectare, it is in fact 1756 habitable rooms per hectare. The application site is considered to be appropriate for a higher density, due to the sustainable location, but the 1756hrph would be contrary to this policy. The Core Strategy Policy 10 states that a density of more than 70 dwellings per hectare is acceptable in order to achieve the overarching objectives of the spatial strategy. The proposed development has a density of 658 dwellings per hectare, which is significantly higher than the density advocates in Core Strategy Policy 10. An objection is however not raised to the proposed density, but it is believed that this density further emphasises the

fact that the proposal represents the over-development of the site.

11.0 **Residential amenities for future occupiers**

- 11.1 The application site is located adjacent to a major road through Slough and adjacent to the railway line. The proposed residential units would therefore experience considerable noise exposure, which is confirmed by the submitted noise survey. The Bath Road elevation would experience the highest levels of noise, as a result of vehicular traffic. Glazed doors are proposed for this elevation and the noise survey states in paragraph 3.6.7 (page 8) that “it is a real possibility that it may not be practical to achieve the required sound reduction performance for the category D façade while retaining openable doors. Options to address this include the addition of a secondary glazed door, or substitution of the doors with fixed glazed elements.” The inclusion of balconies is considered to be an acceptable means of providing amenity space in high-density residential developments in town centre locations. The concern regarding noise on the Bath Road elevation could however result in the omission of the balconies on this elevation.
- 11.2 The proposal does however include a first floor amenity space, provided on the eastern side of building, on the boundary with the adjoining office building. It is considered that this area would not receive any sunlight and would be unacceptable in terms of its size, orientation, attractiveness and usefulness for 81 flats. This amenity area would also result in noise disturbance for the north facing units, especially the two first floor units.
- 11.3 The north facing units would also not receive a significant level of sunlight, due to the adjoining three-storey building. It is also believed that the design of the building, the awkward shape and size of the site and the 100% site coverage, results in the provision of predominantly single aspect residential units. As a result of this, most of the units would not have windows in the kitchens and it is considered that the proposal in general results in substandard accommodation.
- 11.4 The proposal would include family accommodation and although the application is located in the town centre, it is believed that amenity space should be provided. Planning Policy Statement 3 also states that where family housing is proposed it is “important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space”. In light of the substandard first floor amenity space and the fact that the balconies

on the Bath Road elevation would not be accessible, it is considered that the proposal does not make appropriate provision for amenity space in terms of Policy H14 and PPS3.

11.5 In terms of the air quality, the submitted report has not provided adequate information to confirm that acceptable living conditions would be achieved, especially for the first floor residential units fronting Bath Road. The Scientific Officer confirmed that an additional modelling exercise should have been undertaken to ensure that nitrogen dioxide levels are below the annual mean objective target. Without this information it is not possible to confirm whether acceptable living conditions would be achieved for the residential units fronting bath Road.

12.0 **Highways and Traffic:**

12.1 The Highway Engineer raised several concerns regarding the proposal in terms of the provision of a 2m wide pedestrian footway along the western elevation of the proposed building, on-site servicing for refuse and other vehicles, several parking spaces that would not be acceptable in terms of visibility and the lack of control of over-spill parking in the adjoining service road. The service road is also the access to the parking areas for the adjoining two office buildings. It is considered that lack of on-site servicing and parking, combined with the fact that there would be no control over on-street parking would result in significant highway safety concerns.

12.2 In terms of the parking provision, the application site is located in the Town Centre Commercial Core Area and parking provision is therefore not required. It is however believed that this level of parking provision is unacceptable for a scheme that includes family accommodation. It is also significantly lower than other recent residential developments in this area. The Traffic Engineer's comments and response on this issue would be reported on the amendment sheets.

13.0 **Section 106 Issues:**

13.1 The proposed 81no. flats would all be for affordable accommodation. The applicant should also make a financial contribution for the improvement of amenity space in the immediate area, as well as an educational contribution. In light of the major concerns that have been raised regarding the proposal, the Legal Department has not been instructed to prepare a Section 106 Agreement. A holding objection is however raised in terms of the fact that the applicant has not entered into a legal agreement for the payment of the above-mentioned contributions and to ensure that the affordable housing would be provided.

13.2 The Highway Engineers did not request a financial contribution or any off-site highway works to be undertaken. The Traffic Engineer's comments would be reported on the amendment sheets.

14.0 **Summary**

14.1 The proposal fails to meet the criteria as set out in the Local Plan, Core Strategy and Planning Policy Statements. The application is unacceptable in terms of impact upon the street scene, residential amenity of the future occupiers and highway safety concerns.

PART C: RECOMMENDATION

15.0 **Recommendation**

15.1 To refuse planning permission.

16.0 **PART D: LIST OF REASON(S)**

Reason(s)

1. The proposal development is contrary to Policies EN1 of The Adopted Local Plan for Slough 2004, Policy 2 of the Local Development Framework for Slough, Development Plan Document - Core Strategy and Planning Policy Statement 3 in that the scale, height, massing and layout of the proposed building would not harmonise with the identifiable character of the existing street scene and would result in substandard residential accommodation, due to the over-development of the site.
2. The proposed development is contrary to Policy T3 of The Adopted Local Plan for Slough 2004, in that the applicant has failed to demonstrate that adequate provision is made for space within the site for the loading, unloading and safe manoeuvring of vehicles clear of the highway. The development, if permitted, would therefore be likely to lead to vehicles reversing onto or off the highway, which would have a significant detrimental impact on highway safety.
3. The proposed development is contrary to Policies T2 and T3 of The Adopted Local Plan for Slough 2004 in that the proposal does not include measures to prevent overspill parking on the private service road, which would increase the risk of accidents and endanger the safety of road users.
4. The proposed development is contrary to Policy H14 of The Adopted Local Plan for Slough 2004 and Planning Policy Statement 3, in that the size, orientation, attractiveness and usefulness of the proposed amenity space would not be acceptable to serve a residential development with family accommodation.

5. An holding objection is raised to the fact that the applicant has not entered into a Section 106 Legal Agreement for the payment of financial contributions for educational and amenity space improvements, as well as to ensure that the affordable housing would be provided.
6. The proposed development is contrary to the guidance given in Planning Policy Statement 23: Planning and Pollution Control in that the applicant has not submitted sufficient evidence to demonstrate that the future occupiers of the residential development (including families with possibly children) would not be exposed to high levels of pollutants, thereby resulting in poor living conditions to the detriment of their general long term health.

PLANNING COMMITTEE

The following applications are submitted for determination under the
Town & Country Planning Act 1990

19th April 2007

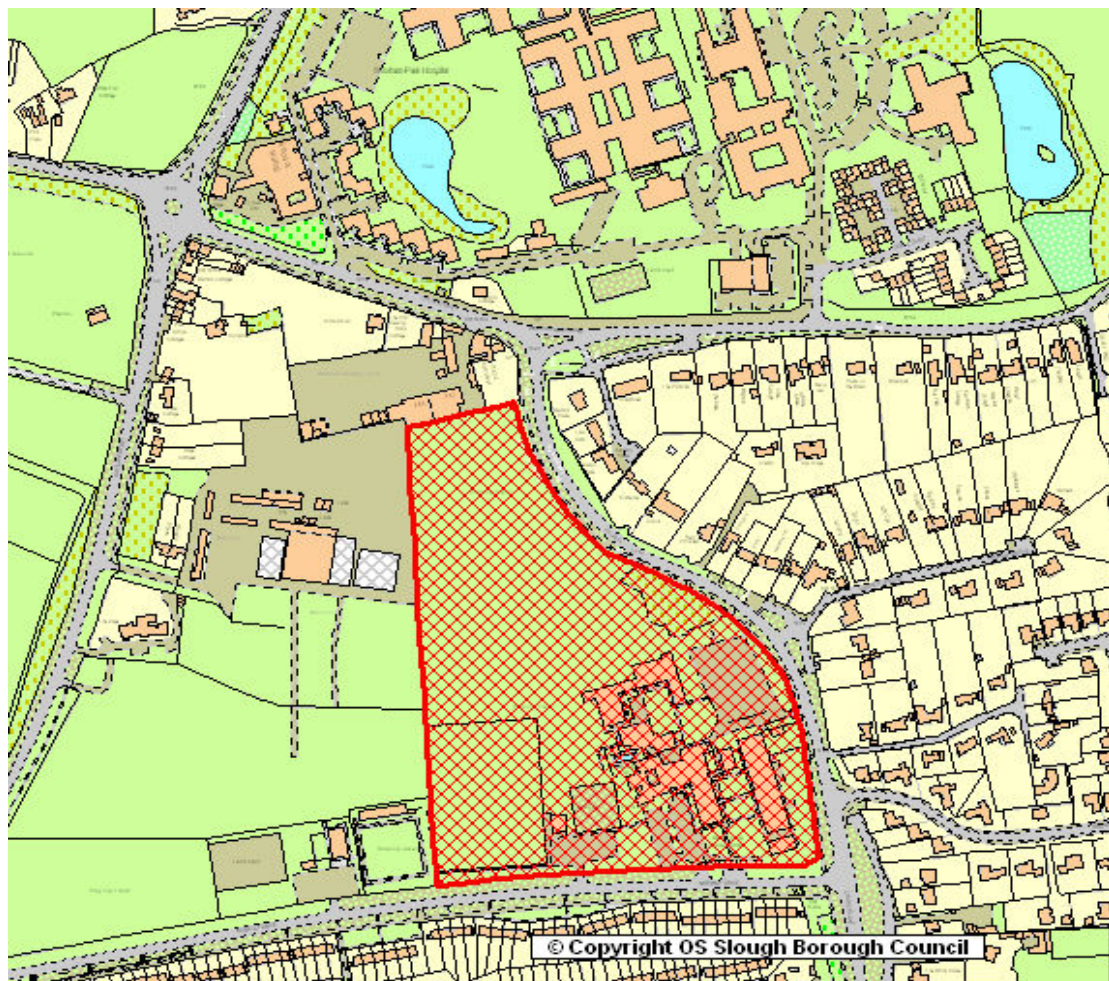
APPLICATIONS IN THE EASTERN PART OF THE BOROUGH

Page No		REF	ADDRESS	DETAILS	RECOMMENDATION	OFF
1E	39-56	S/343/8	Wexham School, Norway Drive, Slough, SL2 5QP	Redevelopment comprising demolition of three buildings, erection of a new sports hall, teaching block, adhd unit, extension to main building (dining room and music hall), installation of a mezzanine floor, link corridor, external alterations to art block and internal alteration to facilitate reorganisation of school accommodation.	Delegate to HPSP for decision	SVDM
2E	57-78	P/157/6	17, Harvey Road, Slough, Berkshire, SL3 8HZ	Redevelopment, comprising the demolition of existing industrial buildings and the erection of a terrace of 4no. three bed houses and a 2.5 storey block of flats (11 no. two and 1 no. one bedroom flats) together with associated access, parking and amenity space.	Approve with Conditions	SVDM
3E	79-108	P/1295/9	94-102, Stoke Road &, 2, St. Pauls Avenue, Slough, Berkshire, SL2 5AP	Demolition of existing buildings and redevelopment to provide a part 5 storey (part 4/ part 2 storey building comprising 55 no. apartments (45 no. one bedroom, 6 no. two bedroom and 4 no. three bedroom), 2 no. ground floor retail units (class A1) (556m ² gross external floor space), together with underground / undercroft parking for 38 no. cars / cycle parking, amenity space / landscaping and construction of rear service road.	Delegate to HPSP for completion of S106 Agreement Delegate to HPSP for completion of S106 Agreement	CS

4E	109-140	P/1508/30	55-56, Herschel Street And, 14-32, Church Street, Slough, Berkshire, SL1 1PG	Demolition of the existing buildings and redevelopment of site comprising the erection of storey office buildings (1no. part four / part six and 1no. six storey building) together with associated access parking and landscaping.	Delegate to HPSP for completion of S106 Agreement	SVDM
5E	141-154	P/2684/8	Slough East T E C, British Telecom, Langley Road, Slough, SL3 7EH	Residential development and doctors surgery (outline planning application).	Delegate to HPSP for completion of S106 Agreement	HA
6E	155-169	P/4000/15	Lea Schools, Wexham Road, Slough, Berkshire	Demolition of existing school & nursery; construction of new primary school; nursery; sure start centre; community room and associated parking and playing fields. new access road from Wexham Road opposite Broadmark Road.	Delegate to HPSP for decision	HA
7E	170-178	P/4257/12	Wexham School, Norway Drive, Slough, SL2 5QP	Retention of southern wing of existing modular building and relocation and reconfiguration of northern and eastern wings of modular building to facilitate construction of new sports hall.	Delegate to HPSP for decision	SVDM
8E	179-190	P/9013/2	Land off Wexham Road, South Of Wexham Nursery, Wexham Road, Slough, Berkshire, SL2	120 place nursing home in a three storey building and associated car parking and landscaping.	Delegate to HPSP for decision	HA
9E	191-197	P/9398/1	68, Talbot Avenue, Slough, SL3 8DE	Erection of a single storey rear extension and a first floor side extension above an existing garage.	Approve with Conditions	MT
10E	198-207	P/9982/9	Materials Recycling Facility, Tanhouse Farm (Area 22), Lakeside Road, Colnbrook, Berkshire	Variation of condition 19 of P/09982/007 (permanent retention of MRF) so as to permit the retention of the three portacabins until 30th September 2008.	Limited planning permission	KW

Item No	1	Applic. No	S/00343/008
Registration Date	12-Feb-2007	Ward	Wexham Lea
Ref:	Mr. S. van der Merwe	Applic Type:	Major
		13 week date:	14th May 2007
Applicant	Slough Borough Council		
Agent	Rachel Bassindale, Nightingale Associates 87-91, Newman Street, London, W1T 3EY		
Location	Wexham School, Norway Drive, Slough, SL2 5QP		
Proposal	REDEVELOPMENT COMPRISING DEMOLITION OF THREE BUILDINGS, ERECTION OF A NEW SPORTS HALL, TEACHING BLOCK, ADHD UNIT, EXTENSION TO MAIN BUILDING (DINING ROOM AND MUSIC HALL), INSTALLATION OF A MEZZANINE FLOOR, LINK CORRIDOR, EXTERNAL ALTERATIONS TO ART BLOCK AND INTERNAL ALTERATION TO FACILITATE REORGANISATION OF SCHOOL ACCOMMODATION		

Recommendation: Delegate to HPSP



S/00343/008

1.0 **SUMMARY OF RECOMMENDATION**

- 1.0 Delegate to the Head of Planning and Strategic Policy subject to:
- a) The Environment Agency withdrawing its holding objection on grounds of flooding and;
 - b) The application not being called in by the Secretary of State under the departure procedure.

PART A: BACKGROUND

2.0 **Project Background**

- 2.1 In 2006 Wexham School and Slough Borough Council successfully secured a Targeted Capital Bid from the DFES for the redevelopment and extension of the existing accommodation at Wexham School. This funding was given to address specific areas of the school listed below;
- the current poor quality and inadequately sized internal sports facilities, especially pertinent in light of the school's role as a specialist sports college;
 - the need to enhance/expand the vocational 14-19 accommodation to encourage students to stay on after Year 11;
 - To support teaching of SEN and in particular improve the mainstream inclusion of pupils with Autism/ASD.

However, Wexham School and Slough Borough Council recognised that there were other issues with the existing school buildings and layout that could be explored and addressed as part of the redevelopment project.

As a Project Team Wexham School, Slough Borough Council and the Design Team led by Nightingale Associates have undertaken a structured process of assessing the needs of the school, including analysis of its physical context, building condition, layout and suitability of learning spaces, both internal and external, and the curriculum that it wishes to deliver. Consultation with key project stakeholders including the full school community were undertaken to produce a number of options for the redevelopment of the school. These were refined and evaluated against the Project Team's agreed set of priorities for the school to arrive at the project, the subject of the current planning application. For which we are now seeking planning permission, which is considered to constitute the optimum design for the redevelopment of the school to meet its curriculum requirements whilst also providing resources that can be actively used by the community.

3.0 **Proposal**

3.1 This is a full planning application for the redevelopment of the Wexham School, comprising demolition of three buildings, erection of a new sports hall, teaching block, ADHD unit, and extension to main building (dining room and music hall), installation of a mezzanine floor, link corridor, and external alterations to art block and internal alteration to facilitate reorganisation of school accommodation.

3.2 The development comprises the following:

3.21 Sports Hall

The proposed sports hall will be located between the main school building and the all weather playing pitch, with the part retained modular building to the south. The sports hall will be partially located in the same location as a modular building, which will be partially relocated, and is the subject of consideration under planning ref. P/4257/12 that is to be considered parallel to this application.

The sports hall comprises a contemporary two-storey building with flat roofs measuring 26.8m (max) wide, 54.4m deep (max) and 9.5m high, built to Sport England Standards. It comprises of 4no. badminton court sports hall, a multi-activity studio that can be used for dance and other community activities, fitness suite, changing, shower and toilet facilities for 120 no. people including 10no. individual changing cubicles, a café and serving area plus separate office areas for the school and community. The café is located to provide viewing across the MUGA and the all-weather pitch. Enhanced external viewing facilities are also provided in the form of verandas at ground level and an open viewing deck to the north and west of the building at first floor level.

3.22 Science Design and Technology Block

The proposed teaching block comprises contemporary two-storey flat roof building with the first floor accommodation arranged in modules, some of which would have an overhang over the ground floor units. The western elevation would have a canopy with the modules extending over. The building is located on the same size footprint as the existing teaching block, located on the southeastern side of the site. The footprint of the building measures 55.5m long, 18.3m wide with a flat roof approximately 8.5m (max) high. High quality materials are proposed, comprising metal profiled roof, brick to match the existing main school building, timber cladding for projecting first floor modules, and insulated metal panels and aluminium framed double glazed windows. The accommodation comprises at first floor level 6no. science laboratories and ancillary accommodation will be provided. To enhance the school's general accommodation and meet the anticipated requirements for the

50no. new sixth form learners identified by the school, a new ICT suite will be provided at ground level with 2no. further ICT suites and a Business Studies area at first floor level. These heavily serviced areas will be located at the north of the new building where it will be easier to manage their environmental conditions.

3.23 ADHD Unit

The ADHD unit currently comprises a 28m long and 9.5m deep modular building located close to the southern site boundary with Norway Drive. The proposed ADHD unit will have a reduced footprint with a maximum depth of 16.8m and measures 11.4m wide with a flat roof approximately 4.5m high. Materials comprise a mixture of bricks, timber cladding, galvanised steel mesh panels and timber handrails and veranda. Internally the accommodation comprises of a medical room, office, classroom, learning resource and social area and male and female wc's.

3.24 Main Building (Dining and Music Room Extension)

The existing dining area will be extended to the east to provide sufficient space for all the school community to dine together using three main sittings improve circulation flows within this area. The extension will be constructed in matching material and measures 6.m wide, 15.5m deep with a flat roof 3.5m high.

3.25 Link Corridor

The development also comprises a small extension to form a link corridor linking the extended administration area, art and music studio with a covered walkway.

3.26 Internal Alteration

Internally the accommodation on the ground floor of the main building will be re-organised to create a Learning Resource Centre for the school releasing the current library building for use as a large general teaching space. The new LRC will incorporate an ICT café close to the centre of the school, small group and individual study areas.

The conversion of the existing gymnasium into an open arts studio area with ancillary accommodation including kiln, dark room and storage at ground level. A mezzanine level taking advantage of the high ceiling level within the existing gymnasium will be created and house the creative arts resource area and small group spaces. The existing physical education stores and changing facilities will be demolished to release space to construct new music accommodation in the form of a music classroom plus practice rooms that meet the environmental standards outlined in the DfES Building Bulletins. This new accommodation adjacent to both the

arts and performing arts studios will allow all the diverse elements of the Creative Arts department to be located together, addressing the previously disparate nature of this department which was affecting the effectiveness of their curriculum delivery.

3.27 Other

Elements of the school that are currently not DDA compliant will be resolved within this scheme, through the provision of ramps to manage the changes existing changes of level across the site. In addition the 'Meet and Greet' area of the school for visitors will be improved to provide level access to the main entrance and 2no. disabled car-parking bays.

4.0 **Application Site**

4.1 Wexham School is located in Wexham, to the north of Slough Town Centre, within Green Belt designated land. It is bordered by Church Lane to the east, which also acts as the county boundary between Berkshire and Buckinghamshire. To the south is Norway Drive and a large housing estate comprising terraced, semi-detached and some detached properties. The Buckinghamshire properties to the east of Church Lane are mostly detached, lying within large individual sites. To the west lies open land owned by Wexham Parish Council, which is mostly used for recreational activities, Wexham Parish Council Hall and bowling club.

4.2 The school site itself covers 6.46 hectares and is approximately triangular in shape. The school buildings are located to the south east of the site with the main vehicle and pedestrian entrances being from Norway Drive. There is a further entrance from Church Lane providing access to the school's main hard play area, the facilities manager's house and for deliveries to the kitchen. To the north lie the school's grass pitches with the all-weather pitch and MUGA to the west. The site has a number of attractive mature trees to the southeast dotted around the main buildings, with further trees lining Church Lane. The site boundary is mostly thick hedge. The site has a very pleasant open feel to it, with a variety of quality external spaces around the buildings.

4.3 The majority of the school's accommodation is single storey, with one section of the original main block being 3 storeys and orientated on a north-south axis. Development at the school has taken place incrementally with the original main block buildings dating from the 1960's. The condition of these varies as some refurbishment works have already been carried out including the replacement of some cladding to the elevations of the main teaching block, but all are flat roofed. During the 1970's a single storey flat roofed Science, Design Technology and Arts Block was added, the condition of which is extremely poor. Refurbishment of

this block would not produce suitable learning spaces for any subjects and is not cost effective; therefore we have proposed its re-provision within a new block located on the existing footprint.

4.4 During the 1990's the lack of school accommodation was partially addressed by the installation of single storey modular accommodation within two areas. The first lies to the east of the All-Weather Pitch and houses sixth form and sports accommodation. The second called the Fowler Block lies to the north of the main block and provides general teaching spaces. Each of these blocks has a pitched roof and external verandas providing access to its rooms. The verandas also serve to soften the appearance of these buildings whilst also providing good supervision of external areas. They are a feature of the external environment that the school was particularly keen to retain and reproduce within the new accommodation. New buildings housing a Drama Studio and Library were also added in the 1990's. Both of these have a pitched tiled roof and are generally in good condition.

4.5 The layout of the school and the generally single storey massing across the site allows sunlight to penetrate to the majority of the external spaces which have been attractively landscaped. This all contributes to the feeling of a very open and pleasing site that has a rich and varied external environment, which our proposed development aims to build upon and enhance.

5.0 **Site History**

The site has an extensive planning history relating to extensions to existing and the erection of additional classrooms, extension to the car park, erection of temporary classrooms. The most relevant decisions are:

S/343/005 - Proposed resurfacing of existing synthetic pitch, upgrading of 6 no existing floodlights and adding 2 no floodlights to pitch, new multi-use games area, resurfacing of car parking and reform access to car park and adding 4 floodlights to multi-use games area. Approved 25/08/2004.

S/343/006 - Variation of condition 18 of planning permission ref. S/343/005 dated 25/08/04, to permit an increase in lighting levels (regulation 3). Approved 20/04/2005.

S/343/007 - Construction of a single storey pitched roof modular building as extension to existing Autism Unit (Regulation 3). Approved 07/10/2005.

6.0 **Neighbour Notification**

6.1 58-128 (evens) Norway Drive

Wexham Bowls Club & Parish Hall, Norway Drive
Central Nursery, Wexham Road
William Hartley Yard (Units 1-4, 58, 6, 6a, 3, 8 & McCLead Cabins)
Old Corner House

Wexham House, Tow Oaks, Nelaton House, Amberly, Acorns , Red
Chimneys, Qu 'Appelle, Briers, Brackenwood, Oakways, Crantock,
Woodside Bungalow, Delmo, Brocklesham all Church Lane

Site and press notice

No objections received.

7.0 **Consultation**

7.1 Traffic

The proposal involves a redevelopment within the school site that will not affect the accesses on to the surrounding road network. There will be a small increase in student numbers from around 900 to 950, but this will have a negligible impact on the operation of the local highway network.

The site already has a Travel Plan in place that suggests significant numbers of pupils walk to the school at present and a small number cycle. Additional cycle racks are being introduced.

As the scheme will have very little impact on the road network, there are no traffic reasons why the scheme should not be permitted.

7.2 Highways

This application does not propose amendments to the highway layout within the site and / or to the existing access arrangements. As such I have no comments at this stage. Should traffic generation resulting from this application lead to the requirement for improvements to the internal layout and / or the access point/s (traffic to advise) please re-submit proposals to highways for further consideration.

7.3 Environment Agency

This consultation is incomplete because it lacks a Flood Risk Assessment. In the absence of a Flood Risk Assessment, we object to the proposed development for the following reason: No technical information or Flood Risk Assessment (FRA) has been provided with the application. On receipt of an acceptable Flood Risk Assessment, the Environment Agency may be in a position to remove its objection provided adequate measures are in place to address the flood risk of this site.

The proposed development is between 1ha and 10ha within Flood

Zone 1. The Environment Agency objects to the proposed development on the grounds that the application may present a significant flood risk from the generation of surface water run-off but is not accompanied by a Flood Risk Assessment as required by PPS 25.

Response:

Applicant has been instructed to submit a flood risk assessment to be submitted for the Environment Agency's approval. Any further comments will be reported on the amendment sheet.

7.4 Wexham Court Parish Council
Parish Council Members would like to submit comments in regard to the above applications as follows:

- We are concerned at the loss of open green space due to the relocation of the modular units to the rear of the all weather pitch and erection of the Sports Hall. Whilst we applaud Wexham School for achieving their Sports College Status, we feel they should not lose sight of the fact that this is primarily a School Site rather than a sports venue, and is situated in a quiet residential area. We trust therefore that no further open space will be lost to development, and that public use of the sports facilities will not have any adverse impact on the character of the neighbourhood.
- It has been noted that the existing parking space available on-site is already full to capacity at busy times. We are therefore concerned that the provision of the new Sports Hall will encourage further visitors to the site, resulting in inadequate parking facilities. In light of this we feel that the current parking facilities should be reviewed and the necessary arrangements should be made to ensure that visiting vehicles do not spill over onto the surrounding streets and grass verges, thus causing verge damage and a nuisance to our residents.

Response: The relocation of the modular accommodation is the subject of a separate application ref. P/ 4257/12. It should be noted that officer support for the relocated buildings are only given on the basis of a temporary permission to facilitate the development of the sports hall and that it would be removed upon completion or after 5 years, whichever is the soonest. Having had regard to the comments received from the engineers (highways and traffic) the existing arrangements are considered adequate and that the impact of the proposed development would be negligible on the highway network.

7.5 Sport England
No objection, subject to a condition requiring the submission of a community use agreement, to ensure that the facilities would be

- 7.6 available for use by the wider community outside school hours.
Berkshire Archaeology
No archaeological work required.
- 7.7 Thames Water
No objection in terms water and sewerage infrastructure.
- 7.8 South Bucks District Council
No objection
- 7.9 Cultural Services
No comments received
- 7.10 Education
No comments received

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

- 8.1 National Guidance:
PPG 2 – Green Belts

The following Local Plan Policies apply:
EN1 - Standard of Design
EN3 - Landscaping
EN4 - Protection of Trees
EN33 - Floodplain protection
OSC2 - Protection of School Playing Fields
CG6 - Development in the Green Belt

- 8.2 PPG2 - Green Belts

PPG2 sets out a general presumption against inappropriate development in the Green Belt except in very special circumstances. The proposed school building does not fall into one of the defined categories of appropriate development and so has to meet the special circumstances test. In this case it is considered that the overall benefits of redeveloping the school outweigh the temporary harm to the Green Belt and so can be considered to be very special circumstances. See paragraph 8.12.

- 8.3 Policy EN1 - Standard of Design
The proposal seeks to replace some of the dilapidated and modular accommodation on site, with new built development of contemporary, high quality design.
- 8.4 It is not considered that the scale, bulk and layout of the proposal would detract from the visual amenity of the locality or character of

the area in that the buildings are of a scale and design, synonymous to its location. The sports hall, which is considered to be the most significant part of the proposal in terms of bulk, would be set 70m back from the road, behind the existing modular building and partly screened by the existing school building to the east, the main section of which extends 3 storeys in height.

8.5. The replacement ADHD building will have a smaller footprint and reduced bulk and now being a permanent structure is considered to be an improvement in design, scale, bulk and also visual amenity terms.

8.6 The proposed science and teaching block will be located 16m from the eastern and 20m from the southern boundary. The footprint is marginally reduced, but the building will replace the existing single storey building with a two-storey building. It has a contemporary design, with materials to match the main three-storey school building, whilst introducing timber cladding and metal panels. The visual impact of the proposal will be effectively reduced by existing semi-mature screening and 2.4m high hedge on the eastern and southern site boundaries.

8.7 Policy EN3 – Landscaping

The application site will be located within the Green Belt land and is covered with various mature and semi-mature (some outside the site boundary) trees and a high hedge on part of the southern and eastern site boundaries, all of which will be retained.

8.8 It is however considered that a condition, seeking additional semi-mature tree planting in accordance with a scheme to be submitted for the Local Planning Authorities approval seeking improved tree planting on part of the southern and western site boundaries is justified, in order to offset the visual impact of the proposal. This will be secured with an appropriate worded condition. A condition seeking the retention of the existing high hedge to a minimum height of 2.4m on part of the southern and eastern site boundaries has been recommended.

8.9 Policy EN33 - Floodplain Protection

The application site is located within Flood zone I and exceeds a 1000m² floor space. In this respect a holding objection has been raised by the Environment Agency on the basis of the lack of a Flood Risk Assessment to assess flooding. As such the applicant has been requested to provide a flood risk assessment to demonstrate that sustainable drainage techniques are considered in terms of the Environment Agency's standing advice. Any further comments from the Environment Agency in this respect will be reported on the amendment sheet.

- 8.10 Policy OSC2 - Protection of School Playing Fields
The proposed development would not result in a loss of any of the existing school playing fields as development is replacing existing development in the same location or situated between existing developments on site. As such, the proposal fully complies with Policy OSC2.
- 8.11 Sport England has raised no objections to the proposals, accepting the wider sporting benefits of the development and the benefits to the wider community, which are to be secured through a community, use agreement. As Slough Borough Council owns the site a Grampian style condition has been recommended in this respect.
- 8.12 CG6 - Development in the Green Belt
In Green Belt terms there is a presumption against inappropriate development unless it maintains the openness of the Green Belt. In terms of the above, it is considered that only the proposed science and technology block and sports hall would impact on the openness of the green belt and is therefore inappropriate development in Green Belt terms.
- 8.13 The ADHD unit, comprises a single storey building, on a reduced size footprint whilst the proposed flat roof would constitute a reduction in height upon the existing pitched roof structure and is therefore considered to be an improvement upon the existing and not to affect the openness of the green belt.
- 8.14 The extension to the kitchen will not be seen from the street scene, being inside an internal courtyard with its southern elevation screened by the extension hedge on the southern site boundary and tree planting (outside application site) south of the site boundary with Norway Drive.
- 8.15 The proposed science and technology block replace the existing dilapidated flat roof accommodation on site. Although two storey in height the proposed building would have a reduced footprint and will be located at the closest point 20m from the southern site boundary and 16m from the western site boundary. Both of these boundaries are screened by a 2.4m+ high hedge and a mixture of semi-mature trees both in / outside the site boundaries effectively screening the proposed development. Subject to conditions securing the retention and protection of the hedge and trees within the site boundary it is not considered that the resulting impact from the proposal would be so significant as to justify a refusal on the basis of adverse impact onto the openness of the Green Belt.

8.16 The sports hall will also impact upon the openness of green belt land. In this respect, the building has been sited within the context of existing development on site and would not encroach any further into any of the school playing fields / green belt land. The sports hall would also maintain a distance of 70m from the front boundary and although its presence would be seen, it will be seen against the three-storey bulk of the main school building.

8.17 Given the overall benefits of the scheme in terms of improvements to the school facilities, internal accommodation, circulation, school's curriculum and the availability of the sports hall to the wider community it is considered that the overall benefits of the scheme would outweigh the harm caused in terms of the openness of the green belt. As such, it is considered that exceptional circumstances exist to justify a departure from the local development plan.

9.0 **Impact on Neighbours and Street scene**

9.1 The proposed development by reason of its siting would not project any closer to adjoining residential properties south of Norway Drive and east of Church Lane, whilst the western site boundary is occupied by a sports club. The sports hall maintains a distance of 70m from southern site boundaries. The proposal would result in a marginal increase in the number of students by 50 pupils but would not result in additional parking provision on site. The Local Planning Authorities engineers have also stated that the increase in traffic would not be significant in highway terms. It should also be noted that the multi use games area is subject to a community use agreement and that it is anticipated that the condition would result in it extensions / alteration to cover the sports hall. Therefore for the reasons outlined above, it is not considered that the proposed development, although it would result in a marginal increase in activity on site via additional pupils and anticipated community use would have a significant adverse impact on the residential amenity of the adjoining residential occupiers as to justify a reason for refusal on this grounds. .

10.0 **Summary**

10.1 For the reasons outlined above, it is considered that the special circumstances of the proposal, i.e. the overall benefits of the school redevelopment, improvements to curriculum, internal accommodation and improvement to circulation of pupils and the availability of the sports hall for wider community use is considered exceptional circumstances to justify a departure from the local development plan.

PART C: RECOMMENDATION

11.0 **Recommendation**

11.1 Delegate to the Head of Planning and Strategic Policy subject to:

- c) The Environment Agency withdrawing its holding objection on grounds of flooding and;
- d) The application not being called in by the Secretary of State under the departure procedure.

12.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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 unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. (12) 10, Dated 30 Jan 2007, Recd On 31/01/2007
- (b) Drawing No. (22) 20, Rev. A, Dated 30 Jan 2007, Recd On 15/02/2007
- (c) Drawing No. (22) 21, Dated 30 Jan 2007, Recd On 31/01/2007
- (d) Drawing No. (22) 22, Dated 30 Jan 2007, Recd On 31/01/2007
- (e) Drawing No. (22) 23, Dated 30 Jan 2007, Recd On 31/01/2007
- (f) Drawing No. (22) 24, Dated 24 Jan 2007, Recd On 31/01/2007
- (g) Drawing No. (22) 25, Dated 24 Jan 2007, Recd On 31/01/2007
- (h) Drawing No. (31) 20, Dated 26 Jan 2007, Recd On 31/01/2007
- (i) Drawing No. (31) 21, Dated 06 Dec 2006, Recd On 31/01/2007
- (j) Drawing No. (31) 22, Dated 30 Jan 2007, Recd On 31/01/2007
- (k) Drawing No. (31) 24, Dated 29 Jan 2007, Recd On 31/01/2007

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.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

4. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with Policy EN26 of The Local Plan for Slough 2004.

7. All air conditioning or other ventilation plant shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Policy EN26 of The Local Plan for Slough 2004.

8. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

9. Full details of the surface water disposal from the access road and car parking area(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON To prevent the risk of flooding in accordance with Policy EN32 of The Local Plan for Slough 2004

10. Samples of all external materials and finishes 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 Policy EN1 of The Local Plan for Slough 2004.

11. Samples of all external materials and finishes to be used in the construction of the access road, pathways and communal 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 Policy EN1 of The Local Plan for Slough 2004.

12. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Local Plan for Slough 2004.

13. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme shall provide for semi-mature tree planting on the southern and eastern site boundaries and should include the trees and shrubs to be retained and/or removed

and the type, density, position and planting heights of new trees and shrubs.

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

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

14. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Local Plan for Slough 2004.

15. No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Local Plan for Slough 2004.

16. Prior to the commencement of the development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non-school users / mom-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

REASON To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

17. Prior to the commencement of the development hereby approved, the applicant / developer shall submit a strategy for the retention of the hedge to a minimum height of 2m situated on the southern site boundary adjoining Norway Drive and eastern site boundary adjoining Church Lane for the prior written approval of the Local Planning Authority. The strategy shall include a location plan and shall include measures to ensure that any dead sections be replaced and shall be implemented on site in accordance with the approved details.

REASON In the interest of visual amenity.

18. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/waiting for demolition/construction site staff and for delivery vehicles shall be submitted to and approved writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

19. For the duration of construction works measures shall be taken to minimise noise emissions from vehicles and equipment used for the purposes of carrying out the said works in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

Informative(s)

1. The applicant is reminded of the following:
CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES
LEGISLATIVE CONTROLS
 - (a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.
 - (b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

1. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall

only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer.

Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

2. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control. Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.

3. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.

5. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.

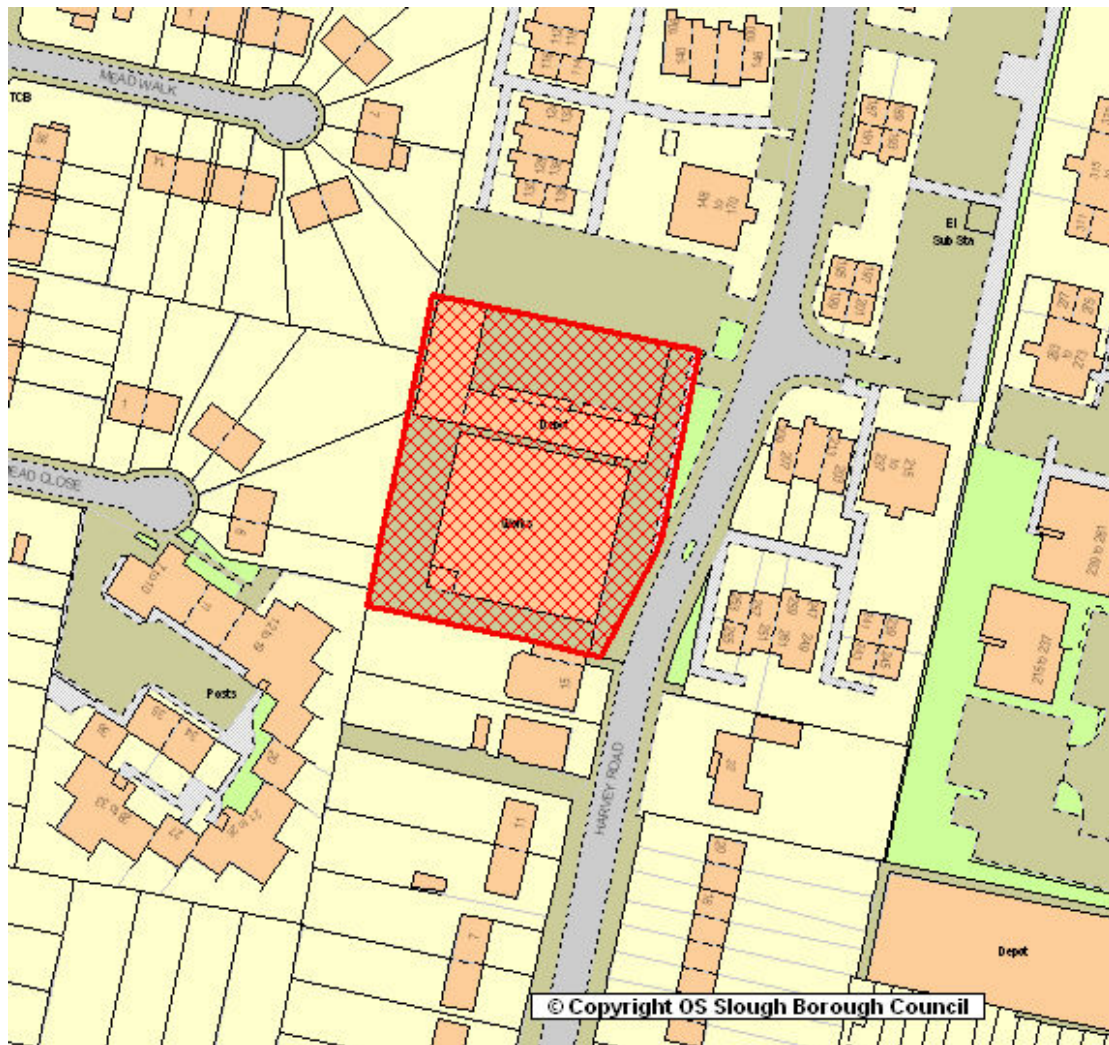
2. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN3, EN4, EN33, OSC2 and CG6.

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.

Item No	2	Applic. No	P/00157/006
Registration Date	06-Feb-2007	Ward	Langley St. Marys
Ref:	Mr. S. van der Merwe	Applic Type:	Major
		13 week date:	8th May 2007
Applicant	Maple Infrastructure Ltd		
Agent	JSA Architects Tavistock House, Waltham Road, Woodland Park, Maidenhead, Berkshire, SL6 3NH		
Location	17, Harvey Road, Slough, Berkshire, SL3 8HZ		
Proposal	REDEVELOPMENT, COMPRISING THE DEMOLITION OF EXISTING INDUSTRIAL BUILDINGS AND THE ERECTION OF A TERRACE OF 4NO. THREE BED HOUSES AND A 2.5 STOREY BLOCK OF FLATS (11 NO. TWO AND 1 NO. ONE BEDROOM FLATS) TOGETHER WITH ASSOCIATED ACCESS, PARKING AND AMENITY SPACE		

Recommendation: Approve subject to Conditions



P/ 00157/006

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 The proposals to redevelop an existing industrial site for residential purposes makes good use of a Brownfield site, removes a non conforming use and provides an additional housing windfall site.
- 1.2 Since the previous application, which was refused (appeal dismissed) this current application comprises a mixed scheme of single family dwellings and flats. Overall this revised scheme constitutes a reduction in scale, bulk and density upon the earlier scheme, which also resulted in a reduction in parking provision, increased amenity space provision for the flats and private gardens for the single family dwellings. These amendments in turn now allows for meaningful landscape planting, whilst adequate distances are maintained between existing and proposed development in order to ensure no significant loss of privacy.
- 1.3 Approval, subject to conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full application (as amended) for the demolition of the two existing industrial buildings and the erection of a terrace of four three-bed dwellings and a 2.5 storey block of flats comprising 11 no. two and 1 no. one bedroom flats with associated parking and amenity space. The application seeks to achieve a mixed scheme, comprising of single family dwellings with private gardens and flats with communal gardens. The density of development equates to 65 no. dwellings per hectare.
- 2.2 Block A comprises a terrace of 4 single family dwellings with private rear gardens. The building footprint measures 19.50m wide, 9m deep with a pitched roof measuring 8.8m high. The rear gardens varies between 8.6m and 9m in depth. The building has a pitched roof with front and rear gable elevations, front porches and two rear dormers with bedrooms in the loft space.
- 2.3 Block B consists of 12 flats. The footprint measures 23.5m wide and varies between 15.1m and 15.8m in depth with a pitched roof with front and rear gable elevations measuring 11m to the ridge. The ridge of the central section between the gable ends measures 9.7m high and contains front and rear dormers. The flats have a communal garden area measuring (320m²).
- 2.4 Communal parking provision has been made for 26 vehicles equating to a ratio of 1.63 parking spaces per unit. Access is

obtained from Harvey Road via a shared access and footway. Nine spaces are provided at the front, two adjoining the access south of block B and 15 spaces to the rear. The parking at the rear is situated 3.2m from the rear boundary. Provision has been made to provide a landscape buffer between the parking spaces and the front and rear site boundaries.

3.0 **Application Site**

3.1 The application site relates to industrial land on the west side of Harvey Road, measuring 42.8m wide and 54.2m deep (0.248 hectare) containing two industrial buildings. The southern most building has an ascending monopitched roof, which equals the height of a three-storey building at the highest point, whilst the northern most building is L-shaped and approximately 2 storeys high with a flat roof, projecting to the flank boundary at the rear. A close-boarded fence and wall, both 2m high screen the rear boundary. A 2m high wall screens the northern site boundary and part of the front boundary adjoining Harvey Road. The southern site boundary adjoining No. 15 is partly screened by a 2m high close-boarded fence and the flank wall of the garage to the side of No. 15.

3.2 Access is currently obtained via a service access road close to the boundary with No. 15 leading to a parking area to the north of the northernmost building. There is a further service area to the rear of the southern most industrial building accessed from an existing service road which runs along the boundary with 15 Harvey Road. 15 Harvey Road itself is a pitched roof bungalow with two-storey semi-detached properties and a retirement complex varying in height between single and two storeys to the rear. The flats in Mead Close are situated approximately 10m from the existing boundary of the site at its nearest point. The other residential properties to the rear are between 19 and 20m from the rear boundary of the site. Adjoining the northern site boundary is a car parking area 15m wide and three storey residential properties beyond this maintaining a distance of 19.8m from the proposed development. Two-storey development with front and rear dormers generally 3 storeys high is situated across Harvey Road maintaining a distance varying between 14m and 15.8m from the front site boundary.

4.0 **Site History**

P/00156/003 Demolition of existing industrial building and redevelopment to provide 12 no. flats and associated parking. Withdrawn 7 October 2006.

P/00157/004 Demolition of industrial buildings and the redevelopment to provide 30 flats (two blocks) and associated parking. Withdrawn 18 July 2005.

P/157/005 Demolition of existing industrial buildings and redevelopment of the site comprising the erection of two blocks of flats with 22 units (3no. one bed and 19no. two bed flats) Refused 23 January 2006.

Appeal dismissed 23 May 2006.

5.0 **Neighbour Notification**

- 5.1 8-11 Mead Walk
3-6, 12-19 Mead Close
130, 138, 148, 150-170 (evens), 195, 199, 258, 205-211, 251-257
Mead Avenue (odds)
15 Harvey Road

Advertisement in local press and site notice

The above addressed were notified of amended plans and given a further 14 days to comments. This period expires before the date of the Committee Meeting and any additional comments received will be reported on the Amendment Sheet.

- 5.2 Three objection letters have been received from 4 Mead Close, 22 Harvey Road and 251 Harvey Meads, concerned about:

Area is overpopulated and proposal will result in traffic congestion
Inadequate parking provision
Provision of appropriate number of bin / recycling facilities
Development would add to existing maintenance and street cleaning problems in the area
Pollution
Loss of privacy
Overshadowing
Over development
Environmental problems (noise, pollution)
Health Implications

6.0 **Consultation**

- 6.1 Environmental Services:
Consulted on previous planning application and no objections were raised subject to conditions relating to soil contamination to ensure that any soil contamination is cleared prior to the commencement of development on site
- 6.2 Environmental Protection:
Consulted on earlier application. Conditions required covering internal noise levels

6.3 Traffic: I note that this application proposes the demolition of the existing industrial buildings and the erection of 12 flats and 4 houses. This is an alternative scheme to one for 24 flats previously commented on in 2005. No details have been provided to set out the floor space and use class of the industrial buildings to be lost which makes this assessment slightly more difficult.

However, scaling from the location plan it would appear that the existing buildings total approximately 1250 sq.m, assuming that they are single storey. On this basis the existing buildings have the potential to generate approximately 150 movements per day (two-way) assuming that they fall within the B2 (General industrial) use class.

The proposed development has the potential to generate approximately 75 movements per day (two-way) and as such has the potential to reduce the traffic generation potential of the site on both a peak hour and daily basis. I do not therefore propose to object to this application from a traffic generation point of view.

The applicants have made provision for 25 car parking spaces. Local Plan standards require 1 space for a 1-bed flat, 1.75 spaces for a 2-bed flat and 3-bed house where parking is communal which would result in a total requirement for this site of 27 spaces. The proposed level of car parking provision is slightly below Local Plan standards. Parking restrictions are not in place on Harvey Road in the vicinity of the site and I am concerned that a reduction in parking provision at this site will simply lead to displaced parking in unsuitable locations on the site access or on Harvey Road. This is not acceptable as it will lead to road safety and congestion issues. I am also concerned that there are four car parking spaces shown parallel with the site access and these have insufficient dimensions. Parking spaces in this arrangement should be 6m in length and 3m in width. The plans will need to be amended to address this point.

I am also concerned that there is no suitable footway into the site. Notwithstanding the highways comments I would prefer to see a 2.0m wide footway into the site from Harvey Road in front of Block A. The footway fronting Block B should be widened to the required width and a footway should also run along the southern side of Block B to connect with the rear parking area. The disabled parking bay to the rear would also be better located to the front of the building, closer to its entrance.

The existing central island and associated signing on Harvey Road will need to be relocated as part of this proposal and a S278 Agreement with the Council as Highway Authority will therefore be necessary. I assume that Alex will advise you of the appropriate condition.

Notwithstanding the above, I would recommend that amendments to submission are sought to address the comments that I have made, following which I can confirm that I would have no objection to this proposal from a traffic and road safety point of view. I would recommend that the following conditions be imposed as part of any planning consent that you may issue.

Recommended Conditions.

The scheme for parking, garaging and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Response: An additional parking space has been provided bring the parking ratio to 1.63 spaces per unit. As such it is not considered that a reason for refusal on the basis of insufficient parking provision could be justified.

6.4 Highways:

Existing situation

Parking restrictions do not operate in the vicinity of the proposed access.

From No15 southbound on the west side of Harvey Road to the junction of Meadfield Road is single yellow lines with no parking Mon-Sat 8am-7pm.

The footway fronting the site is 2.0 metres in width.

The carriageway fronting the site is 5.5 metres in width.

A width restrictor is located adjacent to the proposed access. This restricts the width of vehicles to 6'6".

Vehicular access

The existing crossover/s made redundant by the applicant's proposals must be removed and reinstated as standard footway construction.

Sight lines of 2.4m x 90m would normally be required from access road onto Harvey Road. However in light of traffic comments indicating that the development will not produce an intensification of use the location of the site the access will be acceptable providing sight lines (within adopted highway and application site) of-

2.4m x 33m northbound

2.4m x 90m southbound

In order to give priority to pedestrians, a crossover will need to be provided as means of access and not a bell mouth. However, the crossover will need to be constructed to carriageway standards. Undertakers' mains and services will need to be lowered to a cover

depth of 600mm.

As the site is for less than 25 units a shared surface as detailed will be acceptable. The shared surface must be constructed in a material that differentiates the surface from that of the bituminous road it is accessed from. This will alert motorists they are entering an area where they are likely to encounter pedestrians. Access via a vehicular crossover will be ideal to enter the shared surface.

The proposed access will alter the traffic flows on the highway. The street lighting will therefore require to be modified (designed to BS 4987) to incorporate those flows. Such alterations must be designed and implemented at the expense of the applicant.

Servicing

Tracking drawings must be provided to show the parking court can provide adequate on site turning for a standard refuse vehicle (please provide these on the scaled plan). The turning area appears substandard.

General

The application should be revised in accordance with my comments and submitted for further consideration. The sketch submitted must be designed into a scaled / dimensioned plan prior to approval (including service vehicle tracking).

If approved the following informative(s) will apply

The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the unit/s.

No water metres 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 applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway (installation of crossover, reinstatement of existing access to footway, installation of street lighting modifications, relocation of width restrictor, drainage works etc...).

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.

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

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application site is not a proposal site in the Adopted Local Plan. The application is assessed against the following policies:

Planning Policy Statements 1 and 3
Local Development Framework, Core Strategy Document
Local Plan Policies:

Policy H10 Density
Policy H13 Backland / Infill Development
Policy H14 Amenity Space
Policy EN1 Standard of Design
Policy T1 Integrated Transport Strategy
Policy T2 Parking Restraint
Policy T3 Safety of Road Users

8.0 **Planning Background**

8.1 The earlier application (P/157/005) for the erection of two blocks of flats comprising 22 units was refused on the basis that the scale, bulk and height of development would be out of keeping with the character of the area, its density and that it constitutes overdevelopment of the site by reason of excessive site coverage of buildings, insufficient amenity space and lastly on highways safety grounds.

8.2 The subsequent appeal was dismissed on 23 May 2006. In his appeal decision the planning inspector upheld the reasons for refusal in terms of the scale and bulk of Block A in terms of its juxtaposition with 15 Harvey Road to be harmful in street scene terms, high density and insufficient amenity space resulting in overdevelopment which would harm the character of the area. The inspector however concluded that the proposal would not be detrimental to highway safety.

9.0 **Principle of Development**

9.1 Core Policy 10 states: "Outside of the Town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and availability of existing and proposed local services, facilities and infrastructure. Within existing residential areas the design of any infilling development should enhance the distinctive suburban or urban character and identity of the area."

9.2 The above policy guidance reflects broader guidance given in PPS3. Paragraph 69 states that: "In deciding planning applications,

Local Planning Authorities should have regard to:

- Achieving high quality housing
Ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific group, in particular, families and older people”

9.3 Given, the increasing shortage of new family housing being constructed in Slough; the need to create more mixed and sustainable communities; the need for new development to better reflect the general suburban character of the area, that being two storey family housing; and the unsatisfactory relationship between the earlier proposal and 15 Harvey Road the applicant was advised to remove the block of flats adjoining No. 15 and to replace it with two storey family housing, with flatted accommodation to be maintained adjoining towards the northern end of the site. As such, no objections are raised to the principle of development comprising a mixed use scheme subject to compliance with key policy areas quoted above.

10.0 **Density**

10.1 The Councils Local Development Framework Core Strategy, approved by the Council for Development Control purposes on 22nd January 2007, states that: “In order to implement the preferred spatial strategy and reduce the scale of development outside the town centre, the Council will use the following indicative density ranges which have been adapted to meet the specific circumstances in Slough from those set out in the draft Planning Policy Statement 3- housing.

In suburban locations, a Density range of 37 – 55 dwellings per hectare

10.2 The earlier refused application proposed a density of 88 dwellings per hectare (254 habitable rooms per hectare). The current application shows a reduced density at 65 dwellings per ha (205 dwellings per hectare). This represents a significant reduction in density from the previous proposal for 24 flats to 16 units (4 houses and 12 flats).

10.3 Whilst the current density of development still sits above the guidance given in the Core Strategy for sites in suburban locations, it is considered that this a transition period, between the Adopted Local Plan and the Local Development Framework and that the applicant has moved sufficiently to remove previous objections on the basis of density.

11.0 **Design / Visual Impact**

- 11.1 The general approach remains unchanged with the proposal comprising two separate buildings with access to a parking courtyard in between. The design has been amended since the previous refused scheme. This revised scheme now comprises a two-storey terrace of 4 no. family dwellings adjoining No.15 Harvey Road with a hipped roof, front and rear gables and rear dormer windows. A 2.5 storey block of flats adjoining the access road are proposed also with front and rear gables and dormers windows
- 11.2 The scale, bulk, height and massing of the development has been reduced, the main changes identified are as follows:
- Reduction in the number of units from 22 to 16.
Change in the mix of units from 19 x two bed & 3 no. one bed flats to 11 no. two bed and 1 no. one bed flats and a terrace of 4 no. three bed houses.
Reduction in the footprint of block Block A from 13m to 9m in depth and 20.3m to 19m in width.
Reduction in footprint of Block B in width from 17m to 15.8m whilst the depth has been marginally increased from 15.8m to 17m.
Block A has been reduced in height from three to two storeys.
Block B has been reduced in height from four storeys to three storeys varying between 9.7m and 11m in height.
Removal of half hipped roofs and replacement by hipped roofs with front and rear gable ends.
Reduction in the number of on site parking spaces from 31 to 25.
Increase in usable amenity space for flats from 320m² and provision of private rear gardens to family accommodation.
- 11.3 The family accommodation adjoining 15 Harvey Road is set 3.4m behind the front elevation of No. 15 and would not project beyond its rear elevation. This block is two storeys high. Block B adjoining the access road is 2.5 storeys in height adjoining the car park on the northern boundary. Harvey Road does not have an established front building line.
- 11.4 Block B is set behind the front elevation of Block A, whilst the three storey development adjoining the car park on the northern boundary is staggered further to the rear. As such no specific objection is raised to the siting of the units.
- 11.5 The adjoining development north and east of the application comprises three-storey development with gable ends, whilst two-storey semi-detached dwellings with hip/pitched roofs and a retirement complex with pitched roofs max two-storeys high abuts the rear boundary. Three storey flats would not be out of keeping with the general character of the area. It should be noted that the impact of the development on the street scene and on the

amenities of existing residential occupiers to the rear would be reduced by the fact that the roofs are pitched front to back.

- 11.6 It is considered that the amendments to block A, comprising a reduced depth and width building footprint and roof height situated 3.8m from the bungalow at No. 15 would not detract from the visual amenity of the street scene to overcome the earlier reason for refusal. It should be noted that the appeal inspector did not object to the bulk of block B, on the basis of its location adjoining the car park with three storey development to the north and 2.5 storey development to the east. Under this revised application the bulk of block B has been satisfactorily reduced and is not considered out of keeping with the scale, bulk and height of development in the surrounding area.
- 11.7 Having had regard to the above there are no objections to the proposals on grounds of siting, scale, massing bulk height or external appearance to comply with Policies H13 and EN1 of the Local Plan.

12.0 **Impact on Neighbours**

- 12.1 The footprint of block A has been reduced and would not project beyond the front or rear elevation of the adjoining bungalow at no. 15 Harvey Road and maintains a 45 degree line of sight. Both blocks would maintain a distance from properties to the rear in excess of 32m. A distance varying between 24.6m (block A) and 29.4m (block B) would be maintained between the front elevation of the proposed development and the flank elevation of development to the east side of Harvey Road.
- 12.2 The relationship between existing and proposed development is considered to be acceptable in that habitable room windows in principle elevations in all cases maintain acceptable minimum distances. The distance between the existing and proposed development is acceptable and being located north of No. 15 the proposed development is not considered to result in a loss of sunlight or daylight to maintain the amenities of the adjoining occupiers.
- 12.3 The current revised scheme incorporates parking in front of both blocks, some adjoining the access road south of block A to effectively reduce the number of car parking spaces in the rear parking courtyard thereby reducing the potential of noise and general disturbance which has been raised as an issue. Such an issue is difficult to quantify in planning terms and remains largely subjective. However, there are a number of factors to be taken into account. Firstly, the proposals will result in the loss of industrial traffic from a residential area. Secondly, the number of parking spaces has been reduced from 31 in the previous proposal to 26 in

the current scheme. Thirdly, a landscaped buffer area is proposed to the rear and southern boundaries of the site where the site adjoins existing rear gardens. Fourthly, a close boarded fence is proposed around the car parking area which will reduce any potential nuisance caused by headlights. Fifthly it is proposed to impose conditions requiring an acoustic fence to be erected along the more sensitive boundaries. Finally it should be noted that the earlier refused scheme did not raise noise and disturbance as a reason for refusal, nor the appeal inspector.

12.4 Given the changes made to the proposed scheme, there are no longer objections being raised on grounds of development impact in relation to Policy EN1 of the Local Plan.

13.0 **Amenity Space**

13.1 The proposed houses have rear gardens varying between 8.6m and 9m in depth. The Guidelines for the Provision of Amenity Space around residential properties requires a minimum of 9m for three bedroom properties. The amenity space is however considered of a good quality and being private and usable it is not considered that an objection on the basis of insufficient amenity space provision could be sustained.

13.2 Communal amenity space provision has been made for the flats, situated to the rear of block B. It measures 16m deep, amounting to a total amount of 320m². This amenity space is considered to be of good quality and fully usable and presents and increase upon that of the earlier refused scheme, whilst the number of units decreased. The level of amenity is therefore considered to be acceptable to comply with Policy H14 of the Adopted Local Plan for Slough: 2004.

14.0 **Environmental Aspects**

14.1 Conditions are required to cover requirements for a land contamination study and noise assessment to be carried out.

14.2 There are no objections raised on grounds of land contamination or noise in relation to Policy EN28 of the Local Plan, subject to the necessary conditions being imposed.

15.0 **Objections from Local Residents**

15.1 (a)Development will lead to further traffic and parking congestion in adjoining and surrounding roads.

Response: The number of car parking spaces has been reduced from 31 on the previous scheme to 26 to reflect the reduction of overall development. This will result in less vehicle trips. The parking ratio is equivalent to 1.63 spaces per residential unit. This

complies with the guidance given in PPG3 and is comparable to other recently approved residential schemes in the area. The Traffic engineers have raised no objections on grounds of traffic or parking, whilst the appeal inspector concluded on the earlier refused scheme that a relaxation in parking standards would not necessarily lead to an unacceptable demand for on-street parking. As such, the proposed would not be detrimental to highway safety.

(b) Development by virtue of its size, scale and bulk is not in keeping with the existing character of the area

Response: Changes have been made to the scheme which has resulted in a scheme which has less bulk, height and massing, reduced footprint.

(c) Greater noise and pollution

Response: The reduction in the number of car parking spaces together with an acoustic screen and landscaped buffer will help to reduce noise levels. With respect to an increase in pollution, this is difficult to evaluate given that the site has an existing industrial use. Further the traffic engineers advise that trip generation from the site will reduce.

(e) Overshadowing and loss of privacy

Response: Given the relative distances between existing and proposed developments loss of privacy is not considered to be a significant issue. Given the orientation of the site there should be no significant loss of sunlight.

(f) Insufficient amenity space

Response: See paragraph 13.1 and 13.2.

(g) Harvey road is very narrow and unsuitable for site access

Response: The principle of access has been accepted by the traffic engineer. The proposal will result in the removal of industrial traffic from Harvey Road and the level of trip generation from the site would be less than the potential trip generation from an industrial site.

(h) Provision of appropriate number of bin / recycling facilities

Response: Appropriate condition recommended

(i) Development would add to existing maintenance and street cleaning problems in the area and resulting health implications

Response: This is not a material planning consideration

16.0 **Summary**

16.1 The proposals to redevelop an existing industrial site for residential purposes represents good use of a Brownfield site, removes a non conforming use and provides an additional housing windfall site. Since the previous submission the scale and bulk of development together with its associated parking has been substantially reduced, whilst amenity space provision has improved. As such, this amended application comprises a mix use scheme being a mixture of flats and single family dwellings, whilst opportunities for meaningful landscape planting have been increased and adequate distances are maintained between existing and proposed developments which ensures no significant loss of privacy

PART C: RECOMMENDATION

17.0 **Recommendation**

17.1 Approve, subject to conditions

18.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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 unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. PL-101D, Dated Jan 2007, Recd 28/03/2007
- (b) Drawing No. PL-102B, Dated Jan 2007, Recd 26/03/2007
- (c) Drawing No. PL-103B, Dated Jul 2005, Recd 26/03/2007
- (d) Drawing No. PL-104B, Dated Jul 2005, Recd 26/03/2007
- (e) Drawing No. PL-105B, Dated Jul 2005, Recd 26/03/2007
- (f) Drawing No. PL-106B, Dated Jul 2005, Recd 26/03/2007

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.

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 Policy EN1 of The Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the access road, pathways and communal 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 Policy EN1 of The Local Plan for Slough 2004.

5. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

7. At all times the car parking spaces shown on the approved plans shall be available for occupiers of, or visitors to the premises hereby approved.

REASON To ensure that at all times adequate on-site parking is available.

8. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

9. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

10. Full details of the surface water disposal from the access road and car parking area(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON In the interest of highway safety and amenity of adjoining landowners.

11. A minimum of 26 no. car parking spaces shall be provided on site prior to the first occupation of the first dwelling.

REASON To ensure adequate parking to serve the development.

12. The detailed layout of the site shall comply with the Local Planning Authority's standard in respect of road and footpath design, vehicular parking and turning provision. No dwelling(s) or building(s) shall be occupied until the road serving it has been provided in accordance with drawings approved by the Local Planning Authority.

REASON In the interest of highway safety.

13. 7. 2.4M by 2.4m pedestrian visibility splays shall be provided behind the back of the footpath on each side of the access within which nothing shall be erected, planted or allowed to grow above 600mm.

REASON To ensure that the proposed development does not prejudice

the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway.

14. No window(s), other than those hereby approved, shall be formed in the northern and southern elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Local Plan for Slough 2004

15. No development shall be commenced until visibility splays of 2.4m x 33m northbound and 2.4m x 90 m southbound have been provided at the junction with the public highway. The visibility splay(s) shall thereafter be kept free of all obstruction higher than 900mm above the adjoining carriageway level.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway.

16. Prior to the first occupation of the development hereby approved an acoustic fence shall be erection on the western and southern residential boundaries for a depth of 15m measured from the westernmost end of the southern site boundary with no. 15 Harvey Road. The acoustic fence shall not be erected until details as to its siting, materials and acoustic properties have been submitted and approve in writing by the Local Planning Authority.

REASON To safeguard the residential amenity of the adjoining residential occupants.

17. No development shall commence until a written scheme of archaeological investigation (to include the scheme and a time scale for the investigation) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

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

18. Once implemented, the car parking area shall maintain a minimum distance from the north, west and southern site boundaries as indicated on the approved site layout plan, Drawing No. PL-101D, dated January 2007 received 28 March 2007.

REASON To protect the residential amenity of the adjoining occupiers.

19. During the demolition / construction phase of the development hereby permitted sufficient parking provision shall be made available at all times on site for construction traffic and contractors vehicles.

REASON In the interest of Highways and Traffic safety.

20. 16. Before the development is commenced a detailed investigation shall be carried out to assess the degree and nature of any contamination present in relation to the potential for the pollution of the water environment. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to prevent pollution of ground water and surface water, including the provision for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority, before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON To prevent pollution of ground water.

21. 15. The windows in the northern and southern elevations of block B hereby approved shall be glazed with obscure glass in accordance with details to be submitted for the prior written approval of the Local Planning Authority and any opening shall be at a high level (above 1.8m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers.

22. No window, other than hereby approved, shall be formed in the flank elevation of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties

23. The existing access(s) to the site shall be stopped up and abandoned and the footway and verge crossing shall be reinstated to the satisfaction of the Local Planning Authority immediately after the new access hereby permitted is in use.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

25. During the demolition / construction stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

27. Before any building works are being carried out a scheme providing for the insulation of the proposed dwellings units against the transmission of external environmental noise shall be submitted to and approved by the Local Planning Authority. Any works which form part of the scheme shall be completed in accordance to the approved scheme and to the satisfaction of the Local Planning Authority before any of the permitted dwellings is occupied.

The insulation scheme of the proposed dwellings units shall ensure that the externally noise do not cause an internal noise level of 35dBLAeq30minutes between the hours of 23.00 and 07.00 hours and individual noise event shall not exceed 45dB(A) Lmax. On completion of the works the applicant shall carry out random noise tests compliance and submit a noise report to demonstrate compliance with the stipulated noise levels.

The design and construction criteria for development of the building, shall have regard the good criteria stated in BS 8233:1999 (British Standard 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice).

REASON To protect the residential amenity of the occupiers.

28. Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in

writing by the Local Planning Authority. This should include:

- i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.
- ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.
- iii) The remediation scheme shall be implemented before the development is first occupied.
- iv) On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and to comply with the provision of Policy EN28 of the Adopted Local Plan for Slough 2004.

29. 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.

Informative(s)

1. The applicant is advised that before any access can be constructed on to the public highway an application must be approved by the Head of Highways and Traffic.
2. The applicant is reminded of the following:

CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES

LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a

contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

1. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer.

Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

2. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control. Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.

3. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.

5. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.

3. The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the units/s.
4. The applicant is reminded that at all times, without the prior permission of the freeholder there can be no encroachment onto the adjoining property.
5. No water metres will be permitted within the public footway. The application will need to provide way leave to Thames Water Plc for installation of water meters within the site.

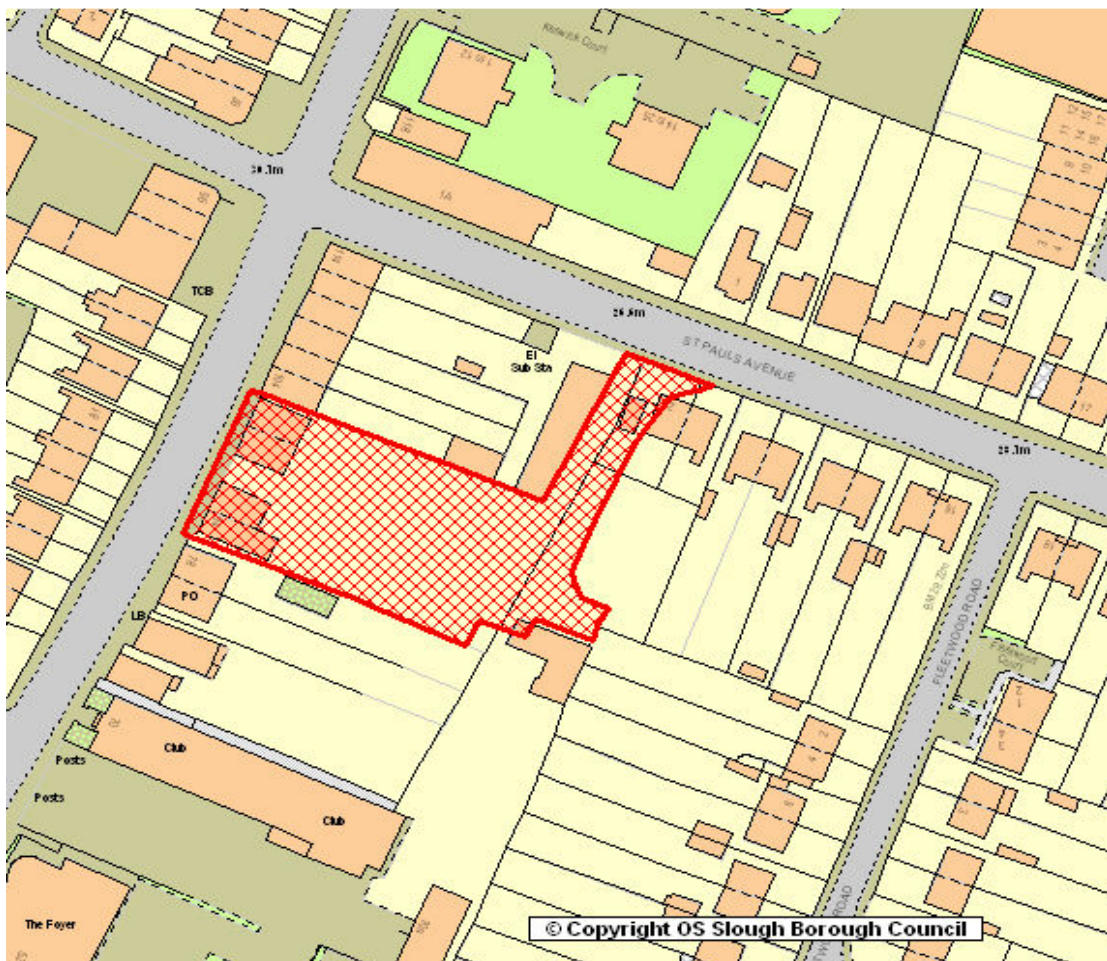
6. The applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway (installation of crossover, reinstatement of existing access to footway, installation of street lighting modifications, relocation of width restrictor, drainage works etc ...).
7. 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.
8. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
9. 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:- H10, H13, H14, EN1, EN3, EN28, T2 and T3.

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.

Item No	3	Applic. No	P/01295/009
Registration Date	05-Feb-2007	Ward	Central
Ref:	Mr Smyth	Applic Type:	Major
		13 week date:	7th May 2007
Applicant	Acton Housing Association		
Agent	The Barton Willmore Planning Partnership 6th Floor, Venture House, 27-29, Glasshouse Street, London, W1B 5BW		
Location	94-102, Stoke Road & 2, St. Pauls Avenue, Slough, Berkshire, SL2 5AP		
Proposal	DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT TO PROVIDE A PART 5 STOREY (PART 4/ PART 2 STOREY BUILDING COMPRISING 55 NO. APARTMENTS (45 NO. ONE BEDROOM, 6 NO. TWO BEDROOM AND 4 NO. THREE BEDROOM), 2 NO. GROUND FLOOR RETAIL UNITS (CLASS A1) (556M2 GROSS EXTERNAL FLOOR SPACE), TOGETHER WITH UNDERGROUND / UNDERCROFT PARKING FOR 38 NO. CARS / CYCLE PARKING, AMENITY SPACE / LANDSCAPING AND CONSTRUCTION OF REAR SERVICE ROAD		

Recommendation: Delegate to HPSP for S106



P/01295/009

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 The site occupies an edge of town centre site and is considered to be sustainable in terms of its proximity to the town centre, railway and bus stations. The site is located within a part of Slough which has been identified as an area of opportunity and has been actively promoted for urban regeneration stretching over a period of some 20 years. The general area is run down and in need of a catalyst to stimulate investment.
- 1.2 The proposals make maximum and efficient use of the site
- 1.3 Delegate to the Head of Planning and strategic Policy for completion of a Section 106 Agreement

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This application is for: demolition of existing buildings and redevelopment to provide a part 5 storey/(part 4 storey /part 2 storey building comprising 55 no. apartments (45no. one bedroom, 6 no. two bedroom and 4 no. three bedroom), 2 no. ground floor retail units (class a1) (556m² gross external floor space), together with underground / under croft parking for 38 no. cars / cycle parking, amenity space / landscaping and construction of rear service road
- 2.2 Above the lower ground floor level, the development comprises two development blocks with a linking block along the northern boundary of the site. The frontage block follows tightly along the splayed line of the Stoke Road widening scheme. It comprises of five floors of development, with the top floor being set back between 2.75m and 4.5m from the frontage of the other floors on the Stoke Road frontage. Excluding the top floor the depth of the block ranges between 18 and 19 metres. On the Stoke frontage the building will scale 12.5 metres high at four storeys and 15 metres at five storeys high, the top floor being set back from the street. In real terms this set back will appear greater given the building's position behind the Stoke Road widening line.
- 2.3 The rear block contains four floors of development above the lower ground floor level. The rear block also follows tightly the rear splayed boundary of the site, formed by the proposed rear service road, which is part of the current application. The depth of the block ranges between 11m and 17 m. The height of the rear block is similar to the frontage block measuring 11.5m from lower ground

floor to second floor and 14m to the top floor which is also set back at third floor level by approximately 1.5m. The rear part of the development whilst of similar height to the frontage block contains less floors of development. This is because the lower ground floor level at the rear of the site sits above existing ground level, whereas to the front of the site it sits below the existing street level, reflecting the substantial change in ground levels between the Stoke Road frontage and the rear of the site.

- 2.4 The original submission shows a continuous wall of development at four floors in height, along the northern boundary of the site formed by the proposed link block. Amendments have been agreed which will see the link block being reduce to no higher than two floors, which will bring about some visual relief to an otherwise oppressive elevation. The link block will measure approximately 19/20 metres wide and 10 metres deep. The scheme as originally submitted shows the link block at a height of 15/16 metres on the boundary with the neighbouring timber yard. With the changes negotiated this will reduce to 8/9m.
- 2.5 At upper ground floor level there is an amenity area measuring approximately 14m X 12m, equating to approximately 160 sq metres. This is laid out as private terraces serving a number of the larger ground floor family flats. Throughout the scheme there are a number of terraces and balconies provided.
- 2.6 The proposals include construction of a rear service road together with vehicle turning head. The construction of this road will necessitate the demolition of one half of a pair of semi detached houses. The applicant has been advised that details as to how the existing building is to be treated and made good should form part of the submission. The rear service road provides access to a parking area and service area at lower ground floor area. Parking is provided for 36 no. cars with substantial bicycle parking. In addition there is parking for motorcycles.
- 2.7 The accommodation is arranged as follows:
Lower Ground Floor: 38 car parking spaces, 46 bicycle stands, 6 motorcycle parking spaces, lifts and stairs to upper floors and plant rooms
Upper Ground Floor: 2 no. retail units (112 sq m and 310 sq m), private amenity terraces, bin stores, 2 no. X three bed flats, 1 no. X two bed flat and 3 no. 1 bed flats
First Floor: 1 no. three bed flat, 1 no. X two bed flat and 14 no. X 1 bed flats
Second Floor: 1 no. three bed flat, 1 no. X two bed flat and 12 no. X 1 bed flats
Third Floor: 2 no. X two bed flats and 12 no. X 1 bed flats
Fourth Floor: 1 no. X two bed flat and 4 no. X 1 bed flats

2.8 The development will provide a mix of private (60%), shared ownership (10%) and social housing to rent (30%).

3.0 **Application Site**

3.1 This site of 0.2218 hectare is situated in edge of centre location fronting Stoke Road. It is located within the Stoke Road neighbourhood shopping centre. The current site retains the existing buildings on the Stoke Road frontage, but which are empty and in a semi derelict condition. The remainder of the site is cleared, but has been subject to some fly tipping.

3.2 The existing buildings are two storey on the Stoke Road frontage, but three storeys to the rear, reflecting the dramatic change in ground levels. There was previously retail on the ground floor with residential above. Buildings of a similar height and scale flank the site on either side of the Stoke Road frontage, retaining retail at ground floor with residential above. On the opposite side of Stoke Road there is a mix of retail and residential, the buildings being generally two storeys in height.

3.3 Of particular note is a timber merchants which is located at number 104 Stoke Road, which is the neighbouring property to the north of the application site. It retains a retail frontage to Stoke Road, although timber is stored in an open yard to the rear of the shop and which extends the entire depth of the property running parallel with the northern boundary of the application site. Timber is stored in racks a height which is equivalent to first floor on a typical domestic property. Immediately abutting the property to the south there is a two/three storey semi detached property, which has retail on the ground floor and residential accommodation on the upper floor(s). To the rear of the site (east) there is an informal track beyond which there is a car repair workshop/breakers and the rear garden boundaries to 2 and 4 Fleetwood Gardens. Both properties have rear gardens which exceed 38 metres in depth. To the north east of the site is an area of vacant land which is used informally for car parking. At some time in the past this land formed part of the rear gardens belonging to 2 and 4 St Pauls Avenue. Further to the north east there is MOT testing centre/car repair workshop.

3.4 The immediate surroundings are characterised by a mix of residential and quasi commercial uses. The overall impression is one of gradual decline.

4.0 **Site History**

4.1 This site along with other sites in Stoke Road were previously identified as commercial redevelopment sites in the previous Adopted Local Plan. Although, these proposal sites were not carried forward within the current Adopted Local Plan, the aim of

achieving long term comprehensive regeneration of the area has remained a broad objective of the Council.

- 4.2 The site benefits from an extensive planning history stretching back some 18 years: The three key planning permissions which are relevant to consideration of the current planning application are as follows:

P/01295/003: ERECTION OF PART 5 STOREY AND PART SIX STOREY BUILDING TO PROVIDE STUDENTS HALL OF RESIDENCE FOUR RETAIL UNITS (CLASS A1/A2/A3) AND BASEMENT CAR PARK (OUTLINE)(AMENDED PLANS DATED 26.03.92 15.04.92 AND 05.05.92). Approved 8th April 1993.

P/01295/004: ERECTION OF PART 5, PART 6 STOREY BUILDING TO PROVIDE STUDENTS HALL OF RESIDENCE, FOUR RETAIL UNITS (CLASS A1/A2/ A3) AND BASEMENT CAR PARK (APPROVAL OF RESERVED MATTERS IN COMPLIANCE WITH CONDITIONS NOS. 2 & 4 OF PLANNING PERMISSION P/01295/003 DATED 8TH APRIL 1993) (AMENDED PLANS DATED 01/10/93, 27/10/93 AND LETTER DATED 18TH NOVEMBER 1993). Approved 17th December 1993.

P/01295/008: RESIDENTIAL DEVELOPMENT WITH GROUND FLOOR RETAIL AND CONSTRUCTION OF REAR SERVICE ROAD (OUTLINE). Approved 24th October 2002.

Although these planning permissions have since lapsed, they did establish some parameters with regards to scale, massing, bulk, height and siting. However, whilst these parameters still hold some weight in planning terms, the actual weight to be afforded does diminish over time. Notwithstanding this, it is considered that the most recent of these decisions (P/01295/008) was a poor decision in planning terms and that any subsequent planning applications which are to be considered on this site, must constitute an improvement on the previous scheme, particularly in terms of the design, scale, bulk, height, massing of the building and the deriving living conditions for its occupants.

- 4.3 The application site was purchased by the current owners more than two years ago, with the comfort of an outline planning permission for 80 no. flats. Protracted negotiations were on going with the then applicant's agent throughout the past two years, but relating to a substantially larger development in excess of 100 flats together with a ground floor retail mall. An acceptable scheme of development could not be agreed with the then agent. The applicant employed a new agent with whom fresh negotiations commenced in September 2006. The scheme has moved dramatically, in terms of height, scale, bulk and massing, both in relation to that which was granted outline planning permission and

the pre application scheme which was the subject of protracted pre application discussions with the previous agent.

5.0 **Neighbour Notification**

- 5.1 67 – 95 (odd nos.) Stoke Road
70 – 114 (even nos.) Stoke Road
2 – 16 (even nos.) St Pauls Avenue
1A – 13 (odd nos.) St Pauls Avenue
2 – 20 (even nos.) Fleetwood Road
70A Stoke Road

Notice published in local press and notices placed on site.

An e mail enquiry received from the occupier of 14a Fleetwood Road asking a number of questions. A full written response was given.

NO OBJECTIONS RECEIVED

Neighbours to be notified of amended plans. 14 day re-consultation period expires before the date of Meeting and any comments will be reported on the Amendment Sheet.

- 5.2 Applicant notified the following addresses of the pending planning application:

70, 70A, 72, 74, 76, 78, Lady Haigh Club, Stoke Road
2, 2A, 4, St Pauls Road
11 Mill Street

6.0 **Consultation**

- 6.1 Environment Agency: No comments to date

- 6.2 Thames Water: No objections. Detailed comments provided:

- 6.3 Environmental Protection (Land Contamination/Noise): No comments received to date. Late comments will be reported on the Amendment Sheet.

- 6.4 Traffic: I note that this application proposes the demolition of the existing commercial units that have frontage to Stoke Road and a floor area of 366 sq.m with a new development comprising 420 sq.m of A1 retail floor space along with 56 flats in a mix of private and social housing.

In considering this application I am aware that a previous scheme comprising 80 flats and ground floor retail uses was granted planning permission. A Transport Statement has been submitted to

accompany the proposals and this indicates that the traffic generation from the proposed development will be very similar to the previously permitted scheme. The report is based on the assumption that 30% of the residential accommodation will be social housing and will be let on a "car free" basis as a condition of the tenancy agreement. It is also suggested that this could be controlled through a S106 Agreement. I consider this to be essential as the report assumes no traffic generation from this element of the development. Whilst I do not consider this assumption entirely correct, given that there will be visitors and delivery trips generated on the network associated with these units, I do not consider that it would materially change the traffic generation calculations.

In view of the above, I can confirm that I do not consider that an objection could be raised to this application on traffic generation and impact grounds on the basis that 30% of the units are restricted to be "car free".

From a car parking point of view, I understand that previous proposals on this site have been accepted with parking at a ratio as low as 0.7 spaces per unit. This current application proposes 38 car parking spaces to serve the 56 residential units. With 30% being "car free" the resultant parking ratio would equate to 0.97 spaces per dwelling, which is a significant improvement over the previous scheme. On this basis I do not consider that an objection could be raised to this application on car parking grounds.

Secure cycle parking is provided on a 1:1 basis for the residential units and this complies with Local Plan standards.

Highways have commented on the rear service road in detail. The only point I would add is that the access to the car park should be 4.1m wide to allow the two-way passage of cars. The current width will lead to delays to vehicles entering and exiting the car park and may cause vehicles to have to stop suddenly on entering the car park and then have to reverse back out. This is not acceptable and the access should be amended.

Mindful of the above, whilst I have no objection to this application in principle amendments are necessary to address the comments that I have made.

Response: Issues relating to parking are covered in the main report. Amended plans have been received showing the access to the car park widened to 4.1 metres and the height of the access to the vehicle service bay has been increased to 4.1 metres.

6.5 Highways: Existing situation

The site is currently accessed via a single width vehicular crossover from St. Paul's Avenue. The access conforms to current standards in terms of sight line and pedestrian visibility provision.

The St. Paul's Avenue footway is 2.2 metres in width.

The St. Paul's Avenue carriageway is 7 metres in width.

Waiting restrictions operate in the vicinity of the proposed access. However there were no plates visible. These restrictions are supported by single yellow lines.

St Paul's Avenue has traffic calming in place in the form of Road humps, which will restrict the speed of traffic to approximately 30mph.

Road Widening

The borough's approved Stoke Road widening scheme affect the development site. The proposed development appears to take this widening line into account along its frontage onto Stoke Road. However the building at the rear encroaches over the development control line for a rear service road.

A 1:1250 plan showing these proposals is attached.

The development should not commence unless the road widening lines have been set out and checked / approved by Slough Borough Council.

As this application represents a major redevelopment the applicant must widen the footway fronting the site in accordance with the intentions of the Stoke Road widening scheme within the cartilage of the application site in accordance with the approved highway scheme and offer the highway improvement works (once constructed under a s278 agreement) as highway maintainable at the public expense. This obligation must be secured through a section 106 agreement.

As this is a commercial development, the contributions towards the cost of widening the carriageway as part of the Stoke Road widening scheme should be sought.

The rear service road proposals should be amended in accordance with the rear service road development line. The Applicant's proposed alignment for the rear service would prohibit the future extension of the rear service road as the available space left to extend the road would be too narrow.

Vehicular access

The council intends to adopt the access road. It should therefore be designed and built under a s278 agreement. As such please ensure the private areas (parking areas and footway links) are designed so that they do not drain onto the highway or into the highway drainage systems.

As the access is for industrial traffic sight lines of 4.5m x 60m must be provided from industrial access road onto St. Paul's Avenue. These should be shown on the drawing and take into account the curvature on the priority road. No obstructions over 600mm in height will be permitted in the sight line areas. The sight lines must fall on land in control of the applicant.

In order that the service vehicles do not reverse on to St. Paul's Avenue, it is necessary to ensure that no parking takes place in the turning area.

The turning area, therefore, will be subject to waiting restrictions at the applicant's expense.

In order to ensure that delivery vehicles enter and leave the highway in forward gear, adequate on-site turning area should be provided.

Street lighting must be provided to illuminate to access road to BS 5489.

The proposed access will alter the traffic flows on the highway. The street lighting will therefore require to be modified (designed in accordance with BS 5489) to incorporate those flows. Such alterations must be designed and implemented at the expense of the applicant.

Servicing

Servicing will not be permitted from Stoke Road or St. Paul's Avenue.

As such the site must cater for service vehicles including a standard 8 metres refuse vehicles to leave and enter the highway in forward gear with an unobstructed turning area provided on site (please provide a tracking drawing to show these manoeuvres).

The locations of the bin stores on the Upper Ground floor are inappropriate.

The maximum permitted refuse collection distance for flats is 9 metres.

The maximum permitted carrying distance from dwellings / flats to the bin store is 30 metres.

The minimum headroom for service vehicles is 4.1 metres.

Parking

The parking area must be illuminated.

For 90 degree parking the aisle must be a minimum of 6 metres in width. This allows vehicles to ingress and egress parking bays and turn on site.

The columns should be so spaced and located so that they provide unimpeded access to cars. The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks (2002) (3rd Edition) gives the relevant information. It is necessary to submit a dimensioned car park layout for approval. This requirement should not be made as a condition for approval.

General

Gates will not be permitted on the highway boundary. Gates if required must be set back a minimum distance of 6 metres (cars) 8 metres (refuse and delivery vehicles) 18 metres (articulated vehicles) from the highway boundary and either slide or open inwards. This will allow vehicles including a service vehicle to wait clear of the highway, prior to the gates opening.

Window cleaning will not be permitted from the highway. The applicant must submit details of how window cleaning will be achieved.

The red site boundary line shown on drawing P-01 does not correlate to the boundary line shown on drawing P-02. The differences are significant and would effect the layout of the rear service road, the applicant needs to submit an accurate boundary line.

The application should be revised in accordance with my comments and submitted for further consideration.

If approved the following informatives will apply

The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the unit/s.

No water metres 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.

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

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

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

Prior to commencing works the applicant will need to enter into a Section 278 of the Highways Act 1980 with Slough Borough Council for the works within the existing highway [temporary access point (if required), widening and adoption of footway, installation of street lighting modifications, drainage works, construction and dedication of rear service road, etc...]. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

Response: Amended plans have been submitted. Sight lines have been shown, the headroom has been increased to 4.1 metres to serve the service bay, and the parking isle has been increased to 6 metres and vehicle tracking provided for the turning head. Discussions relating to the location of bin stores is on going.

- 6.6 Education : Stoke Rd and St Paul's Avenue-The calculations indicate a surplus of primary places, and a shortfall of 97 secondary and post 16 places
- 6.7 Berkshire Archaeology: I noted the above application on the planning list ending 16/02/07. I have checked the location and the plans for the proposed development and it appears that the site has not been subject to severe levels of previous disturbance. The information on the Sites and Monuments Record (SMR) regarding this location of Slough is very limited and although the location is some distance away from any direct known area of archaeological remains, this is more to do with a distinct lack of previous investigation rather than definitive none existence of remains. As the development is rather substantial, certainly in comparison to the current land use and concentration of

development in the vicinity, I would recommend that archaeological implications are taken in to consideration at an early stage in the application process. Given the lack of information on the area, I would advise that the application is supported by an Archaeological Desk Based Assessment (DBA), taking in information from a 500 m radius, but concentrating on evidence of previous land use and disturbance against the proposed levels of impact from the development. The DBA will provide further information for Berkshire Archaeology to base additional recommendation in respect of this submission, but it is a possibility that some on site investigations may be necessary. As always we are concerned that the level of development across the area as a whole should aid in the level of information on a location which has been very much under evaluated in previous years.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

- 7.1 National Policy Guidance
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy statement 3: Housing
Planning Policy Guidance 13: Transport

Slough Local Development Framework – Core Strategy
Core Policy 1 (Spatial Strategy)
Core Policy 2 (Sustainability/Environmental Quality)
Core Policy 5 (Infrastructure)
Core Policy 6 (Transport)
Core Policy 10 (Type of Housing)

Adopted Local Plan for Slough
Policy H5 (Social housing)
Policy H6 (Other Forms of Affordable Housing)
Policy H9 (Comprehensive Planning)
Policy H10 (Minimum Density)
Policy H14 (Amenity Space)
Policy S1 Shopping Hierarchy)
Policy EN1 (Standard of Design)
Policy EN3 (Landscaping Requirements)
Policy T1 (Integrated Transport Strategy)
Policy T2 (Policy Restraint)
Policy T13 (Road Widening Lines)
Policy T14 (Rear Service Roads)

8.0 **National Policy Guidance**

8.1 PPS1 states that “Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted”.

8.2 Assessment: The proposed development is seen as a catalyst for the wider regeneration of the Stoke Road Area and will in that sense create an opportunity to improve the character and appearance of the area. Whilst it could be argued that the scale, height bulk and massing is not in context with its immediate surroundings, the proposals have to be viewed in the context of the parameters set by previous planning consents on the site, which if implemented would have had far greater significant street scene impacts.

8.3 PPS3: re-emphasises the design considerations and further adds that developments should achieve high quality housing; make efficient and effective use of previously developed land; proposals should include a mix of housing, incorporating affordable accommodation

8.4 Assessment: Although a flatted scheme, the development does provide a mix of accommodation including 1, 2 and 3 bedroom apartments. The site occupies an edge of town location, is highly sustainable and is therefore suited to a high density flatted scheme. The site does constitute a previously developed brown field site and the proposals do maximise the site’s potential. 40% affordable housing is provided which would include 2 and 3 bedroom family units.

8.5 PPG13: sets out a number of criteria under Managing Travel Demand which includes: not requiring developers to provide more spaces than they require, ensuring safe and convenient secure cycle parking and appropriate provision for motorcycle provision.

8.6 Assessment: The applicant has submitted a transport statement justifying the level of parking being proposed. A car parking management plan has been submitted for the site. 100% secure cycle parking is provided on site as is provision for motorcycles. In addition the site is considered to be highly sustainable within easy walking distance of the Town centre and rail and bus stations.

9.0 **Slough Local Development Framework – Core Strategy**

9.1 Core Policy 1 reiterates government advice requiring all development to take place on previously developed land and high density housing to be located within the town centre.

- 9.2 Assessment: It is considered that the proposals comply with Core Policy 1.
- 9.3 Core Policy 2 requires sustainable design and construction and the design to be of the highest quality.
- 9.4 Assessment: Development is to be built to eco home standard very good. The design is considered to be appropriate to the site, given its historical context.
- 9.5 Core Policy 5 requires that all reasonable on and off site infrastructure improvements are provided.
- 9.6 Assessment: The developer has agreed to enter into a legal agreement for the purposes of: offering up at nil cost to the Council land for the widening of Stoke Road, insofar as it effects the frontage of the site; constructing a rear service road and turning head and paying education and open space financial contributions.
- 9.7 Core Policy 6 states that the level of parking within residential schemes will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining occupiers.
- 9.8 Assessment: Details of parking are dealt with elsewhere in this report. However, given the site's edge of town centre location; the site's historical context in terms of parking provision; the proposals for a car parking management plan; the existence of parking restrictions on surrounding roads and the fact that the majority of flats within the development will be 1 bedroom, the level of parking being proposed would be appropriate in this instance.
- 9.9 Core Policy 10 requires that high density housing should be located in Slough Town Centre that all residential developments should be built to a minimum of 37 dwellings per hectare and that social housing is to be provided on all sites of 15 or more dwellings.
- 9.91 Assessment: The site having an edge of Town Centre location is considered to be suitable for a high density scheme. The proposals comply with the density and social housing requirements.
- 10.0 **Adopted Local Plan for Slough**
- 10.1 Policy H5 requires a minimum of 30% social housing to be provided on site.
- 10.2 Assessment: The applicant proposes 30% social housing for rent comprising: 8 no. X 1 bed, 5 no. X 2 bed and 4 no. X 3 bed flats (total 17 no.).

- 10.3 Policy H6 requires other forms of affordable housing having regard to the economics of the site.
- 10.4 Assessment: The applicant proposes 10% shared ownership units comprising 6 no. 1 bed flats.
- 10.5 Policy H9 seeks to ensure a comprehensive approach to residential development to ensure that adjoining land is not sterilised.
- 10.6 Assessment: Although not technically part of the application site, the applicant has submitted drawing demonstrating how the neighbouring site to the north could be developed. The applicant has further reduced the height and bulk of the northern link block which will allow greater light and sunlight penetration to the neighbouring site.
- 10.7 Policy H10 requires a minimum net developable site density of 37 dwellings per hectare. The supporting text sets out guidance on maximum site densities of 160 habitable rooms per hectare rising to 200 habitable rooms per hectare within the town centre and other highly sustainable locations.
- 10.8 Assessment: The application site falls within the latter category. The current scheme proposes a density of 258 dwellings per hectare (523 habitable rooms per hectare). Whilst this significantly exceeds the Local Plan guidance, it has to be considered in its historical context. The previous outline planning permission now lapsed approved development at a density of 360 dwellings per hectare (785 habitable rooms per hectare). This represents a 29% reduction in density on the basis of numbers of dwellings and a 33% reduction on the basis of the number of habitable rooms. Further, the site is located on the edge of the Town Centre, a location suitable for high density housing schemes and assessing density alone is not the only test of a development's suitability.
- 10.9 Policy H14 seeks an appropriate level of amenity space having regard to the type and size of dwelling, the quality of the proposed amenity space, the character of the surrounding area, the provision of balconies and proximity to open space/play facilities.
- 10.10 Assessment: The opportunities for the provision of usable amenity space on site is limited. An area of approximately 160 sq. metres is provided on site. It will be set out as a number of terraces for use by some of the ground floor family units. The space will be south facing and attract a reasonable level of sunlight. All flats have access either to a balcony or roof terrace. It should also be noted that the Bowyer playing fields and children's play area are located in St Pauls Avenue within a walking distance of approximately 300 metres from the application site. The applicant has also agreed to the payment of a financial contribution towards the cost of carrying

local open space improvements.

- 10.11 Policy S1 sets out the shopping hierarchy for Slough designating Stoke Road as a Neighbourhood Shopping Centre. The application site falls within this designation.
- 10.12 Assessment: The proposals retain a modest retail element onto the Stoke Road frontage at ground floor level. Two retail units are proposed measuring 310 sq m and 112 sq m respectively. The scale of retail being proposed would help to reinforce Stoke Road's future as a neighbourhood shopping centre. It is proposed that retail be restricted to A1, A2 or A3 use. The units would be serviced from the rear service road via an internal service corridor.
- 10.13 Policy EN1 sets out the criteria to be considered in addressing issues of design:
- 10.14 Scale, height, massing, bulk, layout & siting
Whilst it cannot be disputed that the scale, bulk and massing of the proposed development is not in keeping with its immediate surroundings, which is essentially two/three storey development of domestic scale, there are a number of factors to take into account. Firstly, consideration has to be given to the site's historical planning context. The current proposals represent a substantial reduction in the scale and level of development, which has been previously granted outline planning approval. Secondly, the development is functional, but whilst at the same time achieving a good quality of design. Thirdly, a number of other developments in Stoke Road, such as the Foyer building and the development which is currently under construction at 55 –59 Stoke Road have already established a height/scale of development which is comparable to that which is currently proposed. Four/five floors would sit comfortably into the wider scenario. Finally, given the site's edge of Town centre location, it is capable of accommodating a high density residential scheme.
- 10.15 Building form, design, architectural style, materials
When assessing developments with the bulk and massing of the current scheme, consideration has to be given to ways of breaking up the mass and bulk and introducing visual interest by a variety of means. There has been some success with this scheme with the introduction of set backs, staggers, height variations, introduction of reveals and feature panels with increased shadow effects and a range of external materials including a mix of stock brick, render with timber and zinc cladding.
- 10.16 Access Points and Servicing
Vehicular access to site is to be provided from a rear service road which is being constructed as part of the development. Service access is under the building via an opening which is 4.1 metres

above existing ground level. A single lorry bay is provided to serve both the retail units and residential flats in terms of deliveries and refuse collection. The retail units will be serviced via an internal service corridor with goods having to be wheeled onto the Stoke Road frontage. No direct servicing of either the flats or retail units will be permitted from Stoke Road. Vehicle turning is provided at the southern end of the service road, and whilst the tracking is tight, it is nonetheless workable. In the longer term when a through service road is completed between St Pauls Avenue and Mill Street, access will become one way and the vehicle turning will no longer be required. Access to the lower ground floor car park is also provided from the rear service road, with both stair and lift access to the upper floors.

Visual Impact and Relationship to Neighbouring Properties

10.17 It is considered that the proposed development will bring positive visual benefits to the area which has experienced significant decline over a number of years. Visual impact within the existing street scene is reduced by the proposals for a substantial set back of the top floor on the Stoke Road frontage and set back of the entire building from the existing back of footway to allow for the future widening of Stoke Road. The top floor will also be set in from the northern and southern boundaries, to further reduce the street scene impact. On the Stoke Road frontage balconies are enclosed which is better in design terms. The variety of external materials to be used on the development will add interest to the existing street scene.

10.18 The impact on neighbouring amenity has been a cause for concern throughout the period of this application. The impact of the proposed link block along the northern boundary, which originally stood at 4 storeys high has been reduced by two floors, to ensure a reduced impact on the neighbouring site in the event of its future redevelopment. Only high level or obscurely glazed non habitable room windows are proposed within the northern and southern flank walls of the development to prevent direct overlooking. Privacy screens are being introduced for high level balconies and terraces to prevent the direct overlooking of neighbouring and to the north and south. The rear elevation of the development contains a number of primary windows and covered balconies. The distance between the rear main wall of the proposed flats and the nearest neighbouring boundary is approximately 10 metres across the proposed service road. Given the height and scale of the development, together with the proposed windows/balconies, any future development of land opposite would need to be set off the boundaries by a similar distance of approximately 10 metres. However, to help screen the proposed development, whilst at the same time improve the outlook for its future occupiers a line of semi mature trees is proposed along the proposed highway verge abutting the rear service road.

- 10.19 The southern most frontage block will result in there being a marginal breach of a 45 degree line of sight when measured from the nearest first floor habitable room of the neighbouring first floor flat at 78A Stoke Road. However, given that the application site is located north of 78 A Stoke Road; there should no loss of light, sunlight or overshadowing of the property. The loss of outlook would also be marginal and taking a longer term view the affected property is likely to form part of a future redevelopment site itself.
- 10.20 Policy EN3 requires comprehensive landscaping schemes for all new developments.
- 10.21 Opportunities for landscaping on the site are extremely limited. Some planting will be possible within the upper ground floor amenity area, through the use of planters/contained planting systems. Occupiers of the centrally positioned flats would benefit from views of this amenity area from their individual balconies. As stated in paragraph 10.20 above a number of semi mature trees are proposed within the highway verge on the east side of the proposed rear access road, which improve the outlook for the future occupiers of the rear positioned flats.
- 10.22 Policy T1 requires that all developments comply with the principles of the Integrated Transport Strategy, which seeks to reduce the reliance on use of the private car. Further, where a major development would result in an increased demand to travel a financial contribution would be sought to fund general transport improvements in Slough.
- 10.23 The site occupies a highly sustainable location close to the town centre, with the bus and rail station and other services and facilities within easy walking distance. The level of parking provided on site reflects this. Alternative modes of travel are encouraged, with 100% secure bicycle parking on site and parking for motorcycles. With respect to a financial contribution, this is being waived on the basis that the applicant is already offering up to the Council at nil cost land on the Stoke frontage which is required for future road widening. The applicant is also constructing a rear service road, which eventually will link through to Mill Street in the south. Both are significant planning benefits.
- 10.24 Policy T2 Requires that residential developments be required to provide a level of parking appropriate to its location.
- 10.25 As previously stated the site occupies a highly sustainable location close to Slough Town centre and the level of parking being provided on site reflects this. A car parking management plan has been produced in consultation with officers. This has been prepared having regard to the previous outline planning consent, on the basis

of which a reduced level of parking was approved. The car parking management plan assesses the parking ratio for the development to be 0.690 parking spaces per dwelling. This compares with the previous planning consent on the site which provided 0.725 parking spaces per dwelling (the previous consented scheme showed 62 spaces within the development but some of these spaces were not practically achievable within the area proposed. An adjustment of minus 4 spaces has therefore been applied to the total).

- 10.26 As the number of parking spaces is limited and is less than the number of units, it is proposed to manage the parking allocation as follows.

For the family units, i.e. those with 2 or 3 bedrooms, it is proposed to allocate one parking space per unit as part of the tenancy/sale agreement, this will require ten spaces. These spaces will be marked out accordingly to prevent misuse.

It is proposed that bays 1 to 10 will be allocated to particular 2/3 bedroom units, with regard to the distribution of disabled spaces. Painted notation will be used to denote the unit allocated the parking space.

The remaining 28 spaces within the site will be shared spaces for the 45 one bedroom units, i.e. an allocation of 0.622 spaces per unit. These spaces will be used on a 'first come first served' basis.

All spaces are within the secure area of the development and therefore cannot be accessed by unauthorised users.

- 10.27 The applicant has further agreed to pay a financial contribution towards the cost of reviewing parking restrictions in the vicinity of the site and to ensure waiting restrictions are imposed on the proposed rear service road and turning head.
- 10.28 Policy T3 states that planning permission should not be granted for any development which would increase the risk of accidents or endanger the safety of road users.
- 10.29 The development is able to provide the necessary sight lines and the design and layout of the rear service road and site accesses comply with the requirements of the Council's highway engineers.
- 10.30 Policy T13 requires that proposals for development should not prejudice existing road widening lines.
- 10.31 The development is set back from the existing back edge of footway to ensure no infringement of the existing Stoke Road widening line. The applicant has agreed to offer up the land required for road widening across the Stoke Road frontage at nil cost to the Council under a Section 278 Agreement. In the interim

period the land will be hard surfaced and maintained under licence by the owner.

10.32 Policy T14 requires that new developments should not prejudice the implementation of an approved rear service road.

10.33 The proposals include construction of a rear service road and vehicle turning head. The service road will eventually link through to Mill street in the south. The service road will be constructed to adoptable standards and will be offered up for adoption at nil cost to the Council as part of a Section 278 Agreement.

11.0 **S106 issues**

11.1 The applicant has agreed to enter into a Section 106 Planning Obligation Agreement, the Heads of Terms for which are as follows:

Prior to the commencement of development to enter into a Section 278 Agreement under the Highways Act to: Dedicate at nil cost to the Council land required for the Stoke Road widening scheme insofar as it effects the application site. To hold the land in hard landscaping and maintain the said land under licence.

Prior to the commencement of development enter into a Section 278 Agreement under the Highways Act to facilitate the construction and adoption of a rear service road and vehicle turning head. The proposals to include a highway verge along the eastern boundary of the site, which is to be planted and maintained by the developer under licence.

Prior to the commencement of development on site pay to the Council a financial contribution towards the cost of a parking review in the area and the provision of waiting restrictions along the proposed rear service road and turning head.

Prior to first occupation of the development pay to the Council financial contributions towards the costs of improving local public open space and funding for additional secondary school places and post 16 education places

Provide 30% social housing to rent on the basis of the following mix: 4 no. X 3 bed, 5 no. X 2 bed and 8 no. X 1bed flats and provide an additional 10% shared ownership units (6 no. X 1 bed flats).

12.0 **Summary**

12.1 The proposed development once implemented will provide a much needed catalyst for the wider regeneration of the Stoke Road area. The site itself is highly sustainable and makes effective and efficient use of a previously developed brownfield site. The development although still bulky in appearance, has to be viewed in its historical planning context. Previous planning permissions, although now lapsed established a base line against which the current proposals can be judged. The current proposals achieve a significant reduction in height, scale, massing and bulk, with the number of flats reducing sharply from the 80 no approved as part of the recently expired outline planning permission, to the 55 residential scheme as is now being proposed. Improvements have also been achieved in design, appearance, and amenities in the form of amenity areas, balconies and terraces.

12.2 The package of planning benefits which will be secured through the Section 106 Agreement far outweighs that which was previously secured.

PART C: RECOMMENDATION

13.0 **Recommendation**

13.1 Delegate to the Head of Planning and strategic Policy for completion of a Section Agreement

13.2 In the event that planning permission is to be refused Members are requested to agree the following reason for refusal:

“A holding objection is raised on the grounds that the applicant has failed to complete a Section 106 Planning Obligation Agreement for the provision of 30% social housing for rent and 10% shared ownership housing; a requirement to enter into a Section 278 Agreement for the dedication of land as public highway and construction of a rear service road and the making of a financial contribution towards the cost of reviewing parking in the area, improving local public open space and funding additional education places contrary to Policies H5, H6, H14, T2 T3, T13 and T14 of the Adopted Local Plan for Slough 2004.”

14.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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. P-01, Dated 30/01/07, Recd On 29/03/2007
- (b) Drawing No. P-02, Dated 30/01/07, Recd On 29/03/2007
- (c) Drawing No. P-03, Dated 30/01/07, Recd On 29/03/2007
- (d) Drawing No. P-04, Dated 30/01/07, Recd On 29/03/2007
- (e) Drawing No. P-05, Dated 30/01/07, Recd On 29/03/2007
- (f) Drawing No. P-06, Dated 30/01/07, Recd On 29/03/2007
- (g) Drawing No. P-07, Dated 30/01/07, Recd On 29/03/2007
- (h) Drawing No. P-08, Dated 30/01/07, Recd On 29/03/2007
- (i) Drawing No. P-09, Dated 30/01/07, Recd On 29/03/2007
- (j) Drawing No. P-10, Dated 30/01/07, Recd On 29/03/2007
- (k) Drawing No. P-11, Dated 30/01/07, Recd On 29/03/2007

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 Local Plan for Slough 2004.

3. Samples of external materials to be used in the construction of the access road, pathways and communal 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 Policy EN1 of The Local Plan for Slough 2004.

4. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Local Plan for Slough 2004.

5. A minimum of 38 no car parking spaces shall be provided of which at least 1 no. parking space shall be made available for use by disabled drivers and the scheme for parking and manoeuvring and the provision for on site turning for service vehicles as shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and these areas shall not thereafter be used for any other purpose.

REASON To ensure adequate car parking to serve the development and to allow service vehicles to enter the site turn around and leave the site in forward gear.

6. Parking shall be allocated on the basis of 1 car parking space being assigned to each of the three and two bedroom flats and the remaining 28 no. car parking spaces shall be held as communal parking spaces in accordance with the submitted car parking management plan prepared by Faber Mausell dated 29th March 2007.

REASON To ensure the efficient management of a limited parking base.

7. The development will not be permitted to start until a thorough and complete written site contamination investigation and assessment has been carried out to the satisfaction of the Planning Authority and that the development itself will need to incorporate all the measures shown in the agreed assessment to be necessary to prevent significant risk of harm to human health, the environment or property.

The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:

- i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.
- ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.
- iii) The remediation scheme shall be implemented before the development is first occupied.

On completion of the remediation works the developer shall provide

written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of Policy EN28 of The Local Plan For Slough 2004.

8. Prior to the commencement of development on site details of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority

REASON To prevent flooding.

9. No works including demolition shall commence until an Archaeological Desk Based Assessment has been undertaken for the site, taking information from a 500m radius but concentrating on evidence of previous land use and disturbance against the proposed levels of impact from the development and the completed study shall be submitted and approved in writing by the Local Planning Authority and any recommendations shall be implemented fully in accordance with the approved study.

REASON The site may be located within an area of potential archaeological importance.

10. No development shall be commenced until visibility splays of 2.5 metres by 60 metres have been provided at the junction of the rear service road with St Pauls Avenue. The visibility splay(s) shall thereafter be kept free of all obstruction higher than 900mm above the adjoining carriageway level.

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

11. Prior to first occupation secure bicycle parking for a minimum of 55 no. bicycles and 6 no. motor cycles shall be provided on site in accordance with the deposited plans as hereby approved.

REASON To encourage alternative modes of transport to the private car.

12. Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the demolition and construction period in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.

REASON In the interests of amenity of nearby residents and highway safety.

13. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/waiting for demolition/construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

14. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

15. For the duration of construction works measures shall be taken to minimise noise emissions from vehicles and equipment used for the purposes of carrying out the said works in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

18. No development shall commence until details of sound insulation of the flats hereby granted permission have been submitted to and approved by the Council and these approved details shall be

implemented on site prior to first occupation of the development.

REASON To protect the occupiers of the flats from the external noise environment in the interests of residential amenity and in accordance with policy EN25 of The Local Plan for Slough 2004.

19. No loading or unloading of goods shall take place directly from Stoke Road at any time unless otherwise approved in writing by the Local Planning Authority

REASON In the interests of general highway safety.

20. Vehicular access gates to serve the development shall not be erected without first having obtained the written approval of the local planning authority

REASON In the interests of amenity and general highway safety.

21. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

22. No windows other than hereby approved shall be provided within the flank wall elevations of the development facing due north and due south without first obtaining in writing the approval of the Local Planning Authority.

REASON To prevent overlooking or loss of privacy of neighbouring land.

23. Windows within the flank wall elevations of the development facing due north and due south shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development and such windows shall be high level opening at a minimum height of 1.8 metres above the finished internal floor level.

REASON To maintain the privacy of amenity of future residential occupiers.

24. Prior to the commencement of development details as to the siting and appearance of privacy screens to all proposed balconies and terraces within the development shall be submitted to and approved in writing

by the Local Planning Authority and the privacy screens shall be installed fully in accordance with the approved details prior to first occupation.

REASON To ensure privacy and amenity for existing neighbouring and future residential occupiers.

25. The retail units hereby approved shall be used for Classes A1, A2 and A3 of the Town and Country Use Classes Order 2005 and for no other purpose unless otherwise approved in writing by the Local Planning Authority.

REASON To protect the amenities of existing and future residential occupiers.

26. Details of soft and hard landscaping of the proposed amenity area to be provided at upper ground floor level together with details of tree planting within the eastern highway verge adjoining the proposed rear service shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development on site. The tree planting scheme within the proposed highway verge shall comprise semi mature trees.

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

REASON In the interests of the visual amenity of the area.

27. No development shall commence on site until details of ventilation to the lower ground floor car park have been submitted to and approved in writing by the Local Planning Authority. The ventilation system shall be implemented fully in accordance with the details approved prior to the first occupation.

REASON To prevent air pollution and to protect the amenities of the local residents.

28. All air conditioning or other ventilation plant shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the

equipment on the amenities of the local residents in accordance with Policy EN26 of The Local Plan for Slough 2004.

29. In the event that either or both of the retail units are to comprise A3 uses then prior to commencement of the use details of fume extraction and ventilation equipment to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. This equipment shall be installed prior to commencement of the use and retained in a working condition at all times to the full satisfaction of the Local Planning authority.

REASON To protect the amenities of existing neighbouring and future residential occupiers.

30. All air conditioning, fume extraction or other ventilation plant shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents.

Informative(s)

1. The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the unit/s.
2. No water metres 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.
3. 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.
4. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

7. Prior to commencing works the applicant will need to enter into a Section 278 of the Highways Act 1980 with Slough Borough Council for the works within the existing highway [temporary access point (if required), widening and adoption of footway, installation of street lighting modifications, drainage works, construction and dedication of rear service road, etc...]. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
8. During demolition and construction on site:-
 - (a) The best practical means available in accordance with British Standard Code of Practice B.S. 5228:1984 shall be employed at all times to minimise the emission of noise from the site.
 - (b) The operation of site equipment generating noise and other nuisance causing activities audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 to 1700 on Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays or Public Holidays.
 - (c) At all times vehicular access to properties adjoining and opposite the application site shall not be impeded.
 - (d) All vehicles, plant and machinery associated with the works shall at all times be stood and operated within the curtilage of the application site only and no parking of vehicles, plant or machinery shall take place on the adjoining highway.
 - (e) No waste or other material shall be burnt on the application site.
 - (f) A suitable and sufficient means of suppressing dust and fumes must be provided and maintained on the site and used so as to limit the detrimental effect of construction works on adjoining residential properties.
 - (g) No mud or other dirt shall be allowed to get onto the public highway where it could cause a danger to pedestrian and other road users.
9. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
10. The applicant is advised of their requirement to comply with the Party Wall Act 1996, including the need to serve appropriate notices on neighbours before work commences.

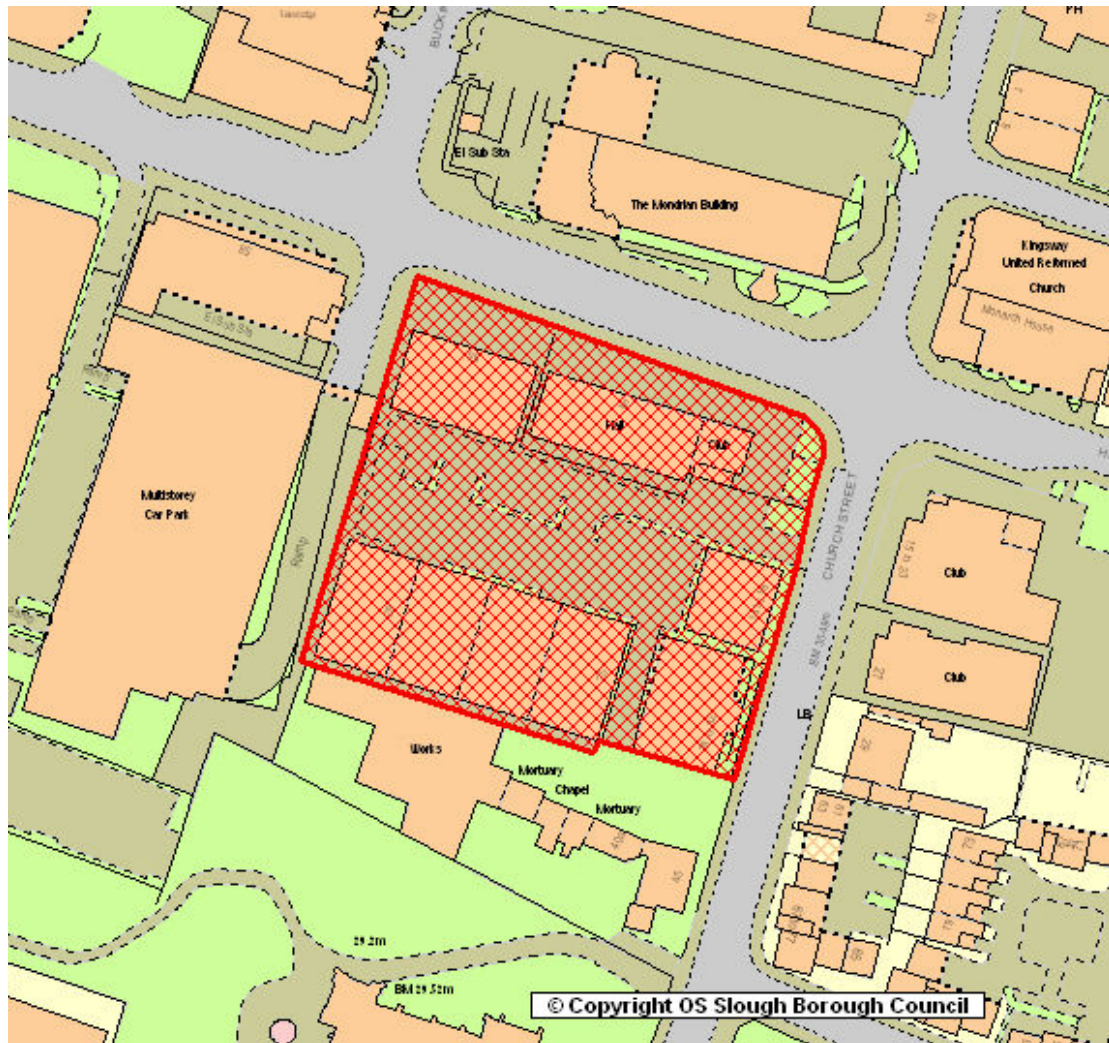
11. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- H5, H6, H9, H10, H14, S1, EN1, EN3, T1, T2, T13 and T14.

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.

Item No	4	Applic. No	P/01508/030
Registration Date	30-Jan-2007	Ward	Upton
Ref:	Mr. S. van der Merwe	Applic Type:	Major
		13 week date:	1st May 2007
Applicant	Scarborough Development Group		
Agent	Turley Associates 25, Savile Row, London, W1S 2ES		
Location	55-56, Herschel Street And, 14-32, Church Street, Slough, Berkshire, SL1 1PG		
Proposal	DEMOLITION OF THE EXISTING BUILDINGS AND REDEVELOPMENT OF SITE COMPRISING THE ERECTION OF STOREY OFFICE BUILDINGS (1NO. PART FOUR /PART SIX AND 1NO. SIX STOREY BUILDING) TOGETHER WITH ASSOCIATED ACCESS PARKING AND LANDSCAPING.		

Recommendation: Delegate to HPSP for S106



P/01508/030

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 The proposed development comprises the demolition of the existing unattractive buildings and redevelopment of a brownfield site within the Town Centre Commercial Core Area with a high quality office development. It is considered that the proposal through the control of scale and mass, along with the use of good quality materials and contemporary design will offer an attractive addition to the Slough Town Centre. The site is located in a highly sustainable location in close proximity to public transport, shops and other services.
- 1.2 Having considered the relevant policies below it is considered that the proposal makes the best use of the site and having regard to the Policies contained within the adopted local plan the proposal will not have an adverse effect on sustainability and the environment. The applicant proposes to use energy efficiency measures, together with the promotion of renewable energy and sustainable construction measures. The applicant advises that the Bream standard very good will be achieved in terms of sustainable construction.
- 1.3 Delegate to the Head of Planning and Strategic Development for completion of a Section 106 agreement.

PART A: BACKGROUND

2.0 **Background to Proposal**

- 2.1 The current application is the result of a series of pre-application meetings covering most of 2006 concerning the redevelopment of the site. Initially two offices, seven storeys in height, connected at the rear on a similar size floor plate with access of a central courtyard were proposed. Following a pre-application meeting the proposal was amended to comprise two offices on a similar size floor plate with access through a central courtyard. The buildings were not connected to allow views through. The buildings were arranged at different heights in order to achieve a reduction in bulk from the initial proposal, whilst set backs were introduced in order to reduce the visual impact of the building. Following officer's advice the scheme has been amended again to consist of two asymmetrical office buildings, with the space between the buildings providing a framed view of St Mary's Church spire from Herschel Street. The office entrance has been relocated to Herschel Street, whilst the courtyard design would provide a setting, adding to visual interest and usable open space for office workers. The decked car park at the rear of the building has been removed in order to improve views to the church.

2.2 The proposal complies with all relevant key policy criteria as explained below in the main planning considerations. Given the amount of vacant office space in Slough the applicant has been requested to provide justification to support this application of new office development. The findings will be reported on the amendment sheet. Members are however advised to note that need and market trends are not a material planning consideration and that the application should be determined on the basis of individual planning merit.

3.0 **Proposal**

3.1 This is an application for a major office redevelopment comprising (16636m²) of office space and two levels of basement car parking (6868m²). The proposal will involve the demolition of all the existing buildings within the site. The accommodation comprises two asymmetrical buildings separated by a central landscaped courtyard providing a framed view of St Mary's Church spire.

3.2 The proposal comprises one part four, part six storey and one six storey building, with two levels of basement car parking. The proposed development scales from 4 storeys in height on the east side of the site adjoining Church Street, stepping up to six storeys in height adjoining taller development situated further west along Herschel Street. The ground to fourth floor comprises a brick work frame with glazed elevations set further behind extending to the 5th and 6th floors. The same principle applies for the smaller block adjoining Church Street with the only difference in that the brick frame extends to the 5th floor. Access into the buildings would be obtained from Herschel Street. Access into the larger building is expressed in the front elevation as a frameless glazed atrium.

3.3 Provision has been made for 236 car parking spaces equating to a ratio of 1 per 70m² of office space and 135 cycle parking spaces. Cycle parking is located on the ground floor together with a few parking spaces. The bulk of parking provision however is contained within two basement levels. Access will be obtained from Church Street via a controlled gated access.

4.0 **Application Site**

4.1 The application site is located south of Slough High Street within the Town Centre Commercial Core Area. It forms a rectangular block extending with a site area of 0.48ha. The site is located on a street corner, with its main frontage facing Herschel Street and a secondary frontage on Church Street. The site is surrounded by a mixture of offices, multi storey car park, service and leisure uses, residential and a church.

- 4.2 The application site contains three office buildings, a terrace of four industrial units known as Herschel Industrial Centre and a disused public hall / club with service level car parking for 40 cars contained within a central courtyard with access of Church Street, close to its junction with Herschel Street. These are detailed below.
- 4.3 **56 Herschel Street**
Known as Berkshire House, comprises a three-storey office building dating from the 1980's providing 700m² of office floor space.
- 14-18 Church Street**
This part of the application site comprises a two-storey brick building, dating from the 1980's, comprising 300m² of office floor space.
- 18-32 Church Street**
Known as Markham House comprises a two-storey office building constructed in the 1980's with basement car parking for 13 vehicles and 490m² of office space.
- Herschel Industrial Centre**
Comprises four industrial units located on the southern boundary, with ancillary offices above. It comprises a two-storey terrace with ground floor loading bay and ancillary offices above provides 317m².
- 55 Herschel Street**
This is a part two, part three storey office building built in the 1970's with a combined floor space of 842m. The ground floor comprises a hall with a dance floor, bar, kitchen and toilet facilities. The first floor which has separate access comprises a bar and lounge area, meeting rooms, a kitchen and toilet facilities. The first floor has previously been used by the Leipoldt Institute as a private members club. The second floor comprises a residential flat, presumably used as caretakers accommodation.
- 4.4 Adjoining the site to the west is a four-storey multi-storey car park with a 4 storey office building in front. Opposite the site, on the north side of Herschel Street is the Mondrian Building extending 4 storeys in height. Adjoining the southern boundary is a two-storey building with outbuildings and rear yard adjoining the St Mary's Church and occupied by funeral directors. To the east of Church Street are mainly two storey buildings comprising of leisure and business premises with residential further south on the junction with Osborne Street.

5.0 **Site History**

5.1 The site has an extensive planning history, the most relevant are as follows:

P/12223/000: Unit 1 (Herschel Industrial Estate)
Change of use to uses either within Class B8 (storage and distribution) or Class B1 (business). Granted 02/022003.

P/10622/000: Unit 2 (Herschel Industrial Estate)
Temporary change of use for part of building for sale of goods for Thames Valley Hospice, the remainder for storage / distribution (1 year). Granted 29/10/1998.

P/10622/001: Renewal of temporary permission P/10622/000 for use of part of the building for the sale of goods. Granted 08/10/1999 for a temporary period of 5 year.

P/7858/000: 55 Herschel Street (Slough Public Hall)
Erection of a single storey rear extension. Granted 28/05/1988.

P/7858/002: Demolition of existing club premises and erection of new office building at 55 Herschel Street (outline). Refused 22/04/1998. Appeal dismissed.

P/1508/16:- 14-18 Church Street
Redevelopment of Herschel Works with office lab and light industrial building, plus ancillary parking at Herschel. Granted 21/05/1981.

P/1508/029: Change of use from lab to offices (B1 (a) and B1 (b)). Granted 27/11/1986.

P/1508/23: 28-32 Church Street (Markham House)
Erection of a two storey office. Granted 28/10/1986.

6.0 **Neighbour Notification**

6.1 15-29, 18-26, 34-40, 40a, 61 - 77 Church Street
Kingsway Church & St Marys Church - Church Street
55, 56 (Micrus Fedelio & Quickshot), 55 Herschel Street
Monarch House (1a), Mondrian Building, Nova Building (Remax UK, RCC Consultants & British Credit Trust), Travelodge - all Herschel Street

Press and site notices advertising the proposal as a major development

One letter of objection has been received from 58 Herschel Street on the basis of the following:

Height and bulk of proposal, being taller than adjoining development and would dwarf adjoining development; Resulting visual impact due to bulk of proposal would detract from the amenities of adjoining buildings, thereby contrary to Policies EMP2 and EN1.

Response: The comments made above have been addressed in the main body of the report.

7.0 **Consultation**

7.1 Traffic

Transport Assessment

It is proposed to replace the existing small offices, light industrial units and unused community hall and 40-60 parking spaces with 16,636 m² GFA offices and 236 car parking spaces. Current Slough parking standards require a maximum of one car parking space per 40m² GFA for offices, while a minimum of one cycle space per 125m² GFA is also required. The proposed 236 car parking spaces and 135 cycle parking spaces is therefore in accordance with the standard.

The site is located close to the centre of Slough and has good public transport accessibility.

Trip generation has been calculated per parking space, in response to the restricted parking provision at the site. This method is acceptable, however there are only three sites available, and the information should be validated against information for other office sites included in the TRICS database. It may be beneficial to include sites with fewer parking spaces, as if the development is occupied by more than one employer, it could effectively operate as a number of smaller facilities. Council offices should be excluded from the analysis as they generally operate flexi-time working, which is not representative of most organisations.

The results show that only around half (54%) of the parking supply is filled during the morning peak period, if the occupant's employees are all expected to begin working at 0900 hours, it would be anticipated that a much higher proportion of trips would arrive at the site between 0800 and 0900 hours. A review of the TRICS sites with similar parking provision shows that in some cases (Sugar HQ, Peterborough) up to 73% of the car park is filled during the morning peak hour. The Southern Water car park observed that 67% of the car park was filled during the morning peak, while the BSKyB offices reported that 59% of the car park was filled during this period.

The calculation of trips in terms of parking spaces may exclude trips

parking on Church Street and elsewhere off-site, and therefore underestimate the overall trip generation associated with the site. It also excludes deliveries and drop-off trips.

The distribution of trips has generally been based on existing turning movements and is acceptable.

The modal split suggested for the site appears to be optimistic; it does not make any allowance for off-site parking, and anticipates a significant number of trips by rail and cycle, which may not be forthcoming.

PICADY analyses of two of the adjacent junctions shows that they can operate within their capacity with the development. These analyses should be reviewed following any revisions to the trip generation calculations.

The report states that the theoretical maximum parking demand is 207 car parking spaces. This information should be explained.

Travel Plan

The Travel Plan states that monitoring will take place after 1, 3 and 5 years. Monitoring should be continuous and continue to be undertaken after the five year period. Where possible, measures should be in place when the development is opened.

Given the restricted parking provision at the site, significant measures will be required to provide alternative travel methods. An additional reduction of 10% car use on top of the restrained parking provision is unlikely to be achieved.

Summary

The proposal does not appear to result in a significant transport impact, however further information and/or clarification of the trip generation should be provided, and an allowance should be made for off-site parking; drop off trips and deliveries to the site to ensure the assessment is robust.

The proposed development will result in an intensification of trips at the site, and thus in order to offset the impact of this additional demand and to meet the aims of the Slough Transport Strategy as outlined in Policy T1 of the Local Plan, the development will be required to make a contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated

Response: The applicant has been requested to provide additional information requested above, which will be reported on the amendment sheet.

7.2 Highways

Existing situation

1. The junction of the existing access conforms to current sight line requirements.
2. Church Street: pay and display parking restriction operate along the front of the application site.
3. Herschel Street: Parking restrictions of no parking at any time operate in the vicinity of the proposed access supported by double yellow lines.
4. The existing road junctions adjacent to the site conforms with sight line requirements.

Vehicular access

5. As the development is accessed by service vehicles 7.5 metre radii are required.
6. As the access is for industrial traffic sight lines of 4.5m x 90m must be provided from industrial access road onto Church Street. These should be shown on the drawing and take into account the curvature on the priority road. No obstructions over 600mm in height will be permitted in the sight line areas. The sight lines must fall on land in control of the applicant.
7. The access road must be 4.8 metres wide. This will allow a car to pass a service vehicle.
8. In order to ensure that delivery vehicles enter and leave the highway in forward gear, adequate on-site turning area should be provided.
9. The proposed access will alter the traffic flows on the highway. The street lighting will therefore require to be modified (designed in accordance with BS 5489) to incorporate those flows. Such alterations must be designed and implemented at the expense of the applicant.

Servicing

10. Servicing will not be permitted from Church Street or Herschel Street.
11. Servicing arrangements must be shown; the following criteria will apply-
12. The site must cater for service vehicles including a standard 8 metres refuse vehicles to leave and enter the highway in forward gear with an unobstructed turning area provided on site. Tracking drawing 6249/AR/B1 shows a rigid vehicle cannot access the site satisfactorily.
13. The location of the bin store must be shown.
14. The minimum headroom for service vehicles is 4.1 metres.

Parking

15. The columns should be so spaced and located so that they provide unimpeded access to cars. The Institution of Structural

Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks (2002) (3rd Edition) gives the relevant information. It is necessary to submit a dimensioned car park layout for approval. This requirement should not be made as a condition for approval.

16. Column dimensions must be shown.
17. Inter ramp visibility is restricted by the wall, adequate inter-ramp visibility should be provided.
18. The sharp 90 degree bends on the ramps with solids wall adjacent may force drivers to take a wider turn to negotiate the turn. This would push them into the path of opposing traffic.
19. Tracking drawings should be provided for all movements within the parking and area and on the ramps to demonstrate vehicles have room to manoeuvre.
20. The gradients of the ramps have not been shown. The ramp gradients must comply with the Design Recommendations for Multi-storey and Underground Car Parks (2002) (3rd Edition) and shown on future drawings.
21. Pedestrian routes must be clearly defined.
22. The cycle parking areas are very congested; the racks are very densely packed which would prohibit cycles stored in the middle being accessed.
23. The cycle racks should be easily accessible when adjacent racks are in use.
24. Some of the cycle storage areas are hidden away behind park cars and in remote corners these are unlikely to be used due to personal safety issues.
25. Pedestrian routes from the DDPP to the lifts should be clearly marked and away from the aisles, potential routes are currently blocked by cycle racks.
26. Parking bays at the end of aisles should be widened to 2.7 metres to assist access and egress as detailed in the above document.
27. The aisle width for 2 way traffic flow must be 6.95 metres minimum.

Existing Highway

28. The existing footway along the frontage to the development must be reconstructed.
29. Redundant accesses must be reinstated to standard footway construction.
30. The proposed access will alter the traffic flows on the highway. The street lighting will therefore require to be modified (designed to BS 5489) to incorporate those flows. Such alterations must be designed and implemented at the expense of the applicant.
31. The pay and display Traffic orders on Church Street will require amendment at the applicant's expense.

General

32. Gates will not be permitted on the highway boundary. Gates if required must be set back a minimum distance of 8 metres (refuse and delivery vehicles) from the highway boundary and either slide or open inwards. This will allow vehicles including a service vehicle to wait clear of the highway, prior to the gates opening.
33. The application has fundamental problems regarding highways safety. As such the drawings should be amended to incorporate my comments, if the concerns I have raised cannot be satisfactorily resolved the application should be refused on highways grounds.

If approved the following informative(s) will apply

34. The applicant will need to apply to Highways Engineering, The Green and Built Environment for numbering of the units.
35. No water metres 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.
36. 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.
37. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
38. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
39. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
40. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
41. Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway [temporary access point (if required), installation bell mouth, reinstatement of redundant access points to standard to footway construction, footway reconstruction, installation of street lighting modifications, drainage works etc...]. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

Response: Following the highways comments made above, amended drawings have been submitted in order to address points raised. Further comments will be reported on the amendment sheet.

7.3 **South East England Regional Assembly:** Makes the following representations:

“On the basis of the information provided, it is considered that the proposed development would not materially conflict with or prejudice the implementation of the Regional Spatial Strategy or the draft South East Plan (March 2006) provided that the Borough Council is satisfied that the scheme should not provide for any housing and community / leisure uses.”

The Borough Council should use appropriately worded conditions and / legal agreements to secure:

- The incorporation of water and energy efficiency measures and the promotion of renewable energy and sustainable construction in accordance with Policies CC2, CC3, CC4, NRM1 EN1m EN2, W2 and M1 of the draft South East Plan;

Response: A requirement to meet the Bream standard for building construction will be included within the S106 Agreement. The applicant's consulting engineers are formulating measures for the promotion of renewable energy and sustainable construction together with the incorporation of water and energy efficiency measures.

- Mitigation measures in relation to air quality, noise and impacts on groundwater and measures to protect and enhance the biodiversity assets of the site in accordance with Policies NRM1, NRM3, NRM7, NRM8 and BE7 of the draft South East Plan.

Response: Noted and to be secured with appropriate conditions.

7.4 **Joint Planning Unit:** Not interested in office schemes and has therefore no comments to make.

7.5 **Thames Water:** No objection, subject to conditions relating to a drainage strategy detailing any on / off site drainage works, water supply infrastructure study and informatives.

7.6 **Environment Agency:** No objection. Informative recommended.

7.7 **Environmental Protection:** No objections, subject to conditions and informatives.

- 7.8 **Environmental Services:** No objections were raised subject to conditions relating to a written site contamination investigation and the satisfactory completion of any agreed mitigation measures on site.
- 7.9 **Community Services:** No comments received.
- 7.10 **Valuation Services:** No comments received
- 7.11 **Slough & District Civic Society:** No objection
- 7.12 **Conservation Officer:** No comments received
- 7.13 **Department of Culture Media and Sport:** No comments received
- 7.14 **Town Centre Business Initiative:** No comments received
- 7.15 **Slough Retailers Group:** No comments received
- 7.16 **Berkshire Archaeology:** To be reported on amendment sheet.

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

- 8.1 The site is located within the Town Centre Commercial Core Area, but is not a proposal site in the Adopted Local Plan for Slough.

This application is considered against the following Planning Policy and Guidance:

National Guidance

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 6: Planning for Town Centres

Regional Guidance

- Regional Spatial Strategy
- Policy Q1 (Urban renaissance & concentrating development)
Policy Q2 (Quality of life in urban areas)
Policy Q3 (Location and design of development)
Policy E2 (Biodiversity)
Policy E7 (Air Quality)
Policy T1 (Manage & Invest)
T10 (Mobility Management)
T12 (Parking)
T13 (Travel Plans & Advice)
INF2 (Water supply and quality)
INF4 (Energy Efficiency and Renewable Energy)

- The South East Plan Core Document (Draft Plan Submission to Government March 2006)

T1 (manage & Invest)
T5 (Mobility management)
T7 (Parking)
T8 (Travel Plans & Advice)
CC2 (Climate Change)
CC3 (Resource Use)
CC4 (Sustainable Construction)
CC5 (Infrastructure and Implementation)
CC8a (Urban focus and Urban Renaissance)
CC8b (Regional Hubs)
CC12 (Character of the Environment and Quality of Life)
RE2 (Employment and Land Provision)
NRM1 (Sustainable Water resources, Groundwater and River Quality Management)
NRM4 (Conservation and Improvement of Biodiversity)
NRM7 (Air Quality)
NRM8 (Noise)
EN1 (Development Design for Energy efficiency and renewable energy)
EN2 (Combined Heat and Power)
W2 (Sustainable Design Construction and Demolition)
M1 (Sustainable Construction)
TC1 (Development of Town Centres)
TC2 (Strategic Network of Town Centres)
WCBV2 (Development and Environmental Protection)
WCBV6 (Infrastructure)

Local Planning Policies

- Slough Local Development Framework (Development Plan Document – Core Strategy – Preferred Options)

Core Policy 1 (Spatial strategy)
Core Policy 2 (Sustainability/Environmental Quality)
Core Policy 4 (Natural & built environment)
Core Policy 5 (Infrastructure)
Core Policy 6 (transport)
Core Policy 8 (Community safety)
Core Policy 11 (Employment)

Adopted Local Plan for Slough

H9 (Comprehensive Development)
EMP1 (The Sequential Test)
EMP2 (Criteria for Business Developments)
EMP3 (Loss of Employment Land)
EN1 (Standard of Design)
EN3 (Landscaping Requirements)
EN16 (Setting of a Listed Building)
EN28 (Contaminated Land)
EN32 (Surface Water Run Off)

OSC17 (Loss of Community, Leisure or Religious Facilities)
T1 (Integrated Transport Strategy)
T2 (Parking Restraint)
T3 (Safety of Road Users)
T15 (Company Travel Plans)

9.0 **National Planning Policy Guidance**

- 9.1 PPS1 emphasises the Government's commitment to creating sustainable communities and delivering good design. It is promoting more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings.

It is considered that the proposal complies with these requirements in that it makes best use of previously developed land and will introduce higher density of development.

- 9.2 PPS6 Town Centres - aims to protect and promote the role of defined centres and makes it clear that office development is a main town centre use. Therefore town centres are the preferred location for office development.

The proposal being located within the town centre commercial core fully complies.

9.3 **Regional Guidance**

SEERA has considered the proposals in the context of the policies set out in the Regional Spatial Strategy and Draft South East Plan. SEERA concluded: "On the basis of the information provided, it is considered that the proposed development would not materially conflict with or prejudice the implementation of the Regional Spatial Strategy (RPG9 and Alterations) or the Draft South East Plan (March 2006)" provided that the Borough Council is satisfied that the scheme should not provide for any housing and community / leisure uses. SEERA's comments are summarised in paragraph 6.1 above.

Local Planning Policies

Slough Local Development Framework (Development Plan Document – Core Strategy – Preferred Options)

9.4 Core Policy 1 (Spatial Strategy)

The proposals comply with the requirements of this policy in that:

The site is previously developed

The proposed use is B1(a) offices within the Town centre

It is a comprehensive scheme

It represents a regeneration of part of the Town Centre

- 9.5 Core Policy 2 (Sustainability/Environmental Quality)
Core Policy 2 requires that:
a) Sustainable construction principles are achieved.
Response: Further information is required from the developer in terms of sustainable construction. Through the S106 Agreement the developer will be expected to achieve the benchmark of BREAM standard very good.
- b) High Quality Design
The proposal is considered to be of a high quality design and would reflect the scale and nature of the immediate surroundings, whilst providing a landscaped courtyard providing amenity space for office users and allowing views through to the listed St Mary's Church spire.
- c) Reduce the risks of flooding and pollution
Response: The environment agency did not object to the proposal on the basis of flood risk grounds, whilst surface water disposal would be dealt with appropriate conditions.
- 9.6 Core Policy 4 (Natural & built environment)
Core Policy 4 states that development will not be permitted unless it enhances and protects, Areas of the Borough that have special townscape and heritage character and those buildings and sites with historic or archaeological value.
- 9.7 The proposed development consisting of two office buildings with a central courtyard would re-instate earlier views to the south through the courtyard to the church spire of the grade II listed St Mary's Church. In this respect the proposal is considered an improvement on the existing situation in street scene terms and would not detract from the character or setting of the listed building.
- 9.8 Core Policy 5 (Infrastructure)
Core Policy 5 requires that development will only be permitted in areas with adequate infrastructure. In this respect it should be noted that the application site is located within a highly sustainable location within the town centre commercial core. The proposal complies with the integrated transport strategy, which promotes alternative modes of transport, whilst no objections have been raised to the proposal on the basis of insufficient infrastructure, subject to conditions.
- 9.9 Core Policy 6 (transport)
Core Policy 6 requires that all developments, amongst other requirements, seek to reduce the need to travel and widen travel choices.
Response: A draft company travel plan has been submitted setting out a long term strategy to facilitate and encourage modes of travel to the site, other than the private car. Parking for the offices is being provided on the basis of 1 space per 70 sq m of gross office floor

space. Secure bicycle parking is provided to serve the offices uses and showers/changing facilities are incorporated into the designs. The applicant will be required to pay a transportation financial contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated.

- 9.10 Core Policy 8 (Community safety)
All developments will be laid out and designed to create safe and attractive environments.
Response: It is considered that the design does respond to issues of public safety. Vehicle and pedestrian access to the basement car park and courtyard would be gated with controlled access.
- 9.11 Core Policy 11 (employment)
Core Policy 11 requires that new businesses should comply with the principles of the Spatial Strategy and Integrated Transport Strategy.
Response: Given the town centre location and the appropriate ratio of parking to office floor space and payment of a general transportation financial contribution it is considered that the proposals comply.
- 9.12 Core Policy 12 (Retail, leisure & Community Facilities)
Core Policy 12 requires that major new retail and leisure developments will be encouraged in Slough Town Centre.
Response: The proposals fully comply with this requirement in that the loss of the community facility would be offset via the requirement for a S106 financial contribution.
- 9.13 Adopted Local Plan for Slough 2004
EMP1 (The Sequential Test)
Being a Town centre site the proposed development fully complies with the requirements of the Sequential Test
- 9.14 EMP2 (Criteria for Business Developments)
The proposal complies with the criteria listed to that policy in that: The proposed building is considered to be of a high quality design, which is considered appropriate in the site location, being within the town centre commercial core.
The proposal by reason of its design would not appear out of keeping with the character and appearance of the surrounding area.
It would not detract from the residential amenity of adjoining occupiers by reason of noise, disturbance, overlooking or loss of privacy.
The traffic engineers have not indicated that there would be any significant highway or road safety issues arising from the proposed development.

Adequate servicing is provided for the site.
A transportation financial contribution will be required by Planning Agreement
The proposal would not result in a net loss of residential accommodation.

9.15 EMP3 (Loss of Employment Land)
The development would not result in the loss of employment land and would therefore comply.

9.16 EN1 (Standard of Design)
Policy EN1 sets out a number of criteria against which all development proposals should be assessed.

a) Scale, b) height c) massing/ bulk k) visual impact
The proposal represents a dense scheme, which is appropriate to the Town centre. The siting of the buildings respects the established building lines and maintains a set back varying between 5.3m and 8.3m from Herschel Street, 3 to 4.3m from Church Street and 13.2 to 21.7m from the rear site boundary. The scheme has been designed to step up from 4 storeys on the east side adjoining Church Street to 6 storeys towards the western side of the site where it sits comfortable in relation to adjoining tall buildings such as Travelodge. The 5th and 6th floor on both buildings are set back from the front / Herschel Street elevation varying between 4.6m and 6.2m, which serves to reduce the bulk and visual impact of the building so that they would not appear over dominant / overbearing in street scene terms.

d) Layout, e) Siting

The siting of the proposal comprising two asymmetrical buildings with a landscaped courtyard also serves to break up the building bulk and mass, adding interest and allows through views to the south so that the proposal would have an undue impact on amenity. It is therefore considered that the siting and layout makes best use of the land; achieve adequate separation distances, whilst it would not sterilize the development potential of adjoining land to the south, as demonstrated by a concept development proposal in the design and access statement.

f) Building form and design g) architectural style h) materials
The elevational treatment comprises a mixture of bricks, anodised aluminium panelling and glass and are similar to development at the adjoining properties. The design and architectural style of the proposal is considered to enhance the character and appearance of the surrounding area, subject to the use of good / high quality detailing and materials, which is covered by condition.

j) Access points and servicing

No objections have been raised by the Council's engineers to details of servicing or access

k) Relationship to nearby properties

A separation distance in excess of 20m will be achieved to properties on the north side of Herschel Street and 15m – 16m to properties situated opposite on the eastern side of Church Street. The buildings has been designed to step up from 4 storey in height on Church Street to 6 storey in height toward the north and western side of the site where a greater separation distance is achieved. To the rear a distance varying between 13.2m and 21.7m would be achieved from the southern site boundary. Given its town centre location it is considered that the proposal would achieve an acceptable relationship to nearby properties and to acceptably maintain their amenities.

Criteria I) and M) are not relevant to this planning application.

9.17 EN3 (Landscaping Requirements)

The proposed development would not result in any loss of landscaping as the site is covered by buildings and hard surfaces. Small scale planting is proposed on the main Herschel Street elevation, whilst the courtyard landscaping would consist of tree planting, combined with hedging, paving and seating areas. In visual amenity terms this is considered to be a considerable improvement upon the existing scenario and will be covered by condition.

9.18 EN16 (Setting of a Listed Building)

Policy EN16 requires that development proposals which would affect the setting of a listed building should not be permitted. Firstly it is considered that the proposed development would be situated a sufficient distance of the rear / southern site boundary and would maintain a minimum distance of 55m + from the St Mary's Church which is grade II listed. This relationship is considered acceptable so that the proposal by reason of its bulk would not appear overly prominent when seen from the church. Secondly it should be noted that the proposed development by reason of it siting and design comprising of two asymmetrical buildings and central courtyard would re-instate north / south views toward the St Mary's church / spire, which is considered to be an improvement in visual amenity and listed building setting terms.

9.19 EN28 (Contaminated Land)

The applicant acknowledges the issue and this will be covered by planning condition.

9.20 EN32 (Surface Water Run Off)

Surface water run off will be covered by planning condition.

- 9.21 OSC17 (Loss of Community, Leisure or Religious Facilities)
Policy OSC17 states that development proposal which would result in a loss of such facilities will not be permitted, provided that it is no longer required for community use, an acceptable alternative could be provided, or it would be economically unviable to rear / alter the building for an alternative use.
- 9.22 In this respect the applicant stated that the Slough Public Hall remained vacant for a considerable time, despite marketing to attract alternative users. Furthermore the applicant considers the building dated and in poor condition and estimates that the costs to bring the building back in use not economically viable due to its state and extent of expenditure required. Combined with the fact that the building has not performed a community function for 10 years as stated by the applicant, it is considered that its function and value as a community facility is limited. As such, it is considered appropriate to accept a financial contribution in lieu of the loss of the community facility to be used for future community projects in the town centre, as it would aid the redevelopment of the site, with a building of high quality design and would make a positive contribution to the vitality and viability of the town centre.
- 9.23 T1 (Integrated Transport Strategy)
In accordance with the requirements of the integrated Transport Strategy the applicant will be required to make a financial contribution towards general transportation improvements in Slough and to fund any local highway improvements which may be identified. The applicant is proposing secure bicycle parking, showers and changing facilities in order to encourage alternative modes of transport to the private car.
- 9.24 T2 (Parking Restraint)
The proposal includes two levels of basement parking providing 236 no. car parking spaces which meets the aims of the integrated transport strategy which seeks to discourage destination car parking in the town centre. Parking is being provided at a ratio of 1:70 sq m gross floor area for the offices. This is substantially less than the maximum of 1:40 sq m as set out in the Council's approved car parking guidelines for the Town Centre. The council's traffic engineer did not objection to the proposal on the basis of parking provision.
- 9.25 T3 (Highway Safety)
The Councils highway engineer did not raise any objections on the grounds of highways safety.
- 9.26 T15 (Company Travel Plans)
The applicant has submitted a draft travel plan with measures to reduce employee and visitor car use, which once the contents has been agreed will form part of the S106 legal agreement.

10.0 **S106 issues**

- 10.1 The applicant will be required to enter into a Section 106 Planning Obligation Agreement, the Heads of Terms for which are as follows:
The applicant to pay a financial contribution towards the cost of local highway, transport and road safety schemes commensurate with the additional travel demand generated.
The applicant to agree to enter into a S278 Agreement with the Council for the carrying out of off site highway works.
The applicant to agree to pay the sum of £30 000 to offset the loss of the community facility.
Development to be constructed to Bream standard very good
The applicant to finalise and submit a company travel plan in accordance with the model agreement to form part of the S106 agreement.
To fund changes to pay and display traffic orders on Church Street.

11.0 **Summary**

- 11.1 The proposed development comprises the demolition of the existing unattractive buildings and redevelopment of a brownfield site within the Town Centre Commercial Core Area with a high quality office development and with the control of scale and mass, along with the use of good quality materials and contemporary design the development will officer an attractive addition to the Slough Town Centre. The site is located in a highly sustainable location in close proximity to public transport, shops and other services.
- 11.2 Having considered the relevant policies above it is considered that the proposed development makes the best use of the site and having regard to the Policies contained within the adopted local plan and not to have an adverse effect on sustainability and the environment. The applicant proposes to use energy efficiency measures, together with the promotion of renewable energy and sustainable construction measures. The applicant advises that the Bream standard very good will be achieved in terms of sustainable construction.

PART C: RECOMMENDATION

12.0 **Recommendation**

- 12.1 Delegate to the Head of Planning and Strategic Policy for completion of a Section 106 Planning Obligation Agreement and final determination within the 13 week target deadline.
- 12.2 In the event that the Section 106 Agreement is not completed within the 13 week target date that the Head of Planning and Strategic Policy reserves the right to refuse planning permission. In the event that planning permission is to be refused Members are requested to

agree the following reason for refusal:

“A holding objection is raised on the grounds that the applicant has failed to complete a Section 106 Planning Obligation Agreement for the provision of

A financial contribution towards the cost of local highway, transport and road safety schemes commensurate with the additional travel demand generated.

A committed sum to offset the loss of the community facility.

Development to Bream standard very good.

S278 Agreement with the Council for the carrying out of off site highway works.

Company travel plan in accordance with the model agreement to form part of the S106 agreement.

Changes to pay and display traffic orders on Church Street contrary to Policies OSC17, T1, T2, T3 & T15 of the Adopted Local Plan for Slough 2004.”

13.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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. 20010 / 20(01) Rev. 8, Dated Jan 2007, Recd On 28/03/2007

(b) Drawing No. 20010 / 20(02) Rev. 8, Dated Jan 2007, Recd On 28/03/2007

(c) Drawing No. 20010 / 20(03) Rev. 8, Dated Jan 2007, Recd On 28/03/2007

(d) Drawing No. 20010 / 20(04) Rev. 6, Dated Jan 2007, Recd On 13/03/2007

(e) Drawing No. 20010 / 20(05) Rev. 7, Dated Jan 2007, Recd On 13/03/2007

(f) Drawing No. 20010 / 20(06) Rev. 5, Dated Jan 2007, Recd On 13/03/2007

(g) Drawing No. 20010 / 20(07) Rev. 6, Dated Jan 2007, Recd On 13/03/2007

(h) Drawing No. 20010 / 20(08) Rev. 2, Dated Jan 2007, Recd On

13/03/2007

(i) Drawing No. 20010 / 20(10) Rev. 2, Dated 16 Jan 2007, Recd On 13/03/2007

(j) Drawing No. 20010 / 20(11) Rev. 2, Dated 16 Jan 2007, Recd On 28/03/2007

(k) Drawing No. 20010 / 20(12) Rev. 2, Dated Jan 2007, Recd On 28/03/2007

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 Local Plan for Slough 2004.

3. No development shall commence until a written scheme of archaeological investigation (to include the scheme and a time scale for the investigation) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

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

4. During the demolition / construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 07.30 hours to 17.30 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

5. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

7. There shall be no deliveries taken at or dispatched from the site outside the hours of 08:30 to 18:00 Mondays to Fridays and 08:30 to 13:00 Saturdays or at any time on Sundays or public holidays. No waste shall be dispatched from the site outside the hours of 08:30 to 18:00 Mondays to Fridays and 08:30 to 13:00 Saturdays or at any time on Sundays or public holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Policy EN26 of The Local Plan for Slough 2004.

8. All air conditioning or other ventilation plant shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Policy EN26 of The Local Plan for Slough 2004.

9. Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:
 - i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.
 - ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.
 - iii) The remediation scheme shall be implemented before the development is first occupied.
 - iv) On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of Policy EN28 of The Local Plan For Slough 2004.

10. Development shall not commence until a drainage strategy detailing any on or of site drainage works has been submitted to and approved

by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy has been completed.

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

11. Full details of the surface water disposal from the access road and car parking area(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON To prevent the risk of flooding in accordance with Policy EN32 of The Local Plan for Slough 2004.

12. Samples of all external materials and finished 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 Policy EN1 of The Local Plan for Slough 2004.

13. Samples of external materials and finishes to be used in the construction of the access road, pathways and communal 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 Policy EN1 of The Local Plan for Slough 2004.

14. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Local Plan for Slough 2004.

15. No development shall be commenced until visibility splays of 4.5 metres by 90 metres have been provided at the junction with the public highway. The visibility splay(s) shall thereafter be kept free of all obstruction higher than 600mm above the adjoining carriageway level.

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

16. The development shall not be occupied until the existing access(s) to the site have been stopped up and abandoned and the footway and verge crossing reinstated in accordance with the details to be agreed in writing by the Local Planning Authority.

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

17. Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

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

18. Prior to first occupation of the development, the access road to serve the site shall be provided in accordance with approved plans.

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

19. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

20. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Local Plan for Slough 2004.

21. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

22. The premises shall be used for Offices only (a) and for no other purpose (including any other purpose in Class B1 (a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON In order protect the amenities of the area and to comply with Policy EMP2 of The Local Plan for Slough 2004.

23. Notwithstanding the provisions of the Town & Country Planning General Development Order 1988 the total gross floor space of the building hereby permitted shall not exceed 16636 sq m and no extension or alteration either external or internal, involving an increase in floor space including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking.

24. Prior to the commencement of development on site the developer shall submit an impact study of the existing water supply infrastructure for the prior written approval of the Local Planning Authority in

conjunction with Thames Water. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

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

25. 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.

26. The air extraction and air conditioning system shall not be installed until a scheme has been submitted to and approved in writing by the Local Planning Authority for the control of noise emanating from the associated plant and equipment. The measures to be included in the approved scheme shall be implemented prior to the first occupation of the building that they relate to and thereafter the measures shall be operated in accordance with the approved building scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the occupiers of nearby premises.

27. It is considered that the effect of the scheme should be that noise and / or vibration from the plant, machinery and other activities associated with the development should not cause the ambient level expressed as LAeq,t to increase nor contain distinct tones, when measured at the nearest noise sensitive premises.

REASON In the interest of amenity.

28. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The

approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

29. There shall be no outside storage of goods, materials or packaging at any time.

REASON In the interests of visual amenity of the site and in accordance with the objectives of Policy EMP 2 of The Local Plan for Slough 2004.

30. The development as hereby approved shall include measures to ensure water and energy efficiency, promote renewable energy and use sustainable construction methods in accordance with details which shall be submitted to and approved in writing prior to the commencement of development.

REASON To comply with Policies INF2 and INF4 (as altered) and Policies CC2, CC3, CC4 NRM1, EN1 W2 and M1 of the Draft South East Plan, March 2006.

31. Not more than 236 car parking spaces are to be provided on site to serve the development hereby approved.

REASON To comply with Policy T2.

32. Secure cycle parking shall be provided for not less than 135 bicycles in accordance with the details indicated on the approved plans.

REASON To encourage alternative modes of transport to the private motor car in accordance with Policy T1.

33. The development as hereby approved shall include mitigation measures in relation to air quality, noise and impacts on groundwater and measures to protect and enhance the biodiversity assets of the site in accordance with details to be submitted to and approved in writing prior to the commencement of development.

REASON To comply with Policies E1, E2, E7, INF1 and INF2 of RPG9 (as altered) and Policies NRM1, NRM3, NRM4, NRM7, NRM8 and BE7 of the Draft South East Plan, March 2006.

Informative(s)

1. 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 Water pipes. The developer should take account of this minimum pressure in the design of the proposed

development.

2. The applicant should ensure that no aspect of the proposed operations (particularly dewatering) results in any adverse change in flows or levels in any rivers, streams, ditches, springs, lakes or ponds in the vicinity.
3. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
4. Applicants are advised to discuss the new requirements for access for the disabled under the Building Regulations with the Council's Building Control Service.
5. The applicant is advised that before any access can be constructed on to the public highway an application must be approved by the Head of Highways and Traffic.
6. The applicant is reminded of the following:

CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES

LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

1. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer.

Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

2. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control. Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and

inconvenience to anyone exposed to it.

3. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.

5. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.

7. The applicant is reminded that at all times, without the prior permission of the freeholder there can be no encroachment onto the adjoining property.
8. 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.

National Guidance:

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 6: Planning for Town Centres

Regional Guidance:

Regional Spatial Strategy

Policy Q1 (Urban renaissance & concentrating development)

Policy Q2 (Quality of life in urban areas)

Policy Q3 (Location and design of development)

Policy E2 (Biodiversity)

Policy E7(Air Quality)

Policy T1 (Manage & Invest)

T10 (Mobility Management)

T12 (Parking)

T13 (Travel Plans & Advice)

INF2 (Water supply and quality)

INF4 (Energy Efficiency and Renewable Energy)

The South East Plan Core Document (Draft Plan Submission to Government March 2006)

T1 (manage & Invest)

T5 (Mobility management)

T7 (Parking)

T8 (Travel Plans & Advice)

CC2 (Climate Change)

CC3 (Resource Use)
CC4 (Sustainable Construction)
CC5 (Infrastructure and Implementation)
CC8a (Urban focus and Urban Renaissance)
CC8b (Regional Hubs)
CC12 (Character of the Environment and Quality of Life)
RE2 (Employment and Land Provision)
NRM1 (Sustainable Water resources, Groundwater and River Quality Management)
NRM4 (Conservation and Improvement of Biodiversity)
NRM7 (Air Quality)
NRM8 (Noise)
EN1 (Development Design for Energy efficiency and renewable energy)
EN2 (Combined Heat and Power)
W2 (Sustainable Design Construction and Demolition)
M1 (Sustainable Construction)
TC1 (Development of Town Centres)
TC2 (Strategic Network of Town Centres)
WCBV2 (Development and Environmental Protection)
WCBV6 (Infrastructure)

Local Planning Policies

Slough Local Development Framework (Development Plan Document - Core Strategy - Preferred Options)
Core Policy 1(Spatial strategy)
Core Policy 2 (Sustainability/Environmental Quality)
Core Policy 4 (Natural & built environment)
Core Policy 5 (Infrastructure)
Core Policy 6 (transport)
Core Policy 8 (Community safety)
Core Policy 11(Employment)

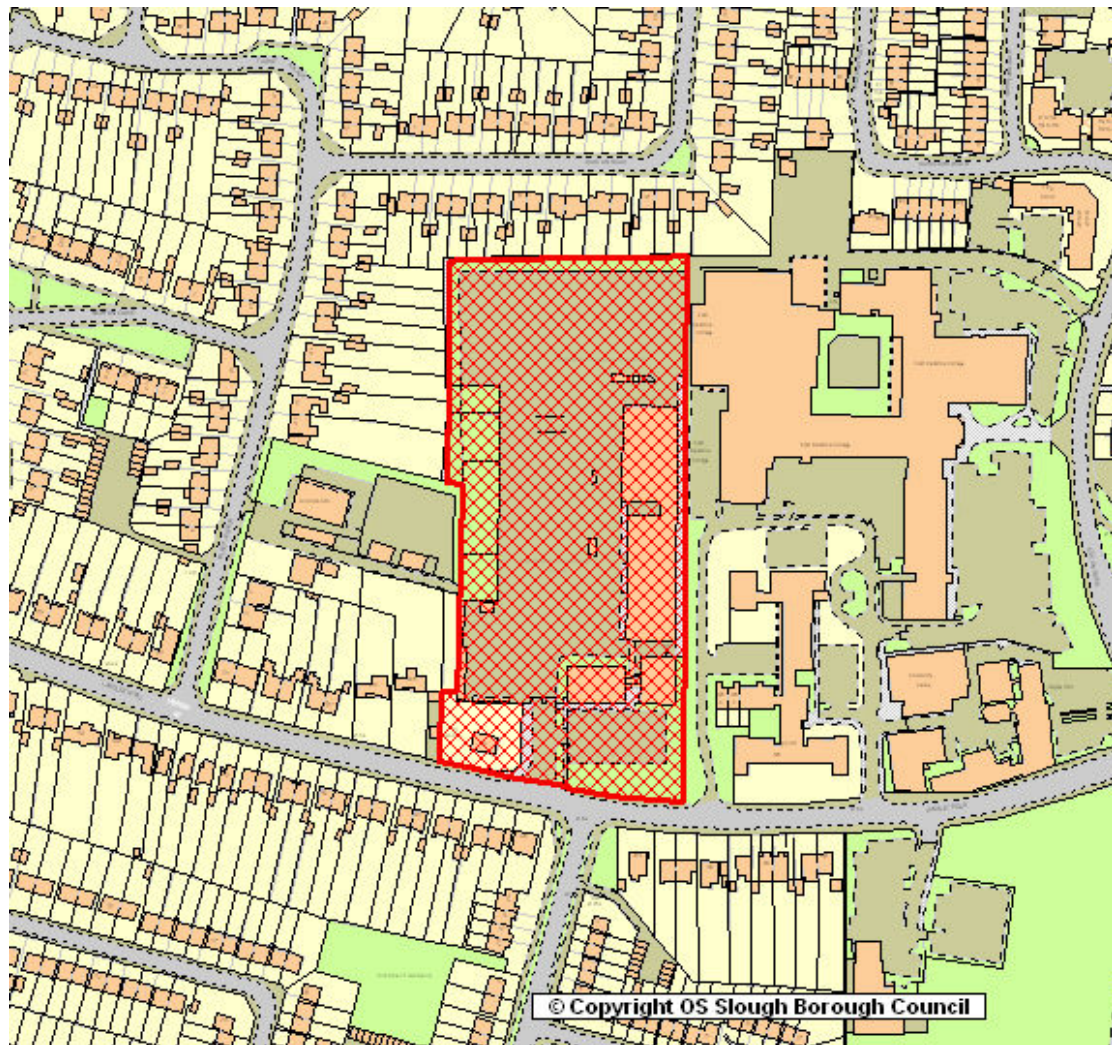
Adopted Local Plan for Slough

H9 (Comprehensive Development)
EMP1 (The Sequential Test)
EMP2 (Criteria for Business Developments)
EMP3 (Loss of Employment Land)
EN1 (Standard of Design)
EN3 (Landscaping Requirements)
EN16 (Setting of a Listed Building)
EN28 (Contaminated Land)
EN32 (Surface Water Run Off)
OSC17 (Loss of Community, Leisure or Religious Facilities)
T1 (Integrated Transport Strategy)
T2 (Parking Restraint)
T3 (Safety of Road Users)
T15 (Company Travel Plans)

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.

Item No	5	Applic. No	P/02684/008
Registration Date	20-Dec-2006	Ward	Langley St. Marys
Ref:	Mr. Albertini	Applic Type:	Major
		13 week date:	21st March 2007
Applicant	BT PLC		
Agent	RPS Planning 1st Floor, Cotton Centre, Cottons Lane, London, SE1 2QG		
Location	Slough East T E C, British Telecom, And 297 Langley Road, Slough, SL3 7EH		
Proposal	RESIDENTIAL DEVELOPMENT AND DOCTORS SURGERY (OUTLINE PLANNING APPLICATION).		

Recommendation: Delegate to HPSP for S106



P/02684/008

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate to Head of Planning and Strategic Policy for Section 106.
- 1.2 Having considered the relevant Policies below, the development is considered to not have an adverse effect on sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is outline application includes details of access and proposes a doctors surgery. Indicative drawings show a two storey surgery building sufficient for 8 GPs and 2 treatment rooms on the front of the site. They also show how 123 dwellings can be accommodated using a mix of 22 three bed houses 17 two bed houses 48 two bed flats and 36 one bed flats and associated car parking averaging 1.5 spaces per dwelling plus 25 for the surgery. The number of dwellings is indicative only and would result in a dwelling density of 67 dwellings per hectare.
- 2.2 The existing access would be altered to serve the new development include modest widening on the north side to create a short right turn lane in Langley Road.
- 2.3 The indicative layout shows a mix of two and two and a half storey dwellings in the north and south portions of the site with three and four storey buildings in the middle portion of the site adjacent to the College and Barton Road electric sub station. All existing buildings would be cleared including a house next to the entrance; no. 297 Langley Rd.
- 2.4 Supporting information includes a planning statement; urban design statement, transport assessment, flood risk assessment and tree survey. The transport assessment indicates the site's good location in terms of access to key facilities and public transport. It also states that the additional traffic generated over and above that which could be generated by the former use of the site can be accommodated on the local highway network without a material adverse traffic impact.
- 2.5 The flood risk assessment notes that the development falls within a flood zone but detail analysis shows the site would not be at risk of flooding from overflowing water courses etc. The Environment Agency confirms that this is the case.

- 2.6 Most of the trees have been categorised as in poor or fair condition. Trees on the frontage are likely to be lost; the indicative drawing does not show clearly what other trees might be retained.
- 2.7 The applicants indicate the new Surgery is intended as a replacement for the Orchard Surgery at Trelawney Ave. but on a much larger scale.
- 2.8 This application is the same as that submitted previously but includes more information about traffic on Langley Road.

3.0 **Application Site**

- 3.1 This 2.06 hectare site is on the north side of Langley Road immediately west of East Berkshire College and Long Croft, a Council residential home. The site also includes 297 Langley Road. Adjacent to the west is a recent development of 3 storey flats at 295 Langley Road; a large electricity sub station compound and rear gardens of two storey houses of Talbot Ave. To the north are rear gardens of two storey houses in Barton Road. Opposite are semi detached houses and the junction with Spencer Road. There is a pedestrian crossing point west of the site.
- 3.2 Most of the site is hard surfaced and was formerly used for vehicle parking and storage associated with telecommunications equipment. 2 storey buildings exist on the east side of the site plus the house on the frontage. A belt of trees exists along the north boundary and part of the east boundary alongside rear garden boundaries. There are several frontage trees also.
- 3.3 The site is within 5 minutes walk of Langley Village shops, bus stops and a primary school. It is within 15 minutes walk of the railway station, secondary schools and employment areas. A frequent bus services run past the site to the town centre and Heathrow and includes an evening and Sunday service. Other services are available nearby.

4.0 **Site History**

- 4.1 P/2684/5 Outline application for residential development. Agreed in principle 2001 subject to Section. 106 agreement.
- P/2684/6 Certificate of Lawful Use Motor Transport Depot Refused Jan 2003.
- P/02684/008 Outline application for residential development and a surgery. Refused August 2006 primarily because of access issues and lack of full agreement of Sec. 106 package.

5.0 **Neighbour Notification**

- 5.1 Langley Rd 279,281, 287, 295,297, 305a 305b Long Croft
306-326 ev. 334-350 ev.
Spencer Road 2a-2d 1-7 odd
Station Rd E Berks College
Talbot Ave. 10-32
Barton Rd 2-32
- 5.2 2 letters of objection received. Concerned about traffic congestion;
number of dwellings; wildlife; proximity to garden; height;
overlooking; no need for a surgery; sunlight blocked.
- 5.3 For the *previous* application letters received from the two group
Health Centre/Surgeries in Langley support the surgery proposal.
Both highlight the need for more and better facilities and their desire
to expand both services offered and patient numbers.

6.0 **Consultation**

- 6.1 Traffic Concerned about conclusions drawn re impact of extra traffic
on junction and its affect on adjacent Spencer Road junction
particularly queuing across it. Financial contribution required for
transport to help mitigate the additional traffic generated by housing
development. Request contribution for parking restrictions to limit
on street parking problems. Further confirmation expected
regarding acceptability of access.
- 6.2 Highways Concerned about proximity to Spencer Road junction;
other concerns to be covered by revised drawing or by condition.
- 6.3 Environmental Protection Request standard condition re any soil
contamination.
- 6.4 Housing Request 30% social and 10% shared ownership homes on
the Council's usual terms. A desired mix of dwellings to suit local
need has been requested by the Council.
- 6.5 Education Request contribution towards extra secondary and post
16 education places.
- 6.6 Recreation Request financial contribution towards improvements at
Langley Memorial Ground.
- 6.7 Environment Agency No objection subject to standard condition re
drainage.
- 6.8 **Thames Water** No objection.

6.9 Primary Care Trust - No response.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site is identified as a site for housing in the Local Plan (site 7). Other policy matters are referred to below.

8.0 **Housing Issues**

8.1 The scale of development indicated is acceptable as the site is in a very sustainable location being in easy walking distance of a range of key facilities and services including the railway station and frequent bus services that include services to Heathrow even on Sunday and in the evenings.

8.2 The aims of the Local Plan indicate higher density development is suitable for this type of accessible location. However it is appropriate to avoid higher density at the north end of the site and the Langley Road frontage where typical suburban development is adjacent. The indicative layout indicates this can probably be achieved with 123 dwellings and that a mix of houses and flats can be accommodated. The middle of the site and the boundary with the College are less sensitive such that there is scope for some 3 and four storey development.

8.3 The precise number and form of dwellings that can be accommodated will be determined at the detail 'reserve matters' stage through consideration of design; layout and traffic impact. It would be preferable to have a greater proportion of houses on the site with a consequent lower number of dwellings.

8.4 The applicant has agreed to the principle of having affordable housing on site but has not as yet agreed to the Council's desired mix of units.

8.5 Since the Local Plan was prepared in the late 1990's it is clear that more surgery space is now needed in Langley. Both the major practices in Langley say they need more and better facilities. As health care is a key public facility needing centrally located premises it is appropriate under Local Plan policy OSC 15 (Provision of facilities in housing development) and Berkshire Structure Plan policy DP4 (Provision of Infrastructure etc) to require space for additional health care facilities for Langley. Furthermore the proposed housing will contribute to the growing problem. As modern surgeries need to be quite large to offer a range of services there are few sites available to accommodate them. This is the only available site of sufficient size available at present and it is in a very accessible location. Precise arrangements about how to secure the

site through a Section 106 agreement are still being negotiated.

8.6 The Orchard Surgery indicate they intend to relocate to the site and expand but it is not appropriate for the planning authority to get involved in how any facility is built. The main aim is to reserve a site and that it is offered on reasonable terms to health care providers.

8.7 Some pre application discussions have been held regarding a smaller surgery at High Street Langley.

9.0 **Traffic and Access**

9.1 Both the housing development and the surgery will generate more traffic than the previous use of the site at peak hours. Surgery traffic is less significant to the wider local highway network as much of this traffic will already be on the roads going to existing surgeries. In line with other developments generating extra traffic a financial contribution is required for integrated transport strategy measures.

9.2 A contribution is also sought to allow for parking restrictions if on street parking becomes a problem. The density of develop will allow for 1.5 parking spaces per dwelling. This level of parking is generally reasonable for the site's location but acceptance will be dependent upon the mix of dwellings proposed at the detail stage. As indicated above key facilities and transport services are nearby such that there is a reasonable prospect of some people living without a car or minimising car use. Langley Road is a proposed advisory cycle route.

9.3 However a key matter is the affect of extra traffic in the immediate vicinity of the site and the possibility of traffic queues, in the new right turn lane, blocking turning movements or queuing beyond the right turn lane and thus affecting Langley Rd flows. Traffic queuing to turn into the site may block those wishing to turn into or from Spencer Road and vice versa. Spencer Road is opposite and 21m from the proposed access and this junction spacing is not ideal. There is only space for two cars to stand in the proposed right turn lane and for two cars in the adjacent existing Spencer Road lane. The proposal includes widening of the latter to bring it up to standard. A mini roundabout incorporating Spencer Road and a new access is not appropriate in terms of highway design. Discussions are continuing to see if this matter can be resolved. If it cannot the matter is significant enough for the application to be refused. The applicants indicate it is the Council's request for surgery on the site that will generate the most extra traffic (compared to the existing use) that will affect the length of traffic queue at the access.

10.0 **Site and design matters**

10.1 There are no fundamental constraints to development. Any soil contamination from the previous depot use can be dealt with by condition. A buffer area will be needed next to the electrical substation; this can be dealt with at the detail layout stage. The trees on the site are mostly on the boundary such that they need not restrict the development but the indicative layout shows some conflict between trees and parking areas. The likely form of development in relation to that adjoining is referred to in para. 8.2 above. Retention of trees is an important consideration to lessen the impact of the new development on adjacent homes through screening although the length of adjacent gardens means there are unlikely to be any significant overlooking issues. Consideration of retention or replacement of trees can be dealt with at the detail design stage. Clarification is being sought regarding ownership of some boundary trees. Tree Preservation Orders will be considered for those trees worthy of retention.

10.2 Regarding open space the residential portion of the site is just below the Local Plan policy OSC5 threshold requiring significant on site public space etc. However the number of dwellings is large enough to justify a financial contribution towards enhancements to the Memorial Ground Park nearly opposite the site and the applicant has agreed to the principle of this. It is also appropriate to reserve a small open space on site for toddlers play on the basis that some family housing will be provided on the site.

11.0 **Section 106 matters**

11.1 The key items will relate to:

Affordable Housing 30% social rent and 10% shared ownership on site with associated provisions for ensuring units will be affordable and available to those in most need.

Financial contribution for transport strategy measures.

Financial contribution for parking controls.

Financial contribution for secondary school & post 16 education.

Financial contribution for recreation.

Reservation of site for a surgery to accommodate additional GPs for Langley and offer to local health care providers on reasonable terms.

The applicant has not yet agreed to all of the above; if there is no

such agreement prior to the date of Committee the application will be recommended for refusal.

If a satisfactory Section 106 is not signed within a reasonable timescale provisional reasons for refusal are non compliance with Local Plan policies H5, H6, T1, T3, OSC 15, and OSC 5 Structure Plan DP4.

PART C: RECOMMENDATION

12.0 **Recommendation**

12.1 It is recommended that the application be agreed in principle and a decision be delegated to the Head of Planning and Strategic Policy for the completion of a satisfactory Section 106 planning obligation agreement, resolution of access issue; receipt of satisfactory revised access drawing, alteration of conditions relating to outstanding matters and for the application to be refused if a satisfactory Section 106 agreement is not signed or outstanding issues are not resolved within a reasonable timescale after the date of the Committee.

13.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. Outline applications - Reserved Matters.

Details of the siting, design and external appearance of any buildings to be erected, the means of access to the site, the landscaping of the site, road and footpath design, vehicular parking and turning provision, (hereinafter collectively referred to as 'the reserved matters') shall be approved in writing by the Local Planning Authority prior to the commencement of the development.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Article 3(1) of The Town and Country Planning (General Development Procedure) Order 1995.

2. Outline applications - Time limit

Application for approval of all reserved matters referred to in condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission.

The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the

reserved matters
approved:

- i) the expiration of 3 years from the date of this permission: or
- ii) the expiration of two years from the final approval of the reserved matters referred to in condition 1 above, or in the case of approval of different dates, the final approval of the last such matter to be approved.

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 92 (2) of the Town and Country Planning Act 1990.

3. Approved plans

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

- (a) Drawing No. [13169-01SC] Proposed Junction Design [SUBJECT TO REVISION]
- (b) Drawing No. JLF 0609-01 Site Location Plan

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 Local Plan for Slough 2004.

4. New access

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

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

5. Emergency Access

A second access to the site shall be created for emergency vehicles prior to the occupation of 100 dwellings in accordance with details that shall have first been submitted to and approved in writing by the local planning authority.

REASON In the interest of public safety.

6. Off Site highway works

No dwelling shall be occupied until off site highway works in Langley Road have been completed in accordance with construction details that shall have first been submitted to and approved in writing by the local planning authority. The details to be submitted shall include a Safety Audit.

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

7. Soil Contamination

Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:

- i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.
- ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.
- iii) The remediation scheme shall be implemented before the development is first occupied.
- iv) On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of Policy EN28 of The Local Plan For Slough 2004.

8. Surface Water Drainage

Surface water drainage works shall be carried out in accordance with details which shall have first been submitted to and approved in writing by the local planning authority before development commences.

REASON To prevent the increased risk of flooding.

9. Rain Water Storage

Prior to the occupation of each house a rain water storage system shall

be installed in accordance with details that shall have first been approved in writing by the local planning authority.

REASON In the interest of sustainable development in particular reduction of fresh water consumption.

10. Toddlers Play Area

An open space for toddlers play shall be provided and laid out in accordance with the landscape design details approved pursuant to condition 11 prior to the occupation of 100 dwellings.

REASON In the interest of the amenity of future residents and to comply with Local Plan policy OSC5.

11. Landscape Design

Development shall not commence until full details of hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority.

The details to be submitted shall include existing trees and hedges retained, highway sightlines, existing services and allowance for proposed services, planting plans, plant and tree sizes or numbers/densities where appropriate, species, cultivation specifications, tree, plant and grass establishment details and existing and finished ground levels.

REASON To ensure the landscape proposals are clearly defined, appropriate and in the interest of the visual amenity of the development, the surrounding area and future residents.

12. Landscape Implementation

The landscaping works approved pursuant to Condition 11 (Landscape Design) shall be carried out as approved before the end of the next planting season following completion of the buildings within the development.

REASON To enhance the visual amenity of the development, the surrounding area and future residents.

13. Landscape Maintenance

Any trees or plants which within a period of 5 years from planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. In addition soft landscape areas (excluding shrubs and grass in enclosed domestic rear gardens) shall be maintained in accordance with a schedule to be submitted to and approved in writing prior to the

commencement of development.

REASON In the interest of the visual amenity of future residents, adjoining residents and the neighbouring areas.

14. Tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved layout/landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Local Plan for Slough 2004.

15. Hours of work

No construction work audible at the site boundaries shall be carried out between the hours of 1800 and 0800 Monday to Saturday and between the hours of 1300 Saturday and 0800 Monday nor on any public holiday.

REASON In the interest of the amenity of adjacent residents.

16. Wheel Cleaning

Vehicle wheel cleaning and dust suppression facilities shall be installed at construction site exit points/access road for the duration of the construction period in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority.

REASON In the interest of highway and pedestrian safety and convenience. In the interest of the amenity of adjacent residents.

17. Construction Site Parking and Turning

Development shall not commence until a construction site car parking and delivery vehicle turning area has been laid out within the site in accordance with details showing the location, access and extent that shall have first been submitted to and been approved in writing by the local planning authority.

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

18. Mix of dwellings

Prior to the commencement of development, a breakdown of the accommodation to be provided on the site as a whole by dwelling type and numbers of bedrooms shall be submitted to and approved in writing by the local planning authority. Any details submitted pursuant to condition 1 shall accord with the approved schedule.

REASON In the interested of creating balanced communities and ensuring accommodation for specific groups is available in the town.

Informative(s)

1. Section 106 Legal Agreement

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

2. Highways Matters

It is intended to declare the access road as a 'Prospectively Maintainable Highway' under Section 87 of the New Roads and Street Works Act 1991.

The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a Section 38 Agreement of the said Act for its ultimate adoption.

The applicant will need to enter into a section 278 Agreement for works within the existing highway.

No water metres will be permitted within the public footway. The applicant will need to provide way leave to the Thames Water plc for installation of the water meters within the application site. This may raise some planning implications

3. Reserve Matters

Developers are advised to discuss proposals with the Planning Department prior to submission of an application. It is uncertain if 123 dwellings can be accommodated on the site. The principles of the urban design statement submitted with the application should guide the design and layout of the development but there is a preference for mainly houses to be provided and for boundary trees to be retained.

4. Reason for Approval

The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004,

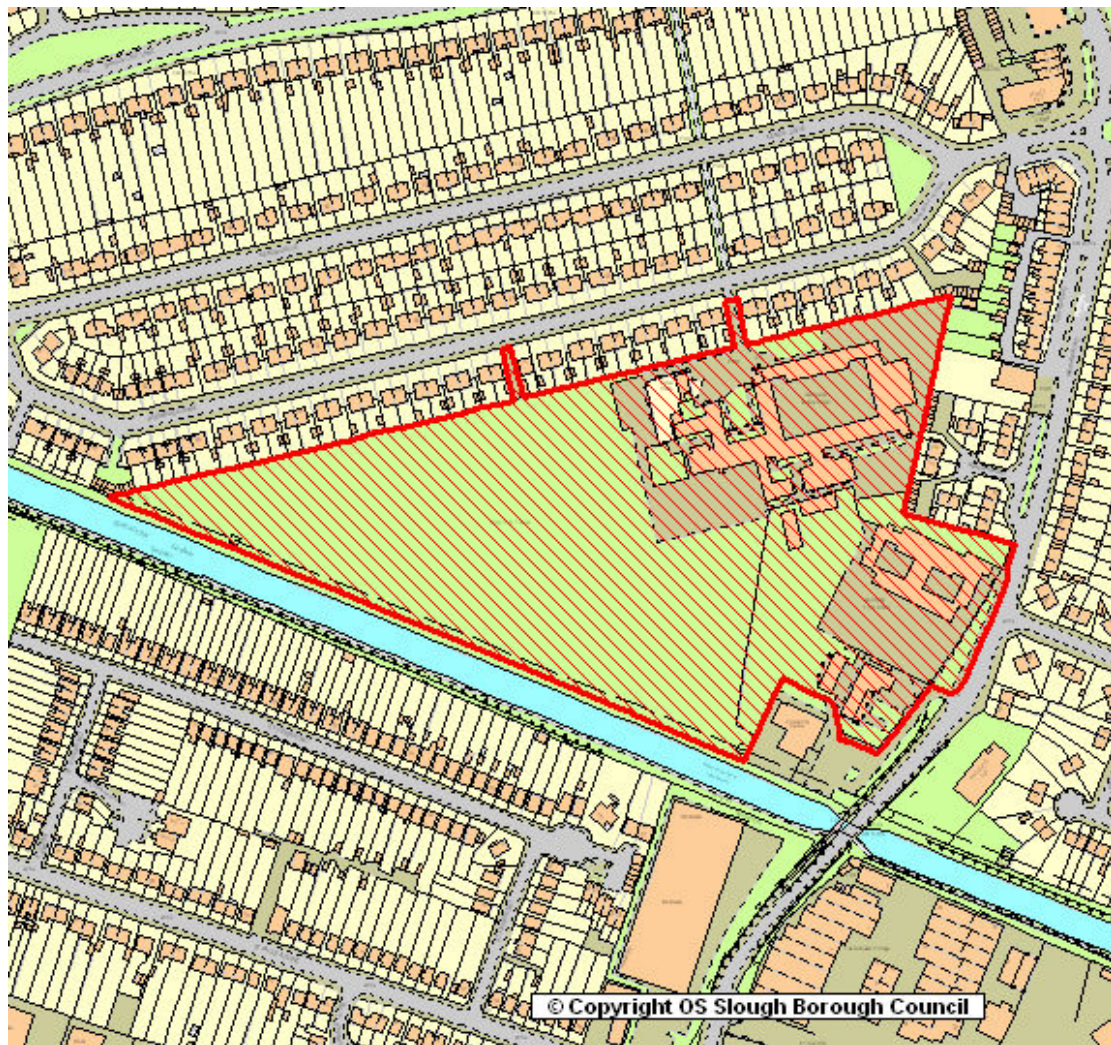
as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- H1, H2, H5, H6, H10, EN1, EN3, EN28, EN32, OSC5, OSC15, T1, T2, T3, T6, T8, T9 and Structure Plan DP4.

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.

Item No	6	Applic. No	P/04000/015
Registration Date	22-Jan-2007	Ward	Central
Ref:	Mr. Albertini	Applic Type:	Major
		13 week date:	23rd April 2007
Applicant	Slough Islamic School Project-A Charity		
Agent	Architects Design Partnership L.L.P. Cantay House, Park End Street, Oxford, OX1 1JD		
Location	Lea Schools, Wexham Road, Slough, Berkshire		
Proposal	DEMOLITION OF EXISTING SCHOOL & NURSERY; CONSTRUCTION OF NEW PRIMARY SCHOOL; NURSERY; SURE START CENTRE; COMMUNITY ROOM AND ASSOCIATED PARKING AND PLAYING FIELDS. NEW ACCESS ROAD FROM WEXHAM ROAD OPPOSITE BROADMARK ROAD.		

Recommendation: Delegate to HPSP



P/04000/015

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate to Head of Planning and Strategic Policy.
- 1.2 Having considered the relevant Policies below, the development is considered to not have an adverse effect on sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The new school building will be replacing all the existing school buildings and be located in the middle of the site on part of the playing field and playground. This will minimise disruption to the running of the existing school during building works.
- 2.2 The capacity of the primary school and nursery school will less than the existing infant, junior and nursery schools on the site. A 3 form entry school is proposed. The proposal includes a Sure start facility alongside the new nursery school. These are located at the west end of the building and will have their own entrance.
- 2.3 The main hall, associated rooms, proposed multi use games area and playing field will be available for public use through a community use agreement.
- 2.4 There will be a new access in the form of a roundabout at the junction of Broadmark Rd. and Wexham Rd. This access will be built after existing buildings are vacated. Construction access will be via the community centre access and a route immediately south of that building. The existing Grasmere Avenue car access will be closed to vehicles but remain open for pedestrians and cyclists. A second pedestrian onto Grasmere Ave. is proposed via an existing gap between houses. This access will be adjacent to the nursery school/Sure start entrance door. Both these accesses will be open at school times only.
- 2.5 Most of the site of the existing buildings is indicated as a surplus area to be the subject of another application in the future. The new access road passes through this area and the Council, as land owner, are considering residential development but that proposal is not part of this application.
- 2.6 Most of the building will be single storey with second storey class rooms on the side away from Grasmere Ave. houses and double height areas above the halls and entrance area along the northside.

A feature of the building are wind towers, rising to third storey level, that aid natural ventilation and bring light into interior spaces. The architecture is contemporary but with some features typical of Islamic buildings.

- 2.7 Supporting information includes transport information; an initial travel plan, sports design statement, design statement. The transport information states that for existing pupils 87% live within a one kilometre radius of the site.

3.0 **Application Site**

- 3.1 The 5.5 ha site includes all the existing schools and playfield but not the community centre next to the Canal. All the buildings are on the east end of the generally triangular site. To the north are rear gardens of Grasmere Ave. houses. The Canal is to the south with overhead electricity lines running adjacent along the south edge of the school site. Shops on Wexham Rd. Grasmere junction are nearby to the north east.

- 3.2 The site contains some trees most of which are alongside the site boundaries.

4.0 **Site History**

- 4.1 None relevant

5.0 **Neighbour Notification**

- 5.1 Grasmere Ave 31-79; 81-131 odd
Upton Lea Parade 1-4 ev.
Wexham Rd. 199-213 odd 194-210 ev.
Malpas Rd 1-8
St. Johns Rd 31-121 odd

- 5.2 15 individual letters; 7 standard letters, one letter from a group of 5 households received objecting to the proposal

The most common concerns raised are : traffic congestion particularly Grasmere Ave. due to parking at school start/finish times and when school used for community events; blocking of drives; risk to child safety; opening up of a second entrance on Grasmere Ave. will make situation worse; existing parking problems because of surgery and shops in Grasmere Ave.; request access from Wexham Rd only.

Other concerns: existing traffic calming causes problems; buildings too tall; privacy and security issues re new access for homes adjacent; request better fencing, more tree planting along boundary as a screen; disturbance from community use of building; controls

sought for lighting on site.

5.3 Petition signed by 89 households raising an objection to two access points on Grasmere Ave. and increase in traffic.

6.0 **Consultation**

6.1 Traffic Agree principle of roundabout for access off Wexham Rd. More detailed Travel Plan required to discourage use of the car. Seek some clarification of traffic figures. Pedestrian accesses will encourage pupil from west and north to walk. Grasmere Ave has no parking restrictions at present; if restrictions were introduced they would need to be enforced but would not prevent all parents dropping off/picking up in the road and existing residents would be affected by restrictions.

6.2 Highways Some minor ;layout alterations requested; revised drawing expected prior to meeting.

6.3 Environmental Protection No fundamental problems; request normal condition for soil quality to be tested.

6.4 Cultural Services (Recreation). Generally support additional sports provision. Consider games area needs floodlights to maximise community/school use. Request site of existing buildings used as extended playing field.

6.5 Environment Agency
Object. No fundamental flooding problems but request more information on drainage. Discussions continue but concerns can probably be covered by conditions.

6.6 Thames Water; No objection

6.7 British Waterways re Canal side development
No objection; request mooring be built for use by their floating classroom.

6.8 Sport England
Object at present as they consider there is insufficient justification for the loss of some playing field. Discussions continue regarding the package of benefits and community use of new facilities. If the objection is not withdrawn and the Council wish to approve the application the Secretary of State must be notified prior to the Council approving the application in full.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site is not a proposal site. The main policy issue is the loss of some playing field area due to the construction of the school on part of the playing field. Local Plan policy OSC 2 requires no loss of playing field unless certain criteria can be met such as replacement with comparable facilities or the loss is small and does not affect the overall pitch provision or the development is ancillary to the playing field use.

7.2 If the site of the existing buildings is laid out as replacement playing field the policy can be satisfied. This is not proposed at present. However the rearranged playing field will provide a similar level of sport provision as now with the added benefit of an all weather multi use games area and community use. In addition the school hall will be available for some community use such as badminton.

7.3 The benefit of improved sports facilities available to the community in comparison to the loss of some acreage of playing area that has no public access at present is considered sufficient to broadly meet the exceptions criteria of the Local Plan policy in this case.

7.4 Floodlighting of the multi use games area is referred to as a possible future option. Incorporating it as part of the project will enhance sports provision and is supported by the Council's Asst. Director of Cultural Services. The applicant has agreed to floodlighting being added. But a separate application will be needed. The games area is far enough away from homes in St. Johns Ave. for there to be no adverse affects on their amenity.

8.0 **Access and traffic matters**

8.1 The new access will reduce the number of parents using Grasmere Ave as a drop off point and eliminate all staff and delivery traffic from Grasmere Ave. The car park will provide for staff parking; some parking for parents particularly for the nursery school plus a dedicated drop off/pick up area. The long access road can also be used for drop off etc. Implementation of the travel plan is expected to lessen the number of car journeys to the site.

8.2 The closure of the narrow Grasmere Ave. car access is a benefit. Retention of and additional pedestrian access will give pupils from the west and north a short route to school, as now, which lessens traffic on the road. However these accesses will result in some parents dropping off children in the street but fewer than now. By condition these accesses can be closed to prevent evening and weekend users of the community hall parking in Grasmere Ave.

8.3 The roundabout will ensure access is safe for both Broadmark Ave. and school site traffic. Temporary construction access via the community centre access is better than creating an access through the existing school playground with consequent disruption of school life.

9.0 **Other Matters**

9.1 As the building will be on the current playing field the view for some nearby residents will change significantly. However the separation distances are sufficient for their to be no overlooking or over shadowing problems. There are no upper level windows on the elevation facing existing houses. Existing healthy boundary trees can be retained and supplemented to help screen the building from nearby residents.

9.2 The new building provides the opportunity to install noise insulation and limit hours of use to 11pm only to lessen noise from community use of the hall.

9.3 The car park, which runs to the rear of Grasmere Ave. houses will have some affect on residential amenity particularly on some weekends if major community events are held. This already occurs at the existing school but a different set of residences may be affected. The school can erect a new or solid fence alongside rear gardens that have no protection from noise at low level at present.

9.4 The building is at least 20m from the centre line of the overhead power cables. There is no clearly established problem with locating people this distance from power cables that, under current planning guidance, justifies restriction on development.

9.5 The bulk of trees will be retained. Additional trees are proposed near boundaries.

9.6 The overhead electricity lines that run across the southern edge of the playing field are sufficiently far from the school building not to be an issue.

10.0 **Section 106 matters**

10.1 A planning obligation agreement is needed to secure community use of recreation facilities; secure a Highways agreement for construction of the roundabout in the highway; secure a school travel plan and (if needed) any contribution for a parking restriction study.

10.2 As the applicant does not yet own the land the agreement will need to be agreed in draft by the applicant and the signing of it by the future purchaser secured by an undertaking from the Council as

landowner. The necessary agreement and undertaking may have been secured by the date of the Committee meeting in which case the recommendation will change.

PART C: RECOMMENDATION

11.0 **Recommendation**

11.1 To agree the proposal and delegate a decision to the Head of Planning and Strategic Policy subject to the applicant agreeing or signing a planning obligation to satisfactorily cover the items identified in Para 10.1 above and receipt of an undertaking by the Council referred to in Para. 10.2 and subject to receipt of satisfactory revised drawings or information. If the planning obligation agreement is not signed nor agreed by the applicant prior to the 13 week target determination deadline the application be refused by the Head of Planning and Strategic Policy.

12.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. The development hereby permitted shall be commenced within five 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. ICS D 1001 P1 Proposed Site Layout (received 28th March 2007)

(b) Drawing No. ICS D 1002 P Ground floor

(c) Drawing No. ICS D 1003 P first floor

(d) Drawing No. ICS D 1004 P roof

(e) Drawing No. ICS D 1005 P location plan

(f) Drawing No. ICS D 1030 P Elevations

(g) Drawing No. ICS D 1031 P Elevations

(h) Drawing No. ICS D 1032 P Elevations

(i) Drawing No. ICS D 1033 P Elevations

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 Local Plan for Slough 2004.

3. Samples of materials

Details and 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 Policy EN1 of The Local Plan for Slough 2004.

4. Lighting Scheme

The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Local Plan for Slough 2004.

5. Bin storage

No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

6. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and have been approved by the Local Planning Authority. The approved boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future. In addition the details to be submitted shall include those boundaries abutting the proposed new pedestrian access onto Grasmere Avenue.

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

7. Cycle parking

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.

8. Landscaping Scheme

No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

9. Tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Local Plan for Slough 2004.

10. Sound insulation scheme

Before the development hereby permitted is begun, a scheme to control/reduce noise emanating from the main hall and associated parts of the building to be used by the community after school hours (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented on site prior to occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON: To protect the amenity of nearby occupiers in accordance with Policy EN26 of The Local Plan for Slough 2004.

11. Soil Contamination

Prior to the commencement of any works a detailed investigation of the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:

- i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.
- ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.
- iii) The remediation scheme shall be implemented before the development is first occupied.
- iv) On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of Policy EN28 of The Local Plan For Slough 2004.

12. Surface Water Drainage

The construction of the surface water drainage system incorporating sustainable surface water control measures shall be carried out in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON To prevent the increased risk of flooding.

13. Soakaways

Soakaways shall not penetrate the water table and they shall not in any event exceed 2 metres in depth below existing ground level.

REASON To prevent the increased risk of flooding and pollution of the water environment.

14. Rain Water Storage

Prior to the occupation of each house a rain water storage system shall be installed in accordance with details that shall have first been approved in writing by the local planning authority.

REASON In the interest of sustainable development in particular reduction of fresh water consumption.

15. New access

No building shall be occupied until construction details of the new means of access have been submitted to and been approved in writing by the Local Planning Authority. Notwithstanding the alignment of the access road shown on the approved layout drawing between the tangent point of the roundabout within the site and the gated entrance as shown on the layout the construction details shall include details of the layout of the road and associated footways and cycleway inclusive of a temporary turning head next to the school entrance gate. The access shall be formed, laid out and constructed in accordance with the construction details as approved and in accordance with drawing ICS D 101 P1 for the off site works prior to the occupation of the school building by children and prior to the building being used by the general public.

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

16. Internal access roads

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

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

17. Closing up existing access

The development shall not be occupied by children or the general public until the existing vehicular access to the site on Grasmere Avenue has been closed to vehicular traffic excepting emergency vehicles.

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

18. Multi Use Games Area

The building shall not be occupied by children until the multi use games area and footpath link to the east site boundary shown on the approved layout have been completed.

REASON In the interest of public amenity in particular to compensate for the loss of playing field area in accordance with the Local Plan for Slough.

19. Pedestrian Access control

The gates for the two pedestrian access points onto Grasmere Avenue shall not be openable by the general public nor left open (1) after 1800 hours each school day (2) on non school days (3) on any Saturday or Sunday or public holiday.

REASON In the interest of the amenity of residents in Grasmere Avenue.

20. Community Hall

The building shall not be used by the general public for community use between the hours of 2300 and 0800.

REASON In the interest of the amenity of residents adjoining the site.

21. Canal mooring

The building shall not be occupied by children prior until a canal side mooring and access gate have been constructed in accordance with details that have first been submitted to and approved in writing by the local planning authority.

REASON In the interest of enhancing access to the canal and in accordance with Local Plan policy CG4.

22. Construction compound, parking and access

Prior to the commencement of construction a temporary construction

site access, site worker car parking and delivery vehicle turning area shall be laid out in a position that has first been submitted to and approved in writing by the local planning authority.

REASON In the interest of the free flow of traffic and conditions of general safety on the adjoining highway and in the interests of residential amenity.

1. Section 106 Legal Agreement

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

2. Works near the canal

British Waterways are to be consulted prior to any excavation or structural work near the canal.

3. Highways

It is intended to declare the access road as a 'Prospectively Maintainable Highway' under Section 87 of the New Roads and Street Works Act 1991.

The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a Section 38 Agreement of the said Act for its ultimate adoption.

Surface water must not drain onto the public highway.

The applicant will need to enter into a section 278 Agreement for works within the existing highway. (Major Schemes)

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

For street naming and numbering please apply to the Highways Section of the Council.

4. The applicant is reminded of the following:

CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES

LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

1. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer.

Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

2. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control. Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.

3. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.

5. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.

5. Reason for Approval

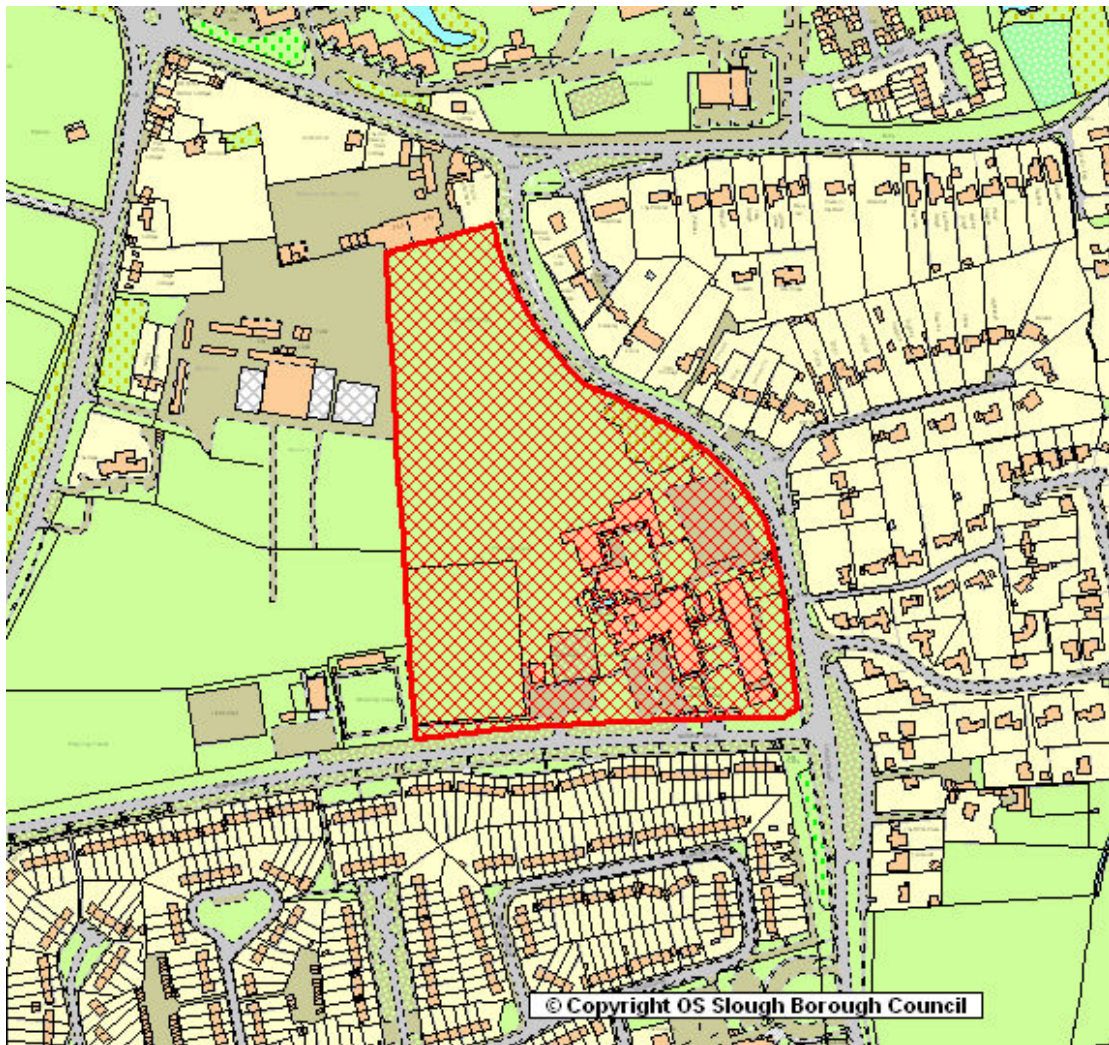
The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN3, EN4, EN5, EN26, EN28, EN32, OSC2, CG4, T1, T2, T3, T6, T8 and T15.

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.

Item No	7	Applic. No	P/04257/012
Registration Date	09-Feb-2007	Ward	Wexham Lea
Ref:	Mr. S. van der Merwe	Applic Type:	Major
		13 week date:	11th May 2007
Applicant	Ken Mason, Wexham School		
Agent	Rachel Bassindale, Nightingale Associates 87-91, Newman Street, London, W1T 3EY		
Location	Wexham School, Norway Drive, Slough, SL2 5QP		
Proposal	RETENTION OF SOUTHERN WING OF EXISTING MODULAR BUILDING AND RELOCATION AND RECONFIGURATION OF NORTHERN AND EASTERN WINGS OF MODULAR BUILDING TO FACILITATE CONSTRUCTION OF NEW SPORTS HALL		

Recommendation: Delegate to HPSP



P/04257/012

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application is for a temporary relocation of part of an existing modular building to an alternative part of the school site, whilst the school is reconfigured, subject to Members approving the alternative planning application reference S/00343/008. This application raises no fundamental issues of sustainability. The proposals will have some impact on the openness of the wider Green Belt and it is therefore concluded that planning permission can only be considered for a limited period.
- 1.2 This application is recommended for approval on the basis of a limited period permission for 5 years or within such shorter time scale as may be appropriate.
- 1.3 Delegate to the Head of Planning and Strategic Policy for a limited period permission subject to the Secretary of State not calling in the application under departure procedures.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This application is submitted by the school for, *retention of southern wing of existing modular building and relocation and reconfiguration of northern and eastern wings of modular building to facilitate construction of new sports hall.*
- 2.2 That part of the modular building to be retained in situ is the southern wing which contains changing rooms, 2 no. classrooms and office accommodation. The northern and eastern wings are to be relocated immediately north of the existing artificial sports pitch and to be reconfigured into a single length modular building containing, 4 no. classrooms, 6th form common room, pupil's common room, waiting area, interview room and offices. The relocated, re-configured, modular building will be of similar width to the existing artificial pitch, to its south. The relocation of part of the existing modular building will free up the land necessary for construction of the proposed sports hall, which falls part of the wider school enhancement scheme being considered under planning application S/00343/012. It is therefore integral to the overall scheme.

3.0 **Application Site**

- 3.1 Wexham School is located in Wexham, to the north of Slough Town Centre, within Green Belt designated land. It is bordered by Church Lane to the east, which also acts as the county boundary between

Berkshire and Buckinghamshire. To the south is Norway Drive and a large housing estate comprising terraced, semi-detached and some detached properties. The Buckinghamshire properties to the east of Church Lane are mostly detached, lying within large individual sites. To the west lies open land owned by Wexham Parish Council, which is mostly used for recreational activities, Wexham Parish Council Hall and bowling club.

- 3.2 The school site itself covers 6.46 hectares and is approximately triangular in shape. The school buildings are located to the south east of the site with the main vehicle and pedestrian entrances being from Norway Drive. There is a further entrance from Church Lane providing access to the school's main hard play area, the facilities manager's house and for deliveries to the kitchen. To the north lie the school's grass pitches with the all-weather pitch and MUGA to the west. The site has a number of attractive mature trees to the southeast dotted around the main buildings, with further trees lining Church Lane. The site boundary is mostly thick hedge. The site has a very pleasant open feel to it, with a variety of quality external spaces around the buildings.
- 3.3 The majority of the school's accommodation is single storey, with one section of the original main block being 3 storeys and orientated on a north-south axis. Development at the school has taken place incrementally with the original main block buildings dating from the 1960's. The condition of these varies as some refurbishment works have already been carried out including the replacement of some cladding to the elevations of the main teaching block, but all are flat roofed.
- 3.4 During the 1970's a single storey flat roofed Science, Design Technology and Arts Block was added, the condition of which is extremely poor.
- 3.5 During the 1990's the lack of school accommodation was partially addressed by the installation of single storey modular accommodation within two areas. The first lies to the east of the All-Weather Pitch and houses sixth form and sports accommodation. The second called the Fowler Block lies to the north of the main block and provides general teaching spaces. Each of these blocks has a pitched roof and external verandas providing access to its rooms. The verandas also serve to soften the appearance of these buildings whilst also providing good supervision of external areas. They are a feature of the external environment that the school was particularly keen to retain and reproduce within the new accommodation.
- 3.6 New buildings housing a Drama Studio and Library were also added in the 1990's. Both of these have a pitched tiled roof and are generally in good condition.

4.0 **Background**

4.1 In 2006 Wexham School and Slough Borough Council successfully secured a Targeted Capital Bid from the DfES for the redevelopment and extension of the existing accommodation at Wexham School. This funding was given to address specific areas of the school listed below;

- the current poor quality and inadequately sized internal sports facilities, especially pertinent in light of the school's role as a specialist sports college;
- the need to enhance/expand the vocational 14 – 19 accommodation to encourage students to stay on after Year 11; to support teaching of SEN and in particular improve the mainstream inclusion of pupils with Autism/ASD.

4.2 However, Wexham School and Slough Borough Council recognised that there were other issues with the existing school buildings and layout that could be explored and addressed as part of the redevelopment project. As a Project Team – Wexham School, Slough Borough Council and Design Team led by Nightingale Associates, have undertaken a structured process of assessing the needs of the school, including analysis of its physical context, building condition, layout and suitability of learning spaces, both internal and external, and the curriculum that it wishes to deliver.

The project team undertook a consultation with the key project stakeholders including the full school community to produce a number of options for the redevelopment of the school. These were then further refined and evaluated against the Project Team's agreed set of priorities for the school to arrive at the project for which we are now seeking planning permission. The project team concluded that it constitutes the optimum design for the redevelopment of the school to meet its curriculum requirements whilst also providing resources that can be actively used by the community.

4.3 Wexham School is an 11-18 secondary school with 5FE and current sixth form of 150 students. The current total number of students is 900, which the school hopes to increase to 950 by attracting 50 new sixth form learners. It currently has approximately 80 members of staff, which is due to increase with the anticipated appointment of further learning assistants to support children within the school with SEN. The majority of pupils come from a large housing estate to the south of the site, with a small number coming from Buckinghamshire to the east.

- 4.4 Wexham School recently received a glowing Ofsted Report which highlighted the school's excellent multi-cultural acceptance and first rate relationships. The school wishes to build on this by enhancing its accommodation to serve the school community.
- 4.5 The school has Specialist Sports College status but suffers from a severe lack of quality internal sports accommodation, in particular a sports hall that complies with BB98. In contrast it benefits from excellent external sports facilities in the form of pitches, including an all-weather pitch and a MUGA, both of which are floodlight and used regularly by the local community despite the poor quality of the school's changing rooms.
- 4.6 The school wishes to expand the curriculum it offers, especially vocational courses for sixth form learners within the Design Technology, Science and Creative Arts departments.
- 4.7 Wexham School also accommodates an ASD unit within the site, which directly supports 10 pupils with ASD. Within the proposed scheme this number of pupils will increase to 15. The school feels that it is very important that the unit is part of the school community but not directly attached to any of the main buildings to provide its pupils with access to a 'safe haven'. The unit has been particularly successful in supporting the inclusion of the ASD pupils and their interaction with main stream pupils.

5.0 **Neighbour Notification**

- 5.1 58-128 (evens) Norway Drive
Wexham Bowls Club & Parish Hall, Norway Drive
Central Nursery, Wexham Road
William Hartley Yard (Units 1-4, 58, 6, 6a, 3, 8 & McCLead Cabins)
Old Corner House

Wexham House, Tow Oaks, Nelaton House, Amberly, Acorns , Red Chimneys, Qu 'Appelle, Briers, Brackenwood, Oakways, Crantock, Woodside Bungalow, Delmo, Brocklesham all Church Lane

Site and press notice

NO OBJECTIONS RECEIVED

6.0 **Consultation**

- 6.1 Environment Agency: Following an investigation into the environmental issues in and around the site and given the nature of the proposed development, the Environment Agency has no comments with respect to this application.

6.2 Sport England:

Wexham Court Parish Council: Parish Council Members would like to submit comments in regard to the above applications as follows:

- We are concerned at the loss of open green space due to the relocation of the modular units to the rear of the all weather pitch and erection of the Sports Hall. Whilst we applaud Wexham School for achieving their Sports College Status, we feel they should not lose sight of the fact that this is primarily a School Site rather than a sports venue, and is situated in a quiet residential area. We trust therefore that no further open space will be lost to development, and that public use of the sports facilities will not have any adverse impact on the character of the neighbourhood.
- It has been noted that the existing parking space available on-site is already full to capacity at busy times. We are therefore concerned that the provision of the new Sports Hall will encourage further visitors to the site, resulting in inadequate parking facilities. In light of this we feel that the current parking facilities should be reviewed and the necessary arrangements should be made to ensure that visiting vehicles do not spill over onto the surrounding streets and grass verges, thus causing verge damage and a nuisance to our residents.

6.3 Sport England: No objections

6.4 Highways: No implications

6.5 Traffic: No comments received, but no implications identified.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Policy Guidance
PPG2 Green Belts

Local Plan

The following Local Plan policies apply:
OSC2 (Protection of School Playing Fields)
CG6 (Development in the Green Belt)

Planning Policy Guidance Note 2 Green Belts

7.2 PPG2 requires that where , development is inappropriate development in the Green Belt such development can only be justified where very special circumstances exist which would outweigh the harm caused by such inappropriate development.

7.3 Whilst Wexham School is located within the Green Belt, the existing school buildings including those being proposed in the application reference S/00413/012, are concentrated within the southern section of the site, with the school playing fields to the north being retained in their current open form. The proposal to relocate part of the existing modular building to the north abutting the artificial sports pitch, is essential to allow land to be freed up within the main part of the school for construction of a new sports hall. The building will not be a permanent feature within the landscape, but is to be removed following completion of the replacement facilities. Effectively, this planning permission would constitute an enabling permission allowing the school to improve. There would be wider community benefits for the local community through community use of the sporting facilities. The siting of the building, which is only single storey, close to the existing built form will ensure that any visual impact on the wider green belt is minimised. To ensure that there is no long term impact on the openness of the Green Belt, it is being recommended that a limited period permission be granted, for a period not exceeding 5 years.

Policy OSC2 Protection of School Playing Fields)

7.4 Sport England has raised no objections to the proposals, accepting the wider sporting benefits of the development and the benefits to the wider community which are to be secured through an enhanced community use agreement.

CG6 (Development in the Green Belt)

7.5 Although the relocated building will impact on the openness of the Green Belt land to the north of the artificial sports pitch, which comprises the school's wider playing fields, it is proposed that the relocated building be granted only a limited period planning permission. This will necessitate the building be removed from the site following expiry of the limited period permission and the land be restored to its original condition.

7.6 Given that the building will impact on the openness of the wider Green Belt, this application is being treated as a departure from the Adopted Local Plan. As such it will be necessary to refer the application to the Government Office for the South East under departure procedures.

PART C: RECOMMENDATION

8.0 **Recommendation**

8.1 Delegate to the Head of Planning and Strategic Policy for a limited period permission subject to the Secretary of State not calling in the application under departure procedures.

9.0

PART D: LIST OF CONDITION(S)

Condition(s)

1. This permission is granted for a limited period of 5 years which will expire on dd/mm/yy, or for a lesser period in the event that replacement permanent accommodation has been provided on site. At the expiration of this period or during a shorter timescale if the accommodation becomes surplus to requirements, the building/structure (s) shall be removed from the land, unless prior permission has been given by the Local Planning Authority for its retention. The land shall be restored to its former condition in accordance with details to be submitted to The Local Planning Authority no later than 1 calendar month prior to the expiry of the permission for approval in writing. These works shall be carried out within one month of the removal of the building / structure (s) or the Local Planning Authorities written approval of the restoration details which ever is the later.

REASON As the building is constructed of materials with limited life the Local Planning Authority is not prepared to give a permanent permission in accordance with Policy EN1 of The Local Plan for Slough 2004.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. (12) 10, Dated 26 Jan 2007, Recd On 31/01/2007
- (b) Drawing No. (10) 10, Dated 29 Jan 2007, Recd On 31/01/2007
- (c) Drawing No. (20) 10, Dated 25 Jan 2007, Recd On 31/01/2007
- (d) Drawing No. (20) 10, Dated 25 Jan 2007, Recd On 31/01/2007
- (e) Drawing No. (22) 11, Dated 25 Jan 2007, Recd On 31/01/2007
- (f) Drawing No. (22) 10, Dated 25 Jan 2007, Recd On 31/01/2007
- (g) Drawing No. (30) 10, Dated 29 Jan 2007, Recd On 31/01/2007
- (h) Drawing No. (31) 10, Dated 25 Jan 2007, Recd On 31/01/2007
- (i) Drawing No. (31) A 10, Dated 25 Jan 2007, Recd On 31/01/2007

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.

3. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

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

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Local Plan for Slough 2004.

7. The relocated modular building shall be used only in accordance with the schedule of accommodation as set out on deposited plan no. (22) 10 as hereby approved and for no other purposes without first obtaining in writing the approval of the Local Planning Authority.

REASON To ensure that the building is used in accordance with the permission given.

Informative(s)

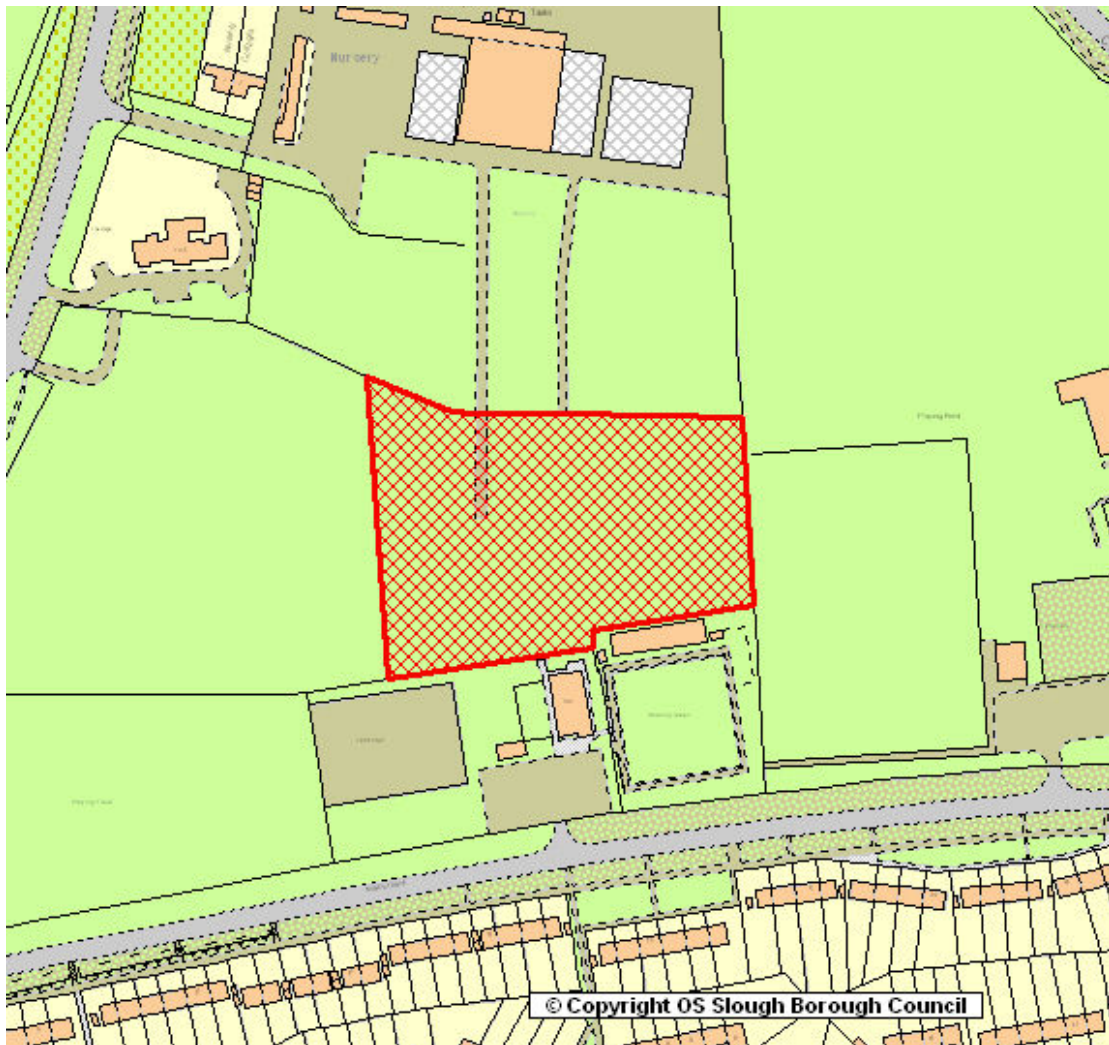
1. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- OSC2 and CG6.

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.

Item No	8	Applic. No	P/09013/002
Registration Date	01-Mar-2007	Ward	Wexham Lea
Ref:	Mr. Albertini	Applic Type:	Major
		13 week date:	31st May 2007
Applicant	Care UK Community Partnerships		
Agent	Lang Daniels Paterson Limited 10, WISETON ROAD, LONDON, SW17 7EE		
Location	Land off Wexham Road, South Of Wexham Nursery, Wexham Road, Slough, Berkshire, SL2		
Proposal	120 PLACE NURSING HOME IN A THREE STOREY BUILDING AND ASSOCIATED CAR PARKING AND LANDSCAPING.		

Recommendation: Delegate to HPSP



P/09013/002

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Delegate to Head of Planning and Strategic Policy

1.2 Having considered the relevant Policies below, the development is considered to not have an adverse effect on sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The development comprises a 3 storey building comprising three wings radiating out from an entrance core. The building will be located in the centre of the site. The scheme is intended for frail elderly people who are dependent upon assistance of some sort. Residents will have their own rooms and share, within groups, common sitting areas. Dining facilities are communal.

2.2 Access is from Wexham Road and shared with that approved as part of the extra care home scheme at February Committee. 30 car parking spaces are proposed at the front of the building and landscaped gardens around the site.

2.3 This development has been initiated by the Council as part of its strategy for re-provision of its own registered residential care homes.

2.4 The wings of the building will have a pitched roof and the entrance and core area a distinctive circular mono pitch canopy roof. Materials will be brick and tile with some render. The canopy roof will be standing seam zinc. Sustainable design features to be considered include a ground source heat pump, rain water harvesting, high levels of building insulation.

2.5 Supporting information submitted includes design and access statement. The transport assessment; drainage, ecological survey, and ground investigation reports of the previous extra care home application supports this application but further information specific to this building has been requested re drainage and transport.

3.0 **Application Site**

3.1 This 1 hectare site is part of a larger open site of rough grass and scrub with substantial boundary hedges and some trees mainly near the boundaries. The ground level rises up from Wexham Road but flattens out across the site. The site was used as a small landfill many years ago. The site is used for dog walking.

3.2 To the south is Wexham Court Parish community building and bowling green. To the west is open land proposed for the approved three storey extra care home with open space beyond. To the north is open land that is part of the Council's Nursery site. To the east is Wexham Secondary School. The latter is Green Belt. The Hospital is two thirds of a kilometre away.

4.0 **Site History**

4.1 No relevant applications for site. Extra Care Home approved February 2007 adjacent to the west.
Site identified for residential development in the Local Plan.
Request to register the land as a Village Green turned down.

5.0 **Neighbour Notification**

5.1 Wexham Lodge
Norway Drive 30-76
Parish Hall
Wexham Rd; SBC Nursery
Wexham Sec. School

5.2 No comments received.

6.0 **Consultation**

6.1 Traffic

Bus stop and shelter; pedestrian crossing; Wexham Road right turn lane secured under an existing Sec. 106 agreement. Request contribution to highway network enhancements because of extra traffic generated by development.

6.2 Highways

Request minor alterations incorporated in revised drawing.

6.3 Environmental Protection Request standard soil quality conditions. No fundamental constraint to development provided foundations designed to protect against build up of methane. This is a Building Control matter.

6.4 Environment Agency: Response awaited; no fundamental problem expected as the Agency were happy with the recently approved adjacent development.

6.5 Thames Water: No comments received.

6.6 South Bucks District Council

Comments awaited; Objection raised to adjacent extra care home scheme.

6.7 Bucks County Council. No objection.

6.8 Wexham Court Parish Council
Comments awaited.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The site is allocated for residential development; Proposal Site 11. The scheme accords broadly with policy H22 (Elderly persons, nursing and care homes)

8.0 Scale of development and relationship to surroundings

8.1 The building is quite bulky, high and extensive for a site next to the green belt. The affect of development upon the setting of green belt land should be considered under Government planning guidance. However the distance between the building and site boundaries plus existing and proposed landscaping means that the scheme is acceptable. Furthermore the area of green belt closest to the site contains a variety of school buildings.

8.2 The building will be clearly visible from Norway Drive houses and the Norway Drive open space and community hall etc. but it will not affect residential amenity or use of the bowling green. One wing of the building is relatively close to the community hall such that noisy events may be heard by future residents. However a condition will be attached to ensure glazing is sufficient to keep internal noise levels to reasonable levels. The hall is not known to be a venue used for late night events. There is an existing hedge alongside the Parish grounds.

9.0 Traffic and Highways

9.1 The site is on a reasonably frequent bus route to town centre, hospital and local shops which are 1.2 km away. The Council propose a cycleway alongside Wexham Road. The site is reasonable sustainable bearing in mind few residents are unlikely to be particularly mobile. The home includes a hairdressing salon and cinema.

9.2 However traffic generated by staff will add to existing traffic flows compared to now. Consequently a contribution to transport improvements, including the Wexham Rd cycleway, is requested.

9.3 The level car parking is adequate.

10.0 **Environment Matters**

10.1 The former use of the site as a landfill will not prevent development taking place but by condition any contamination found can be dealt with. Foundations will need to be designed to prevent any possibility of the build up of methane gas.

10.2 Significant trees on the site can be retained.

10.3 The ecology study indicates that the site does not appear to be of high intrinsic ecological value. Loss of habitat can be mitigated by appropriate new planting around the building. The ecological survey indicates that if any protected species are found as a result of Spring time surveys some mitigation measures may be needed. This can be covered by condition.

11.0 **Section 106 matters**

11.1 When the financial contribution to the Integrated Transport Strategy has been agreed it will be secured through an agreement.

As the applicant does not yet own the land the agreement will need to be agreed in draft by the applicant and the signing of it by the future purchaser secured by an undertaking from the Council as landowner. The necessary agreement and undertaking may have been secured by the date of the Committee meeting in which case the recommendation will change.

PART C: RECOMMENDATION

12.0 **Recommendation**

12.1 To agree the proposal and delegate a decision to the Head of Planning and Strategic Policy subject to the applicant agreeing or signing a planning obligation agreement to satisfactorily cover the items identified in Para 10.1 above and receipt of an undertaking by the Council referred to in Para. 10.2. If the planning obligation agreement is not signed nor agreed by the applicant prior to the 13 week target determination deadline the application be refused by the Head of Planning and Strategic Policy.

13.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

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

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

2. Approved plans

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

- (a) Drawing No. 0645/PP/001 D received 26th March 2007 Site Layout
- (b) Drawing No. 0645/PP/002 B received 26th March 2007 Roof/layout
- (c) Drawing No. 0645/PP/003 C ground floor
- (d) Drawing No. 0645/PP/004 C first floor
- (e) Drawing No. 0645/PP/005 C second
- (f) Drawing No. 0645/PP/006 B elevation
- (g) Drawing No. 0645/PP/007 B elevation
- (h) Drawing No. 0645/PP/008 B elevation
- (i) Drawing No. 0645/PP/009 A roof

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 Local Plan for Slough 2004.

3. Samples of materials

Details and 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 Policy EN1 of The Local Plan for Slough 2004.

4. Soil Contamination

Prior to the commencement of any works a detailed investigation of

the site shall be undertaken to assess and manage any land contamination. The assessment shall be submitted to, and approved in writing by the Local Planning Authority. This should include:

- i) A desk study containing a site history and an initial risk assessment. If this confirms there is the potential for contamination then a further site investigation shall be carried out which shall fully characterise the nature, extent and severity of any contamination.
- ii) If the site poses an unacceptable risk a remedial strategy is required detailing the specific remediation and mitigation measures necessary to ensure the protection for future occupants of the development. This should provide a contingency to deal with any previously unidentified contamination which, may be encountered during works.
- iii) The remediation scheme shall be implemented before the development is first occupied.
- iv) On completion of the remediation works the developer shall provide written confirmation that all works were completed in accordance with the agreed strategy.

REASON In the interests of the safety of the future occupiers of the development and comply with the provisions of Policy EN28 of The Local Plan For Slough 2004.

5. Archaeology

No development shall take place within the application area until the applicant has secured and implemented a phased programme of archaeological work, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Planning Authority.

REASON The site is within an area of archaeological potential, relating to prehistoric and medieval remains. An archaeological evaluation, to be followed by further work as appropriate, based on the evaluation results, is required to mitigate the impact of development and ensure preservation 'by record' of any surviving remains.

6. Internal access roads

Prior to first occupation of the development, the internal access roads footpath cycle storage and stands vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policies T3 and T8 of The Local Plan for Slough 2004.

7. New access

No development shall commence until construction details of the new means of access have been submitted to and have been approved in writing by the Local Planning Authority. The access shall be formed, laid out and completed to base course level prior to the start of construction of the building and completed in full prior to occupation of the development in accordance with the details approved.

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

8. Off Site Highway Works

Development within the application site shall not commence until off site highway works have been completed to base course level in accordance with a layout and construction details that shall have first been submitted to and been approved in writing by the local planning authority. The works shall be completed in full prior to the first occupation of the building.

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

9. Landscape Design

Development shall not commence until full details of hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority.

The details to be submitted shall include existing trees and hedges retained, highway sightlines, existing services and allowance for proposed services, planting plans, plant and tree sizes or numbers/densities where appropriate, species, cultivation specifications, tree, plant and grass establishment details and existing and finished ground levels.

The details shall include planting and works appropriate for encouraging wildlife to the site including bird nesting boxes.

The details shall include landscaping of areas excavated in connection with access road construction.

REASON To ensure the landscape proposals are clearly defined, appropriate and in the interest of the visual amenity of the development, the surrounding area and future residents.

10. Landscape Implementation

The landscaping works approved pursuant to Condition 9 (Landscape Design) shall be carried out as approved before the end of the next planting season following completion of the buildings within the development.

REASON To enhance the visual amenity of the development, the surrounding area and future residents.

11. Landscape Maintenance

Any trees or plants which within a period of 5 years from planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The area north of the access road shall be cleared of litter and rubbish prior to the occupation of the building.

REASON In the interest of the visual amenity of future residents, adjoining residents and the neighbouring areas.

12. Ecology

Prior to the commencement of construction of the building to carry out bat and reptile surveys; to submit the results of the surveys and any proposed mitigation works within one month of completion to the Local Planning Authority. The mitigation works shall be carried out prior to the occupation of the building.

REASON In the interest of sustainable development in particular limiting the affect of development upon wildlife.

13. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The boundary treatment shall be implemented as approved prior to the occupation of the building.

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

14. Surface Water Drainage

The construction of the surface water drainage system incorporating sustainable surface water control measures shall be carried out in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON To prevent the increased risk of flooding and prevent

pollution of the water environment.

15. Rainwater Harvesting

Prior to the occupation of the building a rain water storage system shall be installed in accordance with details that shall have first been approved in writing by the local planning authority.

REASON In the interest of sustainable development in particular reduction of fresh water consumption.

16. Tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Local Plan for Slough 2004.

17. Noise insulation

No development shall commence until details of sound insulation of bedrooms in the southern wing of the building hereby granted permission have been submitted to and approved by the Council and these approved details shall be implemented on site prior to first occupation of the development.

REASON To protect the occupiers of the flats from the external noise environment in the interests of residential amenity and in accordance with policy EN25 of The Local Plan for Slough 2004.

Informative(s)

1. Highway Matters

1. The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the unit/s.

2. No water metres 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.

3. The development must be so designed and constructed to ensure that

surface water from the development does not drain onto the highway or into the highway drainage system. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

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

5. If Wexham Road off site works have not already been secured prior to commencing building works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the works within the existing highway [construction of Wexham Road junction]. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

6. The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a section 38 agreement of the said act for its ultimate adoption.

7. The access road will be declared as 'Prospectively Maintainable Highway' under section 87 of the New Roads and Street Works Act 1991.

8. Existing trees and their roots on the highway verge must not be damaged. If any trees are damaged or lost they must be replaced with similar trees.

2. Ecology

As the site contains some wildlife habitat the developers is requested to minimise disturbance to areas not required for development and ensure sensitive areas such as the woodland area north of the access road are not used for construction storage and is kept fenced during the construction period.

3. Gas Protection Measures

To meet Building Regulations suitable gas protection measures will need to be installed under the building.

4. Reason for Approval

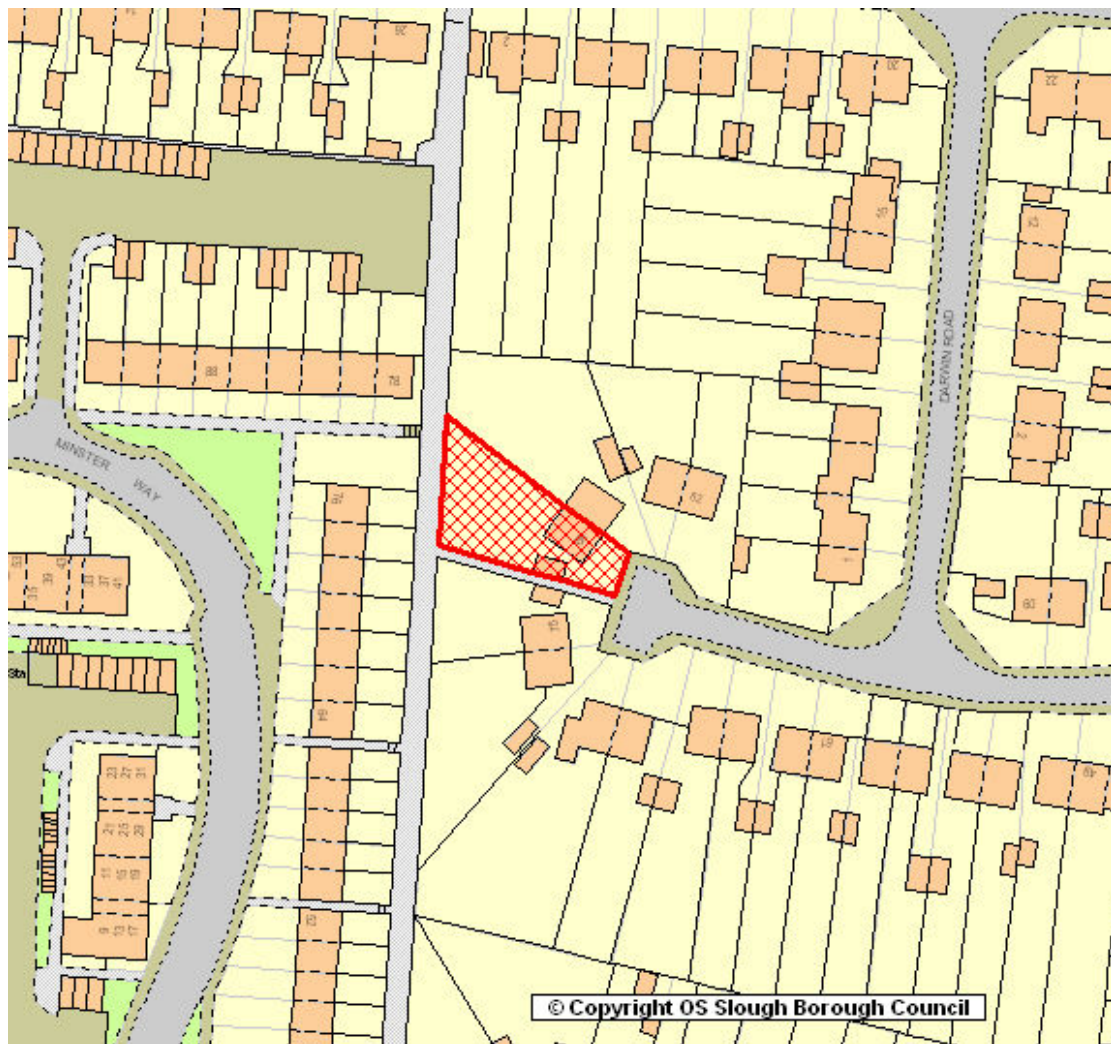
The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- H1, H2, H14, H22, EN1, EN3, EN4, EN17, EN20, EN28, EN30, EN32, CG5, T1, T3 and T8.

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.

Item No	9	Applic. No	P/09398/001
Registration Date	28-Feb-2007	Ward	Langley St. Marys
Ref:	M. Turner		
Applicant	Mr. Keith Ford		
Agent	Limeblue Innovations Limeblue Innovation Ltd, Post Office Buildings, Freestone Yard, Park Street, Colnbrook, SL3 0HT		
Location	68, Talbot Avenue, Slough, SL3 8DE		
Proposal	ERECTION OF A SINGLE STOREY REAR EXTENSION AND A FIRST FLOOR SIDE EXTENSION ABOVE AN EXISTING GARAGE.		

Recommendation: Approve subject to Conditions



P/09398/001

1.0 SUMMARY OF RECOMMENDATION

- 1.1 For the reasons outlined in this report it is not considered that the proposed development would detract from the visual amenity of the locality, or the residential amenity of adjoining occupiers. Amenity space and parking provision have been made in accordance with local plan standards. The proposal is considered to comply with Policies EN1, EN2, H14 & H15 of the Adopted Local Plan and the Guidelines for Residential Extensions. Accordingly it is recommended for approval, subject to conditions.
- 1.2 Normally, under the constitution this application would be dealt with under the powers of delegation. However, this application has been made on behalf of a member of staff of Slough Borough Council who, by the nature of his position, has regular dealings with the Development Control Division.

SUSTAINABILITY

- 1..3 Having considered the relevant policies below, the development is considered to be sustainable and would not have an adverse affect on the environment for the reasons set out below.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal is a full planning application for the erection of a single storey rear extension and a first floor side extension above an existing and retained garage. The proposal will provide an extension to the existing kitchen at ground floor level and a further bedroom with en-suite bathroom at first floor level.
- 2.2 The proposed rear extension will measure 3.5 metres in depth and 4.7 metres in width and will project 1.1 metres further into the rear amenity area than the existing rear conservatory.
- 2.3 The proposed first floor extension will measure 7.2 metres in depth and 3.6 metres in width. The first floor extension is set back from the front elevation of the existing property by 1.5 metres.
- 2.4 1 parking space is provided by the existing garage attached to the side of the property which is to be retained. Two parking spaces are provided to the front of the property which has been hard surfaced.

3.0 **Application Site**

3.1 The application site consists of a semi-detached house at the Western end of Talbot Avenue. The proposal site sits within the turning circle at the end of this residential street.

3.2 A public footpath connecting Langley Road with Alderbury Road West runs along the Western boundary of the proposal site.

3.3 A second public footpath connects Talbot Avenue with the public footpath described in 3.2.

4.0 **Site History**

4.1 No. 68 has benefited previously from a single storey front and side extension.

P/09398/000: Demolition of existing garage and erection of single storey side and front extension – Approved with conditions – 26 May 1993

5.0 **Neighbour Notification**

5.1 66 and 75 Talbot Road
74, 76, 78, 80 Minster Way

No objections received. Late objections will be reported to Committee.

PART B: PLANNING APPRAISAL

6.0 **Policy Background**

6.1 Summary of main policy areas

Consideration of planning issues:

Policy EN1 (Standard of Design)

Policy EN2 (Extensions)

Policy H14 (Amenity Space)

Policy H15 (Residential Extensions)

7.0 **Design**

7.1 The property already benefits from a garage (see Planning History 5.1) which is attached to the house. The flank elevation of the garage is built along the boundary of the site which is angled towards the flank elevation of the dwelling house. This creates a slightly awkward building line.

7.2 The proposed first floor side extension's flank elevation will be parallel to the dwelling house's existing first floor flank elevation. It is considered that this relationship is the preferable option in terms of design with the awkward association between the garage's flank wall being minimised

8.0 **Amenity Space**

8.1 The existing rear amenity area is approximately 70 square metres. The proposal would have the effect of reducing the irregularly shaped amenity area to 53 square metres. The garden ranges from 9 metres to 5.5 metres in depth.

8.2 The amount and shape of amenity area falls within Slough Borough Council's approved guidelines.

9.0 **Impact on Neighbours and Street scene**

9.1 The proposal is not considered to result in any loss of outlook for the occupiers of the adjoining properties at 66 and 75 Talbot Avenue.

9.2 **Impact on 66 Talbot Avenue**

The proposed two storey side extension will be attached to the South Western elevation of the existing house and will have no bearing on 66 Talbot Avenue (the property attached to the proposal site).

The proposed rear extension will project 1.1metres further into the rear amenity area than the existing conservatory. The proposed rear extension is 8 metres away from 66 Talbot Avenue and would have no impact on the residents of this property.

9.3 **Impact on 75 Talbot Avenue**

75 Talbot Avenue is separated from the proposal site by public footpath identified in 3.3.

A single storey garage structure exists on the northern side of 75 Talbot Avenue's curtilage. The residential property is therefore set in from the Northern Boundary by approximately 5 metres. When taking into account the public footpath 75 Talbot Avenue can be considered to be approximately 7 metres away from the proposed two storey side extension.

No windows have been proposed in the flank elevation of the proposed extension which faces 75 Talbot Avenue. There will be no impact on the privacy of occupiers of 75 Talbot Avenue.

9.4 Loss of Light

The proposal will not result in any significant overshadowing or loss of light to either neighbouring property.

9.5 Impact on Street Scene

The proposal site sits on the turning circle at the end of Talbot Avenue. The property is relatively prominent at the Western end of the Avenue. The proposed development would have the effect of closing the gap between 68 and 75 Talbot Avenue. However this effect would be mitigated by the fact that the proposal site sits at an angle to the public highway in Talbot Avenue itself. Figure 1 below is illustrative of the property's (arrowed) setting within the Avenue.

The visual impact of the proposed development is minimal and would not detract from the overall street scene.

10.0 Highways

10.1 The existing parking layout on the site provides three off street parking spaces. This includes the garage, which provides one space and is to be retained.

10.2 The proposal will create a four bedroom dwelling house. This includes a first floor study which has been counted as a further bedroom for the purpose of calculating parking requirement.

10.3 The existing three off street parking spaces is inline with Slough Borough Council's Guidelines for Parking Provision. It is not considered that the proposal will result in increased competition for parking and conditions prejudicial to the free flow of traffic and highway safety in the vicinity of the site.

11.0 Summary

11.1 For the reasons outlined above it is not considered that the proposed development would detract from the visual amenity of the locality, the residential amenity of adjoining occupiers whilst amenity space and parking provision complies with local plan standards. The proposal is considered to comply with Policies EN1, EN2, H14 & H15 of the Adopted Local Plan and the Guidelines for Residential Extensions and is recommended for approval, subject to conditions.

PART C: RECOMMENDATION

12.0 Recommendation

12.1 Approve

12.2 If the Planning Committee agree with the above recommendation

then in the event of the application receiving planning permission the following informative must form part of the decision notice:

The decision to grant planning permission has been taken having regard to the policies and proposals in the Adopted Local Plan for Slough: 2004 and to all relevant material considerations, including Supplementary Guidance:

Policy EN1 (Standard of Design)

Policy EN2 (Extensions)

Policy H14 (Amenity Space)

Policy H15 (Residential Extensions)

13.0

PART D: LIST OF CONDITION(S)

Condition(s)

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 unless otherwise agreed in writing by the Local Planning Authority.

(a) Drawing No. A1 rpf263a.dwg, Dated 30.01.07, Recd On 28/02/2007

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.

3. The garage(s) hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the dwelling-house on the site and shall not be used for any trade or business purposes; nor adapted as habitable room(s) without the prior permission in writing from the Local Planning Authority.

REASON To ensure that adequate off-street parking provision is available at all times to serve the development and to protect the amenities of the area.

4. All new external work shall be carried out in materials that match the colour, texture and design of the existing building on the date of this planning permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality.

5. No window other than hereby approved, shall be formed in the elevation of the development that faces 75 Talbot Avenue, Slough without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties.

Informative(s)

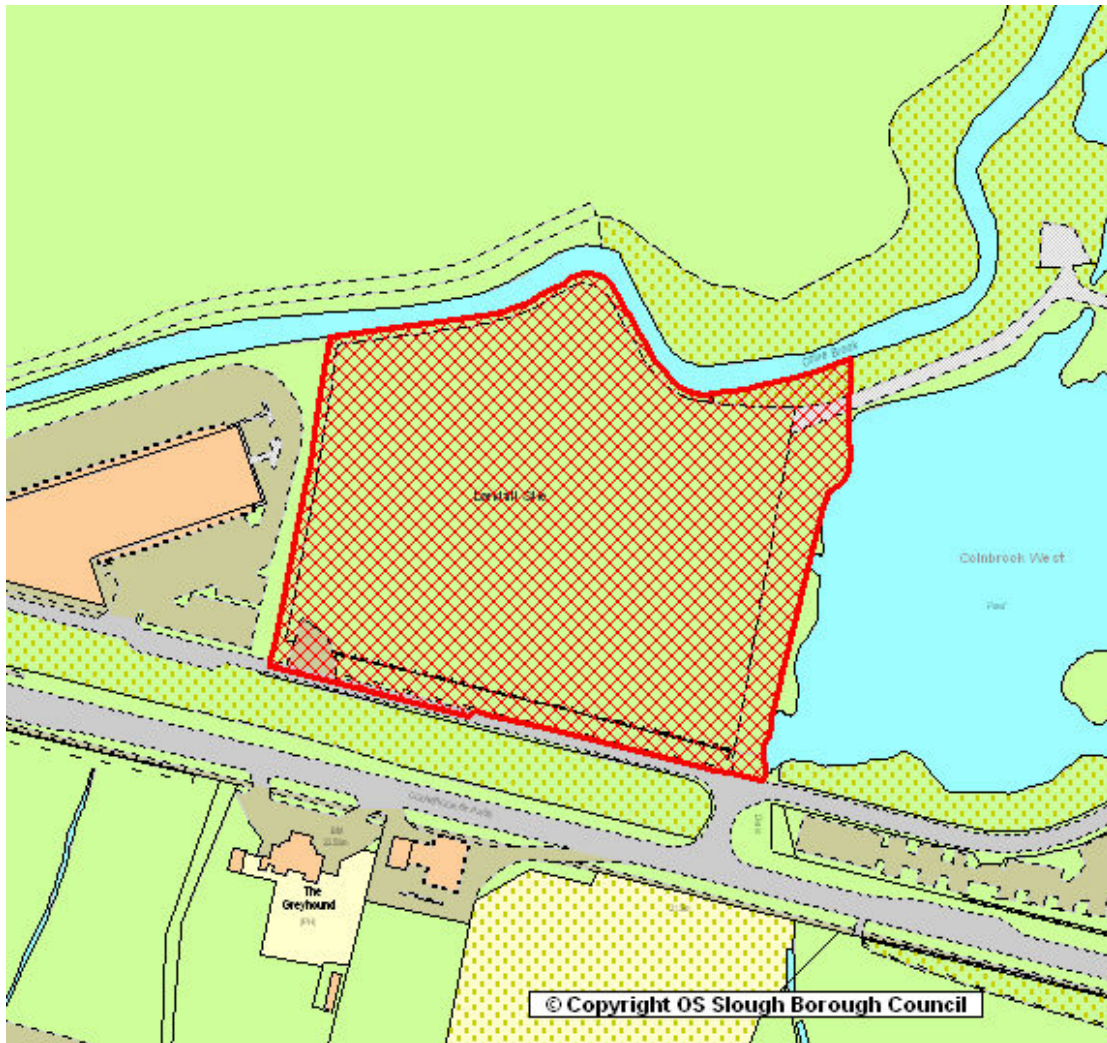
1. The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN2, H14 and H15.

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.

Item No	10	Applic. No	P/09982/009
Registration Date	12-Feb-2007	Ward	Colnbrook-with-Poyle
Ref:	Mrs. Wallis		
Applicant	Richard Skehens-Managing Director, Grundon Waste Management		
Agent			
Location	Materials Recycling Facility, Tanhouse Farm (Area 22), Lakeside Road, Colnbrook, Berkshire		
Proposal	VARIATION OF CONDITION 19 OF P/09982/007 (PERMANENT RETENTION OF MRF) SO AS TO PERMIT THE RETENTION OF THE THREE PORTACABINS UNTIL 30TH SEPTEMBER 2008.		

Recommendation: Approve Limited Period Permission



P/09982/009

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant Policy, it is recommended that the application be approved with conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The application is submitted for the variation of Condition 19 of P/9982/7 imposed on the permission for the permanent retention of the recycling facility granted in April 2006. (The application was considered by Committee in July of 2004 but it took considerable time for 106 agreement to be agreed.) Condition 19 requires the three portacabins to be removed within 6 months of the date of the permission; permission is now being sought to retain the portacabins on site until 30th September 2008.

- 2.2 There is a short supporting statement accompanying the application. Two portacabins are stacked whilst the third is set at right angles. The total floor space of the three units is 120 m2. The portacabins are located by the weighbridge and are used as a traffic office.

- 2.3 As part of the MRF application, permission was granted for just over 300m2 of offices above the workshop. The first floor has, in accordance with the approved plans, been constructed and fitted out as a canteen and facilities for the MRF operatives, plus the office for the MRF operations.

The second floor which was permitted for offices and meeting rooms (300m2) has not been fitted out. It had originally been intended that this area would be occupied by the MRF sales and accounting staff currently located in the main office building on the EfW site, and the traffic section currently located in the portacabins. However, use of this space is being re-considered due to a number of constraints.

- 2.4 More importantly, Grundon have found that locating the office at the weigh-bridge enables traffic staff to keep track of vehicles entering and leaving the site; it is also more conveniently located for drivers to access the office where they need to report at the beginning and end of their shift.

- 2.5 Therefore Grundon is seeking to retain the portacabins in the current location until the end of September 2008. By that time, the 35 portacabins, which are occupied by the contractors constructing the EfW and located on the eastern half of the Tanhouse 22 site,

will be removed following the handover of the EfW the bthe Traffic Section to determine the best permanent location for their offices to ensure they are able to maintain optimum control and communication with the drivers. An application for the permanent retention of the portacabins will be submitted in late summer, 2008.

2.6 This is classified as a major application as it relates to waste development.

3.0 **Application Site**

3.1 The recycling facility lies to the north of the A4 Colnbrook Bypass, off the service road which runs parallel to the A4, separated by an almost 25 metre wide highway verge. To the west is a freight forwarders, to the east Colnbrook West Lake, and to the north the Colne Brook with open land beyond. On the south side of the Colnbrook Bypass are located Spearmint Rhino and Chequers Petrol Station.

3.2 There is a tree screen to the north, between the MRF and the Colne Brook. The vegetation in the wide highway verge to the south also screens the development from the Colnbrook Bypass.

3.3 The site is located within the Metropolitan Green Belt, the Strategic Gap, and the Colne Valley Park.

3.4 Access to the site is via the signalised junction of the Colnbrook Bypass and Lakeside Road, and then the service road.

3.5 The MRF building which also includes the workshops and offices, is located on the western end of the site. The access from the service road is located in the middle of the site, with the gatehouse, weighbridge, and the portacabins subject to this application located directly to the north. The eastern half of the site is being used as a temporary construction compound for the EfW; there are currently approximately 35 portacabins located on the site, of which 4 are double stacked.

4.0 **Site History**

4.1 P/9982/8: Variation of Condition 1 of P/9982/7 to amend the design of the covered bale storage area and variation of Condition 5 of P/9982/7 to extend the period of time by which the covered bale storage area is to be constructed, granted 13 December 2006

P/9982/7: Permanent retention of the recycling facility, vehicle workshops, external baled waste storage area, depot and ancillary facility. Temporary use of eastern part of site for a construction compound during construction of the EfW and then permanent permission for segregated waste bays. Granted July 2006

P/9982/004: Temporary five year planning permission for a construction compound and MRF (materials recovery facility) granted December 2001

Site included in application site for EfW facility as a temporary construction compound for five years with restoration to woodland (P/9858/005, granted June 2000; covered by condition 7)

SBD/800/82: Extraction of sand, gravel, and clay and subsequent infilling with commercial non-hazardous industrial waste and civic amenity waste, with final restoration of site to woodland by 1 January 1989. (Permitted October 1983)

5.0 **Neighbour Notification**

5.1 Hellmann International
Spearmint Rhino
Chequers Petrol Station

5.2 No comments have been received from occupiers of neighbouring properties.

6.0 **Consultation**

6.1 Colnbrook with Poyle Parish Council: No Objection (reported orally by the Parish Clerk)

6.2 Press Notice

The application is classified as major development and thus a public notice was placed in the Slough Observer.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 Local Plan for Slough: Policy CG6 (Development in the Green Belt)

8.0 **Policy Considerations**

Impact on the Green Belt

8.1 In the original application for the permanent retention of the MRF, the applicant had stated that the portacabins were required on site as a temporary measures, until such time as the offices within the workshop area of the MRF were completed. At that time, two of the portacabins would be removed, with the third retained on site. As no explanation or justification had been provided, the permission for the permanent retention of the materials recycling facility permitted the retention of the portacabins for six months following the date of permission and then required their removal.

8.2 The retention of the three portacabins until the end of September 2008 would not in themselves adversely affect the openness of the Green Belt. The application for the permanent retention of the MRF had established very special circumstances for the development in the Green Belt, and the Government Office did not call in the application. It is considered therefore that there are no Green Belt policy objection to the retention of the portacabins in the current position until the end of September 2008.

9.0 **Summary**

9.1 The proposed temporary retention of the portacabins would not increase the extent of visual intrusion over and above what is on the site now and thus would not cause any greater harm to the Green Belt. In any case, very special circumstances have been accepted which demonstrated the benefits of the MRF development outweighed the harm to the Green Belt.

PART C: RECOMMENDATION

10.0 **Recommendation**

10.1 The application is recommended for approval.

11.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. This permission is granted for a limited period which will expire on 30 September 2008. At the expiration of this period the building/structure (s) shall be removed from the land, unless prior permission has been given by the Local Planning Authority for their retention.

REASON To minimise the amount of built development in the Green Belt in accordance with Policy CG6 of the Local Plan for Slough and to enable the Local Planning Authority to review the situation in light of circumstances which may change.

Informative(s)

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:- CG6.

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.

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SLOUGH BOROUGH COUNCIL**REPORT TO:** Planning Committee**DATE:** 19th April 2007**CONTACT OFFICER:** HOWARD ALBERTINI, Special Projects Planner**(For all Enquiries)** (01753) 875855**WARD(S):** CIPPENHAM MEADOWS**PART I****FOR DECISION****CIPPENHAM; PLANNING PERMISSION FOR 300 DWELLINGS ETC. (P/8770/56)
CONDITION 3 - MASTER PLAN****1.0 Purpose of Report**

1.1 To seek approval of the master plan associated with a condition on a planning permission.

2.0 Recommendation(s)/Proposed Action

2.1 The Committee is requested to approve the master plan re Condition 3 of the planning permission ref P/08770/056

3.0 Key Priorities – Taking Pride in Slough and Making a Difference to Communities and our Environment**3.1 Priority 1 – Creating safe, environmentally friendly and sustainable neighbourhoods.**

The master plan sets principles for a sustainable development.

4.0 Other Implications**(a) Financial**

There are no financial implications of proposed action

(b) Human Rights Act and other Legal Implications

There are no implications for the Human Rights Act

5.0 Supporting Information

5.1 This proposal is not a planning application. This master plan has been submitted pursuant to a condition on the outline planning permission. This can be dealt with under delegated powers but as the master plan sets the principles for

subsequent phases of the development it is appropriate for the Planning Committee to decide.

- 5.2 The 300 dwelling outline scheme was agreed by the Council in May 2005 and approved by the Secretary of State in August 2006 after a public inquiry. The inquiry was the result of the Council agreeing to a proposal that was not in accordance with the Local Plan.
- 5.3 The development area will be within the area shown on the previous indicative master plan i.e. broadly in the middle of the site. The 300 homes approved will spread out from the edge of the existing housing south of Richards Way, Marcia Ct. and Palace Close. The area not allocated for either housing or public open space is identified on the plan. An indicative master plan layout is shown for this area to show how the approved development could be sensibly extended. However the existing Section 106 agreement requires this area to be landscaped but it will not be transferred to the Council. This area will be between the development area and the noise barrier and the playing fields.
- 5.4 The area of open space is in broad accordance with indicative plan associated with the planning permission. The public open space will be on the west and southern sides of the site with 5 playing fields on the west side and a planting strip along Richards Way. The playing fields will be further away from existing houses than the previously agreed Green Wedge scheme of 2003. Housing development will face much of the open space to provide a pleasant view and surveillance of public areas. Two play areas are shown incorporating space for buffer areas between equipment and nearby houses.
- 5.5 The layout takes the form of traditional linked streets with most homes alongside the street with some parking on street and 'home zone' style layouts for the less busy streets. Home zones incorporate traffic calming and parking in a less regimented way than normal highway design. They create better looking streets and provide safer places for children when on the street.
- 5.6 The plan includes a hierarchy of streets from the distributor road (that can take buses); intermediate streets and home zones. Each will look different in terms of street scene and height or spacing of buildings alongside. This creates identity and character.
- 5.7 All roads will have some form of traffic calming. Many will have street trees. Materials and street furniture will be carefully specified to enhance the street scene compared to past schemes.
- 5.8 Parking will be accommodated by a combination of integral garages; spaces behind the frontage and limited rear courtyards plus some kerb side.
- 5.9 The key road access will be as approved at the outline stage i.e. Little Chapels Way with a link through to Eltham Ave. Pedestrian and cycle links to Asda and Cobham Close (to serve the school/shop/community centre) with a secondary path to Richards Way. Other paths will link to the open space.
- 5.10 The site for the surgery will be in the centre of the site. A key feature is a corridor running through the site on the expected desire line to Asda and towards the

existing neighbourhood centre/school. The streets on this corridor will be designed for pedestrian and cyclist priority.

- 5.11 The following neighbours have been notified alongside the application for 76 dwellings on phase one reported elsewhere in the agenda.

Richards Way 30-36 incl., 35-67, 66, 68,
Palace Close 15a-15d; 17a-17c, 10, 12, 14
Marcia Ct. 1-6 incl.
Cobham Close 1-20 incl.,
1-6 Spencer Villas Richards Way
Eltham Ave. 62-70 ev. 113 115
Philbye Mews 6-16

- 5.12 One comment received re an existing gravel path next to proposed playing field and adjacent fence of houses; concern about overlooking. This path was approved as part of the existing green wedge scheme and is repeated on the master plan. How the path has been constructed will be investigated in connection with existing approved plans.
- 5.13 Traffic- No comments received.
- 5.14 Highways_Comments incorporated in revised scheme; any further comments regarding the revised scheme will be addressed prior to the Committee meeting.

6.0 **Appraisal**

- 6.1 The master plan establishes key principles which avoids having to negotiate design matters at each submission of reserved matters. It also ensures principles are not abandoned should another developer become involved.
- 6.2 The master plan ties in with the access and land use discussed at the outline stage. It satisfactorily identifies key features of the layout and form of development in particular character, public spaces, speed reduction and ease of movement through the site.
- 6.3 It incorporates current thinking associated with improving the appearance of and circulation within housing areas compared with typical layouts of the recent past.

7.0 **Conclusion**

- 7.1 See paras. 7.1 to 7.3

8.0 **Recommendation**

- 8.1 It is recommended that the master plan be approved.

9.0 **Background Papers**

- 9.1 Planning Submission Master Plan (revised) March 2007
Planning Permission P/08770/56

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SLOUGH BOROUGH COUNCIL**REPORT TO:** PLANNING COMMITTEE**DATE:** 19th April 2007**PART 1****FOR INFORMATION****Planning Appeal Decisions**

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

CONTACT OFFICER: Katy Wallis
Senior Planning Officer
Tel: 01753 875836

WARD(S) **ALL**

Application Ref	Appeal	<u>Decision</u>
P/10033/14 Public Inquiry	<p>Colnbrook Landfill Site, Sutton Lane, Colnbrook</p> <p>At the November 2005 committee, members refused the application for the installation and operation of a contaminated soil treatment facility (STF) and associated infrastructure on Cell 12 of the landfill site. The reason for refusal was:</p> <p style="padding-left: 40px;">'On the basis of the precautionary principle due to insufficient information from the Primary Care Trust and Thames Water with regard to the potential impact on residents' health'</p> <p>The Inspector accepted that the reason for refusal should have referred to the Environment Agency and not Thames Water as the concerns related to surface and groundwater matters.</p> <p>In his decision, the Inspector stated that before invoking the name of the Environment Agency or the PCT in the reason for refusal, the Council should have returned to these bodies for clarification/further consultation.</p> <p>The Council's case had focussed on the lack of</p>	<p><u>Appeal Allowed</u></p> <p>Full Costs Awarded</p>

information in the Environmental Statement, given the fact that Thames Water (and the Environment Agency) had not objected and the PCT had not responded. *(The latter responded in May stating they had no objection.)*

Had the Council believed there was a lack of information in the ES, the Inspector believed it should have requested further information under regulation 19 of the EIA Regulations. As it hadn't formally done so, he considered the Council failed to substantiate its case.

The main issue was whether there would be adverse effects upon air and water quality as a result of the proposal such as to impact upon the health and living conditions of persons living nearby. The Inspector was satisfied that the drainage and water implications could have been controlled adequately by condition. As for health and air quality, consideration of these falls to the Environment Agency through the PPC Permit. With respect to dust and other amenity and land use considerations, he was satisfied that the impacts could be controlled by appropriate conditions. In overall policy terms, he stated that there was no objection to the principle of the development and in fact, bio-remediation of contaminated soils is favoured by a raft of policies and guidance as it moves waste management up the waste hierarchy.

The Inspector accepted the list of conditions agreed by both Biffa and the Council. He also accepted the condition proposed by the Council relating to dust monitoring and suppression. However, with respect to PM10s and 2.5s, he stated that there was no need to monitor PM2.5s as it is not a current requirement. As for PM10s, he didn't consider it practical to distinguish between PM10s emanating from the STF as opposed to the landfill site itself, and especially when the STF was a temporary facility only. He also did not accept conditions relating to odour and bio-aerosols as these duplicated obligations contained within the PPC Permit.

Cost Application

The Inspector considered that the Council was unreasonable in maintaining its opposition to the appeal proposal on health grounds considering that it did not challenge the views of the PCR or the Environment Agency and furthermore, did not serve a Regulation 19 Notice to request further information.

He therefore concluded that Council behaved unreasonably in pursuing its reason for refusal and the Appellants incurred unnecessary additional expense in preparing for and attending the Inquiry to oppose the reason for refusal and thus a full award of costs is justified.

CONTACT OFFICER: Reena Sharma
 Planning Officer (West)
 Tel: 01753 875835

WARD(S) **ALL**

Application Ref	Appeal	<u>Decision</u>
P/12743/001 Hearing	81 Northern Road, Slough, Berkshire The enforcement appeal relates to the retention of an outbuilding/garden store to the rear of property. The inspector concluded that the outbuilding does not comply with the development plan and material considerations are not of sufficient weight to overcome this conflict. Accordingly it fails to comply with Policies H15, H16, H14, and EN1 of the Local Plan.	The application fails and no award of costs is made.

CONTACT OFFICER: Reena Sharma
 Planning Officer (West)
 Tel: 01753 875835

WARD(S) **ALL**

Application Ref	Appeal	<u>Decision</u>
P/06408/004 Written representations	2 Cotswold Close, Chalvey, Slough, Berkshire. The appeal relates to the retention to the retention of a new dwelling (retrospective). The Inspector allowed the appeal and grant planning permission for a new dwelling adjacent to 2 Cotswold Close, Chalvey, Slough, Berkshire, in accordance with the terms of the application subject to conditions. The Inspector concluded that the proposal would not cause any additional harm to the street scene and would comply with Policies EN1, EN2 and H13 of the Adopted Slough Local Plan 2004, these policies aiming to ensure a high standard of design that respects the character and appearance of the area.	<u>Appeal Allowed</u>

CONTACT OFFICER: Reena Sharma
 Planning Officer (West)
 Tel: 01753 875835

WARD(S) **ALL**

Application Ref	Appeal	<u>Decision</u>
<p>P/13378/001</p> <p>Written representations</p>	<p>20 Oldway Lane, Cippenham, Slough, Berkshire.</p> <p>The enforcement appeal relates to the retention of a front single storey extension, a front canopy extension and a front porch.</p> <p>The Inspector concluded that the proposal is not compatible with either the street scene or the design and proportions of the original dwelling and therefore conflicts with Policies H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004.</p>	<p>The appeal is dismissed and the enforcement notice upheld.</p>

ENFORCEMENT NOTICES, BREACH OF CONDITION NOTICES, SECTION 215 NOTICES

ONGOING TO DATE (19.4.07)

PART 1

Planning Reference and Officer	Legal Reference and Officer	Address And Activity	Details of actions Planning prefaced (P) Legal prefaced (L)
2006/00424 MT		53, Chalvey Road East, Slough Change of use – single dwelling house to two flats	(P) Legal instructed and Land Charges Informed 30/3/07.
2006/00097 DM		21a Park Street, Slough change of use residential to beauty saloon	(P) Legal instructed and Land Charges Informed 28/3/07.
2006/00098 DM		21a Park Street, Slough Installation of rollershutters	(P) Legal instructed and Land Charges Informed 28/3/07.
2006/00382 BL		Land Adj. 100 Waterbeach Road Unauthorised erection of Building containing residential Flats.	(P) Legal instructed and Land Charges Informed 27 March 2007.
2007/00053 BL	SQ	10 Upton Park Unauthorised use. Vehicular Repair.	(P) Legal Instructed 26/02/07. Stop and Enforcement Action (P) Stop Notice and Enforcement Notice served 01/03/07. Land Charges informed by SQ. (P) SQ instructed BL to meet with owner on site.
2007/00048 DM	JRB	397, Bath Road Unauthorised use for the sale of cars	(P) Legal instructed and Land Charges informed 27/02/07 (P) Legal acknowledged instructions 14/3/07
2007/00049 DM	JRB	359-365, Bath Road Unauthorised use for the sale of cars	(P) Legal instructed and Land Charges informed 27/02/07 (P) Legal acknowledged instructions 14/3/07
2007/00050 DM	JRB	336-344, Bath Road Unauthorised use for the sale of cars	(P) Legal instructed and Land Charges informed 27/02/07 (P) Legal acknowledged instructions 14/3/07
2007/00051 DM	JRB	353-357, Bath Road Unauthorised use for the sale of cars	(P) Legal instructed and Land Charges informed 27/02/07 (P) Legal acknowledged instructions 14/3/07
2006/00251 DM	JRB	103 Quinbrookes, Slough. Change of Use house to HMO	(P) Legal instructed and Land Charges informed 19/02/07 (P) Legal acknowledged instructions 6/3/07 (P) Series of memos with legal resulting in a request that an enforcement notice is issued only in relation to ceassation of the property as a House in Multiple Occupation.
2005/00446 BL	JRB	190 Stoke Poges Lane Enforcement notice for breach of Planning condition	(P) legal Instructed and Land charges Informed 15 February 2007 (P) Legal acknowledged instructions 14/3/07
2007/00010 BL	SQ	67 Mirador Road Slough Sec 215 amenity notice rear Garden	(P) Legal Instructed and land Charges informed 6 February 2007 (P) Legal acknowledged instructions 6/3/07

2006/00435 BL	JRB	93 Quinbrookes Slough Unauthorised Rear Outbuilding	(P) Legal instructed and land charges informed 19/12/06 (L) 01/02/07 Legal requested instructions on how to remedy breach – Received on 05/02/07 (P) Requirements in draft notice did not have the “permitted development” option. copy memo resent to legal 12/03/07
2006/00126 DM	JRB	27 Stoke Road, Slough. Unauthorised rear extension	(P) Legal instructed and land charges informed 15/12/06. (L) Instructions not received by legal (P) Further set of instructions sent 21/3/07 (P) Legal acknowledged receipt of instructions 26/3/07
2006/00244 DM	JRB	27 Stoke Road, Slough. Unauthorised compressor at rear	(P) Legal instructed and land charges informed 15/12/06. (L) Notice drafted and sent for approval on 15/02/07 (P) Notice corrected and returned to legal 19/2/07 (P) Enforcement notice served 12/3/07, effective 16/4/07 compliance by 16/6/07.
2006/00064 DM	SQ	307/311 Colnbrook-by-Pass, Slough Change of Use storage of portable modular units	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00064a DM	SQ	307/311 Colnbrook-by-Pass, Slough Development portable modular units	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00082 DM	SQ	307/311 Colnbrook-by-Pass, Slough Development hardstanding	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00419 DM	SQ	307/311 Colnbrook-by-Pass, Slough Change of Use storage of a travelling caravan	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00417 DM	SQ	307/311 Colnbrook-by-Pass, Slough Development creation of a compound using double stacked shipping containers	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00416 DM	SQ	307/311 Colnbrook-by-Pass, Slough Development creation of a storage facility using double stacked shipping containers	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.

2006/00066 DM	SQ	307/311 Colnbrook-by-Pass, Slough Development fencing over 2 metres	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00082a DM	SQ	307/311 Colnbrook-by-Pass, Slough Development weighbridge	(P) Legal instructed and land charges informed 9/11/06. (P) Legal acknowledged instructions 16/11/06. (P) Memo from Steven Quayle with a series of related questions. (P) Memo responded to and meeting has taken place. A site visit followed and the results have been passed to SQ. (P) Plans of site supplied to SQ on 27/3/07.
2006/00178 MT	JRB	84 Severn Crescent, Slough Unauthorised erection of a structure in rear garden	(P) Legal instructed and land charges informed 2/11/06 (P) Legal acknowledged instructions 16/11/06. (P) Legal requested ownership details 5/12/06 which were provided the following day. (L) Service imminent – 21/02/07 (P) Memo re draft Notice – maps/photos enclosed – 15/3/7
2006/00178-1 MT	JRB	84 Severn Crescent, Slough Unauthorised erection of a wall in front garden	(P) Legal instructed and land charges informed 2/11/06 (P) Legal acknowledged instructions 16/11/06. (P) Legal requested ownership details 5/12/06 which were provided the following day. (L) Service imminent – 21/02/07 (P) Memo re draft Notice – maps/photos enclosed – 15/3/7
2006/00178-2 MT	JRB	84 Severn Crescent, Slough Unauthorised erection of a wall in rear garden	(P) Legal instructed and land charges informed 2/11/06 (P) Legal acknowledged instructions 16/11/06. (P) Legal requested ownership details 5/12/06 which were provided the following day. (L) Service imminent – 21/02/07 (P) Memo re draft Notice – maps/photos enclosed – 15/3/7
2006/00012 BL	JRB	28 Park Street Slough Change of use. Dwelling garden amenity area to part Public House beer garden	(P) Legal instructed and land charges informed 1/11/06 (P) Draft notice checked and returned to JB in Legal 23 November 2006 (L) Awaiting plans – chased up in Jan & Feb 07 (P) Plans forwarded to legal 21/3/07. (P) Appeal against refusal of planning permission submitted all further enforcement work on hold
2006/00011 BL	JRB	26 Park Street Slough Change of use. Dwelling garden amenity area to part Public House beer garden	(P) Legal instructed and land charges informed 1/11/06 (P) Draft notice checked and returned to JB in Legal 23 November 2006 (L) Awaiting plans – chased up in Jan & Feb 07 (P) Plans forwarded to legal 21/3/07. (P) Appeal against refusal of planning permission submitted all further enforcement work on hold
2006/00009 BL	JRB	24 Park Street Slough Change of use. Dwelling to Public House and Garden amenity area to beer garden	(P) Legal instructed and land charges informed 1/11/06 (L) Awaiting plans – chased up in Jan & Feb 07 (P) Plans forwarded to legal 21/3/07. (P) Appeal against refusal of planning permission submitted all further enforcement work on hold
2006/00269 BL	JRB	Land North West and South East of Mill Street Colnbrook Slough Section 215 Amenity Notice.	(P) Legal Instructed and Land Charges informed 4/10/06. (L) Awaiting site history from planning

2006/00430 BL	JRB	8 Middlegreen Road Slough Unauthorised Development Front Wall	(P) Legal Instructed and Charges Informed 17 October 2006 (P) Notified that John Bell dealing. 16 November 2006 (L) Sight line issue – waiting on planning (P) Plans forwarded to legal 19/3/07.
2006/00428 BL	JRB	6 Middlegreen Road Slough Unauthorised Development Front Wall	(P) Legal Instructed and land Charges informed 17/10/06 (P) Copy instructions emailed to DW 18/01/07 (P) Denise Alder given briefing on current position (L) Waiting to hear from planning 21/02/07 (P) Plans forwarded to legal 19/3/07.
2006/00392 MT		39 Farm Crescent, Slough Breach of Condition – garage used as a habitable room	(P) Legal instructed and land charges informed – 9/10/06 (P) Legal requested further plans 5/12/06 which were provided the following day. (L) Notice drafted – nearly ready to go out 21/02/07
2005/00364 MT		11 Maple Crescent, Slough Unauthorised development – porch and canopy	(P) Legal instructed and land charges informed – 6/10/06 (P) Legal requested further copies of plans and photographs 14/12/06. Supplied 15/12/06. (L) Notice drafted – nearly ready to go out 21/02/07
2005/00366 MT		18 Maple Crescent, Slough Unauthorised development – porch and canopy	(P) Legal instructed and land charges informed – 6/10/06 (P) Legal requested further instructions – resent – 22/11/06 (P) Legal requested further set of instructions sent 24/01/07
2006/00418 MT	JRB	20 Wexham Road, Slough Unauthorised erection of a rear garden wall	(P) Legal Instructed and land charges informed – 11/10/06 (P) Legal requested further instructions – resent – 22/11/06 (P) Legal requested further set of instructions sent 24/01/07 (L) Drafts sent to planning 15/02/07 (P) Draft corrected and returned 19/2/07. (P) Notice served 26/3/7, effective 30/4/7 for compliance by 30/7/7
2006/00256 MT	JRB	20 Wexham Road, Slough Unauthorised erection of a rear detached structure	(P) Legal Instructed and land charges informed – 11/10/06 (P) Legal requested further instructions – resent – 22/11/06 (P) Legal requested further set of instructions sent 24/01/07 (L) Drafts sent to planning 15/02/07 (P) Draft corrected and returned 19/2/07. (P) Notice served 26/3/7, effective 30/4/7 for compliance by 30/7/7
2004/00528/ BL		2 Portland Close Slough Breach of Planning Condition Garage to habitable	(P) Legal Instructed and land charges informed 26/9/06 (L) Further instructions requested from Planning – 16/01/07 (P) Memo to legal sent 5/3/07.
2002/00240 DM		Land adjacent to 12 Elbow Meadows, Colnbrook. Change of use of land to commercial	(P) Legal Instructed and land charges informed 19/9/06 (P) Legal acknowledged instructions 22/9/06. (L) Draft approved – service imminent 21/02/07
2006/00377 MT		46 Cockett Road, Slough Unauthorised erection of a single storey side and rear extension	(P) Legal instructed and land charges informed 19/9/06 (P) Legal acknowledged instructions 22/9/06. (P) Meeting with legal to discuss issues – 30/11/06 (P) Legal requested further copies of plans and photographs 14/12/06. Supplied 15/12/06. (P) Notice served 16/1/07, effective 20/2/07 for compliance 20/6/07. (P) Appeal lodged.

2006/00312 BL		36 Hetherington Close Unauthorised Erection of Front Canopy Extension	(P) Legal instructed and land charges informed 15/9/06 (P) Legal acknowledged instructions 22/9/06. (P) Draft notice received 6/10/06. Memo concerning same returned the same day (P) Notice served 16/1/07, effective 20/2/07 for compliance 20/5/07.
2006/0096 BL		38 Hetherington Close Unauthorised Erection of Front Canopy Extension	(P) Legal instructed and land charges informed 15/9/06 (P) Legal acknowledged instructions 22/9/06. (P) Draft notice received 6/10/06. Memo concerning same returned the same day (P) Notice served 16/1/07, effective 20/2/07 for compliance 20/5/07.
2006/00373 MT		68 Ragstone Road Unauthorised change of use – subdivision of residential property to flats and HMO	(P) Legal Instructed and land charges informed 12/9/06. (P) Memo from Steven Quayle requesting further information received 19/12/06. (P) Email sent to Steven Quayle 4/1/07 outlining the current position.
2006/00244 BL	JRB	8 Middlegreen Road Breach of Planning Condition materials matching.	(P) Legal Instructed and land charges informed 6/9/06. (P) Legal acknowledged instructions 11/9/06. (P) Allocated to John Bell. 11 September 2006. (P) Further plans forwarded to legal 21/3/07.
2006/00352-1 MT	SQ	203 Tamar Way Unauthorised change of use – creation of a separate planning unit	(P) Legal instructed and land charges informed – 30/8/06 (P) Legal acknowledged instructions 5/9/06. (P) BOC Notice Served – Compliance by 1 April 2007
2006/00352 MT	SQ	203 Tamar Way Unauthorised change of use – creation of a separate planning unit	(P) Legal instructed and land charges informed – 30/8/06 (P) Legal acknowledged instructions 5/9/06. (P) Enforcement Notice served 1 December 2006 – Compliance by 5 March 2007
2006/00185 MT	SQ	203 Tamar Way Unauthorised change of use – separate units of occupation	(P) Legal instructed and land charges informed – 30/8/06 (P) Legal acknowledged instructions 5/9/06. (P) Enforcement Notice served 1 December 2006 – Compliance by 5 March 2007
2006/00109 MT	SQ	203 Tamar Way Unauthorised development – extension to existing garage	(P) Legal instructed and land charges informed – 30/8/06 (P) Legal acknowledged instructions 5/9/06. (P) Enforcement Notice served 1 December 2006 – Compliance by 5 March 2007
2006/00283 MT	SQ /JAS T3/580	45 Elmshott Lane Unauthorised change of use – car sales	(P) Legal instructed and land charges informed – 23/8/06 (P) Legal acknowledged instructions 5/9/06. (P) Draft notice received 6/10/06. Memo concerning same returned the same day (P) Further maps sent to legal – 25/10/06 (P) Enforcement notice served 18/12/06 effective 24/1/07 for compliance by 24/2/07 (P) Incorrect site plan was issued – Notice to be withdrawn and served again – new plans sent to JB (P) Email to Steven Quayle 1/3/07 asking for matter to be expedited. (P) Notice served 26/3/07, effective 30/4/07 for compliance by 30/5/07
2006/00238 BL	JRB	149 Blumfield Crescent Unauthorised Front Outbuilding	(P) Legal Instructed and Land Charges Informed 20/6/06. (P) Legal acknowledged instructions 22/6/06. (P) Draft notice received 6/10/06. Memo concerning same returned the same day (P) Notice served 16/1/07, effective 20/2/07 for compliance 20/3/07. (P) Full compliance achieved 22 March 2007. Land charges and legal informed.

2006/00192 BL	AB T3/574	81, Northern Road Slough Unauthorised Erection of Single Storey Rear Outbuilding.	(P) Legal Instructed and Land Charges Informed 1/6/06 (L) Office copies applied for (L) With BT for engrossment. (P) Enforcement Notice served. Land Charges Informed 27 July 2006. Compliance by 30 October 2006. (P) Appeal lodged. (P) Appeal dismissed. New compliance date of 5/9/07.
2006/00218 MT	SQ	72 Ragstone Road, Slough Unauthorised change of use of dwelling house to cultural and education centre	(P) Legal Instructed and land charges Informed 22/5/06. (L) Requisitions sent. Passed to John Bell (P) At the request of Steven Quayle meting arranged on site to establish position re use at 10:30 15/8/06. (P) Site Visit carried out as described above – further information sent to Steven Quayle. (P) Enforcement Notice served 4/1/07 effective 6/2/07 for compliance by 6/6/07 (P) Appeal lodged
2005/00246 MT		20 Oldway Lane, Slough Unauthorised front extension	(P) Legal Instructed and land charges Informed 10/5/06. (P) Legal acknowledged instructions 15/5/06. (L)Requisitions sent. Passed to John Bell (P) Papers ready for service, but because of a change in planning stance require amendment. (P) Enforcement Notice served 30/8/6 Compliance by 30/12/06 (P) Appeal against Enforcement Notice lodged. (P) Appeal dismissed. New compliance date 1/6/07. Owner reminded of compliance obligations 5/3/07.
2006/00027 BL		135 St Johns Road Slough Unauthorised Erection of a Fence	(P) Legal and Land Charges Informed 16 May 2006 (L)Requisitions sent. Passed to John Bell (P) GM acknowledged instructions 15/6/06. (L) Plans requested – 23/11/06 (P) Provided as requested w/c 26/2/07
2005/00420 DM	T3/558 AB	1-9 Albert Street, Slough Unauthorised use of land as a public car park	(P) Legal Instructed and land charges Informed 29/03/06. (P) Legal acknowledged instructions 19/4/06. (L) Draft notice to planning 9.6.06 (P) Appeal lodged against refusal of planning permission. (P) Appeal dismissed legal instructed to proceed with enforcement notice 27/3/07
2006/0133 DM		54/56 Canterbury Avenue, Slough. Change of use of domestic garage to commercial use, tyre fitting/storage.	(P) Legal Instructed and land charges Informed 27/03/06. (P) Legal acknowledged instructions 18/4/06. (P) Draft Notice corrected and returned to Legal 23/6/06. (P) Notice served 17/8/06, effective 21/9/06 for compliance by 21/12/06. (P) Appeal lodged (P) Hearing date 12/4/07.
2005/00423 MT		Beta Shoes Ltd, Unit 15, Slough Interchange Industrial Estate, Whittenham Close, Slough Unauthorised Material Change of Use. Warehouse to Retail	(P) Legal Instructed and Land Charges informed 16/02/06 (P) Legal acknowledged instructions 28/2/06. (L) Requisitions sent 10.3.06 File passed to JRB (P) Application for a certificate of lawful use submitted. Enforcement action will continue following any refusal. (P) Certificate refused enforcement notice to be served, legal informed (P) Enforcement Notice served 9/1/07. Land charges informed. Register Updated. (P) Appeal lodged 8/2/07.

2005/00495 BL		37 Lake Avenue Unauthorised Material Change of Use. Residential to car repairs.	(P) Legal Instructed and Land Charges informed 30/01/06 (P) Legal Acknowledged instructions 28/02/06 BT (L) Requisitions sent 3.3.06 File passed to JRB (P) Draft Notice corrected and returned to Legal 23/6/06. (P) Enforcement Notice served 10/8/06, effective 14/9/06 for compliance 14/10/06 (P) Appeal submitted. (P) Appeal dismissed. New date for compliance 29/2/07 (P) Councillor Swindlehurst has asked for a meeting with HDC to find a way forward. Further action on hold pending outcome. (P) Following meeting as above enforcement action to proceed.
2005/00485 BL		35 Lake Avenue Unauthorised Material Change of Use. Residential to car repairs.	(P) Legal Instructed and Land Charges informed 30/01/06 (P) Legal Acknowledged instructions 28/02/06 BT (L) Requisitions sent 3.3.06 File passed to JRB (P) Draft Notice corrected and returned to Legal 23/6/06. (P) Enforcement Notice served 10/8/06, effective 14/9/06 for compliance 14/10/06 (P) Appeal submitted. (P) Appeal dismissed. New date for compliance 29/2/07 (P) Councillor Swindlehurst has asked for a meeting with HDC to find a way forward. Further action on hold pending outcome. (P) Following meeting as above enforcement action to proceed.
2005/00486 BL		23c Park Street Naz Fried Chicken Unauthorised development- Ventilation duct/flue	(P) Legal Instructed and Land Charges Informed 30/1/06 (P) Legal Acknowledged instructions 28/02/06 BT (L) Requisitions sent 3.3.06 File passed to JRB (L) Draft notice received and legal emailed to engross 20/7/06. (P) Notice served 10 August 06. Land Charges informed. Compliance by 14 October 06. (P) Appeal submitted 16/10/06 (P) Planning Inspectorate state appeal invalid. Await input from JB to establish ownership. (L) Trying to establish whether we have enough to prosecute 21/02/07
2005/00522 DM	JB	56 Hillside, Slough Unauthorised development – erection of a two-storey side and single-storey rear extension	(P) Legal instructed and land charges informed 5/1/06 (L) Requisitions sent 31.1.06 File passed to JRB (P) Legal acknowledged instructions 7/3/06. (P) Notice served 19/6/06, effective 20/7/06 for compliance by 20/9/06. (P) Appeal submitted. (P) Appeal dismissed 29/1/07 – new date for compliance now 29/3/07
2005/00328 MT	EJ EJ/T3/534	72 Burnham Lane, Slough Unauthorised Change of Use – subdivision into 3 flats	(P) Legal instructed and Land Charges informed 13/12/05 (L) Requisitions sent 16.1.06 File passed to JRB (L) Draft notice to P 30.3.06 (P) Draft notice returned 3/4/06 (P) Notice served 29/6/06, effective 3/8/06 for compliance by 3/2/07. (P) Appeal lodged against refusal of planning permission. (P) Appeal dismissed. Confirmation of compliance awaits. (P) Attempts to establish current position unsuccessful at present (27/3/07)

2005/00197 BL	BT	Land to the North of Beckwell Court Unauthorised Change of Use	(P) Legal Instructed and land Charges informed 28/11/05 (P) Memo to Legal fresh instructions. 27/01/06 (L) Requisitions sent 12.1.06 File passed to JRB Draft to P 9.3.06 (P) Legal instructed to re draft memo in accordance with new instructions 1/5/06 (P) Draft notice amended and returned to legal 1/6/06 (P) Further draft notice received 22/9/06 (P) Draft notice amended and returned to legal 21/11/06 (P) Enforcement Notice Served 23/1/07, effective 9/2/07 for compliance 9/5/07 (P) Appeal lodged
2005/00519B BL	BT	Land to the North of Beckwell Court Unauthorised Development. Garages	(P) Legal Instructed and land Charges informed 28/11/05 (L) Requisitions sent 12.1.06 File passed to JRB Draft to P 9.3.06 (P) Legal instructed to re draft memo in accordance with new instructions 1/5/06 (P) Draft notice returned to legal 1/6/06 (P) Copy of original instructions sent to Legal 4/7/06 (P) Further draft notice received 22/9/06 (P) Draft notice amended and returned to legal 21/11/06 (P) Enforcement Notice Served 23/1/07, effective 27/2/07 for compliance 27/5/07 (P) Appeal lodged
2005/00409 BL	BT T3/528	13 Grasmere Avenue Change of use. Tyre fitting and sales from alternators batteries etc.	(P) Legal Instructed and land Charges informed 28/11/05. Draft to P 22.3.06 (P) Notice approved and back to legal 30/03/06 (L) Requisitions sent 12.1.06. (L) Service imminent 21/02/07
2005/00361 MT	JB	48 Amanda Court, Slough Enforcement Notice for Breach of Condition – departure from Approved Plan – fluted column	(P) Legal Instructed and land charges informed 23/11/05 (P) Further set of instructions forwarded to Legal at their request 22/12/05. (L) Requisitions sent 12.1.06 File passed to JRB. Draft notice to P 30.3.06 (P) Legal told notice is acceptable and to engross 3/4/06 (P) Enforcement action put on hold pending the outcome of a Planning Application (P) Legal advised to recommence enforcement action – 25/4/06 (P) Notice served 22/6/06, effective 26/7/06 for compliance by 26/9/06. (P) Appeal lodged. (P) Established that no appeal has been lodged. This matter is not currently a Committee issue and will be pursued as a Breach of Development Control.
2004/00562 BL	EJ	9 Petersfield Avenue Enforcement Notice for Unauthorised Material Change of use. Mixed beauty parlour/ residential.	(P) Legal Instructed and land charges informed 21/11/05 (L) Instructions received and file ordered 16/12/05 (P) Appeal lodged re refusal of planning permission. (L) Requisitions sent 13.1.06 File passed to JRB (P) Notice served 16/6/06, effective 16/7/06 for compliance by 16/9/06. (P) Appeal lodged against enforcement notice. (P) Appeal hearing has taken place. Decision awaited (P) Appeal dismissed new compliance date 21/9/07

2005/00315 DM		Poyle Place Lodge, Horton Road, Colnbrook, Slough Enforcement notice for operational development – fence over 2 metres.	(P) Legal instructed and land charges informed 17/11/05 (L) Office copy entries obtained. Requisitions served w/e 12/3/06.
2005/00459 DM	MB/T3/527	Poyle Place Lodge, Horton Road, Colnbrook, Slough Enforcement notice for change of use – modular accommodation	(P) Legal instructed and land charges informed 17/11/05 (L) Problems proving ownership of the land – possibly owned by SBC but unregistered land and may deeds need to be looked at – informed DM 16/12/05 (P) Legal advised to enquire with JB who has intimate knowledge of the site. (L) Requisitions served 4 January 2006 (L) On hold pending further investigation of title. JB thinks SBC own. Legal also to write to Mr. P asking for proof of his stated ownership of the land. 20.2.06 (L) Memo to Planning 23.6.06. (P) Whilst a memo has been received by planning this is from assets and suggests that SBC proceed to issue the notice and flush the owner out by so doing. As this is a legal process I consider this an abuse and land ownership should be established. If this land is owned by SBC then the modular accommodation should be removed without further delay.
2005/00331 MT	EJ/T3/576	35 Montem Lane, Slough Enforcement Notice for operational development	(P) Legal instructed and land charges informed 9/11/05 (L) Requisition sent 14 th June 2006. (L) Draft notice to planning for approval 14 th June 2006. (P) Legal acknowledged instructions 16/6/06. (L) 10.07.06 - EJ instructed by SQ not to issue notice for time being – in light of petition received. SQ will advise EJ when notice can be issued. (P) Notice served 17/1/07, effective 21/2/07 for compliance by 21/4/07 (P) Appeal lodged
2005/00407 DM	T3/381a DP	Poyle Place Lodge, Horton Road, Colnbrook, Slough Enforcement notice for operational development	(P) Notice served 7/10/05, effective 4/11/05 for compliance by 4/12/05. (P) Injunction granted at High Court 13/10/05 and confirmed 31/10/05.
2005/00407 DM	T3/381a DP	Poyle Place Lodge, Horton Road, Colnbrook, Slough Stop Notice for operational development	(P) Notice served 7/10/05, effective 4/11/05 for compliance by 4/12/05. (P) Injunction granted at High Court 13/10/05 and confirmed 31/10/05.
2005/00193 MT		250-252 High Street, Langley Enforcement Notice Change of Use – Retail A1 to Wholesale Warehousing and Distribution B8	(P) Legal instructed and land charges informed 8/09/05 (L) acknowledgement of instructions sent out on 22/09 (L) Requisitions sent out to 12 parties on 4/10/05 (L) SH to draft Enforcement Notice (L) Enforcement Notice served on Tuesday 10 th January, Land Charged informed (P) Enforcement Notice withdrawn – amended Notice served by BL – effective 1 Feb 06 – compliance due 1 Jun 06 (P) Appeal lodged (P) Appeal dismissed 4 December 2006 – Notice Varied – New Compliance Date – 4 June 2007

2005/00525 P/00413/009 MT		250-252 High Street, Langley Breach of Condition Notice Use of extension (P/00413/009)	(P) Legal instructed and land charges informed 8/09/05 (L) acknowledgement of instructions sent out on 22/09 (L) Requisitions sent out to 12 parties on 4/10/05 (L) SH to draft Enforcement Notice (L) Enforcement Notice to be served on 13 January 2005 (P) Enforcement Notice served by BL – effective 1 Feb 06 – compliance due 1 Jun 06 (P) Appeal lodged (P) Appeal dismissed 4 December 2006 – Notice Varied – New Compliance Date – 4 June 2007
2005/00274 MT	EJ/T3/520	Simpsons Recycling Facility, Stoke Poges Lane, Slough Unauthorised development – boundary treatment	(P) Legal instructed and land charges informed 25/7/5 (P) Draft Notice approved and returned 22/8/5 (P) Notices served 3/10/05. Compliance by 1/12/05. Land Charges informed. (P) Appeal lodged. (P) Appeal dismissed. Notice varied to allow 2 months for compliance. New date 11/7/06. (P) Partial compliance achieved 10/7/6– complete compliance not possible at this time because of landscaping issues. Further visit to ensure compliance to be carried out.
2004/00606 DM	EJ/T3/472	Land West of Poyle Road/South of Poyle Channel, Colnbrook. Change of use of land for siting of caravans.	(P) Legal instructed and enforcement notice served 24/11/04. Notice takes effect 24/12/04 for compliance by 24/3/05. (L) Appeal papers received and forwarded to planning 22/12/04. (P) Appeal lodged. (P) Appeal withdrawn. New date for compliance 30/9/05. (P) Letter sent to operator 18/10/05. (P) As this matter is inter-linked with an identical issue on an adjoining site and that matter is the subject of Judicial Review all further work re enforcement is on hold. (P) Prosecution papers prepared and forwarded to legal 29/11/06 moved to Part 2

DM	T3/312	Poyle Place, Horton Rd., Poyle Unauthorised use of land as a lorry park.	<p>(P) Legal instructed 30/10/98.</p> <p>(P) Enforcement Notice issued and served 5/2/99 for compliance on 8/7/99.</p> <p>(P) Enforcement Notice appealed submitted.</p> <p>(P) Judicial Review dismissed 23/6/01.</p> <p>(P) Evidence gathered over a long period of time and forwarded to legal with a view to taking injunctive proceedings.</p> <p>(L) High Court hearing 1&2/12/03. Injunction issued for compliance by 30/12/03 (Use of land) and 31/3/04 (Removal of buildings/plant and break out hardstanding)</p> <p>(P) Site visit on 15/1/04 and evidence gathered for injunctive and criminal court proceedings.</p> <p>(L) Meeting with Counsel 29/1/04 to establish way forward.</p> <p>(P) Further meeting being arranged for site visit with legal and counsel in late March.</p> <p>(P) Meeting took place on 25/3/04 further instructions awaited.</p> <p>(P) Legal provided with evidence of non-compliance with Injunction 27/4/04.</p> <p>(P) Legal sought authority to employ specialist solicitors 18/6/04.</p> <p>(P) Further site visit undertaken at the request of legal on 23/12/04. Statement prepared and forwarded with photographs</p> <p>(P) Conference with Counsel and Solicitors arranged for 21/4/05.</p> <p>(P) 21/4/05 meeting with Counsel in chambers. Agreed further site visit. Results with covering statement to be submitted by w/e 29/4/05</p> <p>(P) Statement, photographs and plan submitted to legal.</p> <p>(P) As no progress has been made David Scourfield has instructed legal to dispense with Counsels services and to instruct another to progress this issue ASAP.</p> <p>(P) Site visit 27/7/05. Land cleared of all lorries and extraneous articles. Land guarded by security guards; however the land is being used to store large quantities of ATB's (Air Transport Bins – used for transporting cargo on aircraft. Enquiries in hand to establish who is responsible. Additionally no hard standing has been broken out and removed from the land.</p> <p>(P) Surveyor has contacted enforcement confirming Mr. Prashar is now living out of the country permanently. There is a Trust in Amritsar who now has control of the site and arrangements are in the pipeline to submit a planning application to address the problems on the site. All further legal work on hold pending developments.</p> <p>(P) See Part I for further details re Enforcement Notice, Stop Notice and Injunction.</p>
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GLOSSARY OF ABBREVIATIONS

PLANNING

DM = David Mann
MT = Mark Turner
BL = Bob Lee
CL = Clare Lawrence
RK = Roger Kirkham
AM = Anne Meijer
TW = Tina Watini
EF= Erin Fuller
ZP = Zoc Pankaluic
MB = Mathew Brown

JT = Justin Turvey
WL = Wing Lau
RS = Reena Sharma
WM = Wesley McCarthy
SVM = Schalk Van der Merve
LJ = Laura Jackson
EP = Elizabeth Piper
EH = Erin Hooper
SM = Simon Martin

LEGAL

EJ = Elizabeth Jenkins
AB = Amanda Ball
HC = Hamish Craig
PN = Peter Noble
JE = Jill Elek
JB = Jill Bell
BT = Brian Tandy

JRB= John Bell
BG = Bali Gill
GM = Guy Mandry
AM = Angela Malloy
DP = Dawn Pelle
SY = Suzanne Yildiz
SH = Sadia Hussain
RA – Raheela Ali

General

HMO = House in Multiple Occupation
PA = Planning Application
BoC = Breach of Condition

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**LITIGATION, FAILURE TO COMPLY WITH A NOTICE, ADVERTISING
ONGOING TO DATE (19.4.07) PART 2**

Planning Reference and Officer	Legal Reference and Officer	Address And Activity	Details of actions Planning prefaced (P) Legal prefaced (L)
2007/00030 BL		258 Farnham Road/2 Waverly Road Slough Illegal Signage	(P) Legal Instructed 27 March 2007
2004/00428 HA	EJ/T3/489	Land south of 47-63 Richards Way, Cippenham, Slough. Breach of Condition Notice - landscaping	<p>(P) Legal instructed 13/8/04</p> <p>(P) Notice served 27/10/04, effective 27/10/04, compliance 21/12/04</p> <p>(P) Remedial work underway 13/12/04</p> <p>(P) Remedial work insufficient to comply with requirements of notice. Letter to developer dated 26/4/05 giving until 8/5/05 or a prosecution will be mounted.</p> <p>(P) Developer responded with information concerning compliance. Site visit required to establish accuracy of letter.</p> <p>(P) Site visit confirmed implementing approved scheme.</p> <p>(P) Letter received from developer asking for further time to complete planting scheme in the next planting season. Reply sent refusing an extension of time.</p> <p>(P) Site visit confirmed failure to implement full scheme. Memo to legal to establish a way forward.</p> <p>(P) Landowner informed planning that all planting possible has been carried out. Claim the remainder will be done following completion of a planning permission granted on the site. HA asked to attend site and confirm if sufficient has been done to comply with the notice 22/12/05.</p> <p>(P) HA has reported that work that has been done is not enough to satisfy the notice. Prosecution file being prepared.</p> <p>(P) No compliance moved to Part 11.</p>
2005/00260 DM		Rhea's Indian Cuisine, 295-297, High Street, Slough Shutters	<p>(P) Legal Instructed and Land Charges informed. 30/8/05</p> <p>(L) acknowledgement of instructions sent out on 22/09</p> <p>(L) Requisitions sent out to 8 parties on 5/10/05</p> <p>(L) SH to draft Enforcement Notice</p> <p>(L) Enforcement notice served 6/1/06, effective 6/2/06 for compliance 6/4/06, Land Charges informed</p> <p>(P) Site visit required to establish if compliance has been achieved.</p> <p>(P) Appeal lodged.</p> <p>(P) Appeal dismissed. New date for compliance 18/12/06.</p> <p>(P) No compliance moved to Part 11.</p>

2004/00606 DM	EJ/T3/472	Land West of Poyle Road/South of Poyle Channel, Colnbrook. Change of use of land for siting of caravans.	(P) Legal instructed and enforcement notice served 24/11/04. Notice takes effect 24/12/04 for compliance by 24/3/05. (L) Appeal papers received and forwarded to planning 22/12/04. (P) Appeal lodged. (P) Appeal withdrawn. New date for compliance 30/9/05. (P) Letter sent to operator 18/10/05. (P) As this matter is inter-linked with an identical issue on an adjoining site and that matter is the subject of Judicial Review all further work re enforcement is on hold. (P) Prosecution papers prepared and forwarded to legal 29/11/06 moved to Part 2 (P) Legal acknowledged instructions 19/1/07
2005/00396 BL	T3/555	271 Langley Road Slough Breach of condition notice. Materials match & rear amenity.	(P) Legal Instructed and land charges Informed 22/03/06. (P) Legal acknowledged instructions 23/3/06. (L) Requisitions sent 29.3.06 File passed to JRB (P) Breach of condition notice served 11 July 2006. Compliance 11 October 2006. Land charges informed. (P) Prosecution file to legal this day (P) Legal acknowledged instructions 29/11/06.
2006/00001 BL		2 Upton Court Road S215 Action. Storage/parking motor vehicles.	(P) Legal instructed and Land Charges informed 27/02/06 (P) Legal acknowledged instructions 8/3/06. (L) Requisitions sent 10.3.06 File passed to JRB (P) Draft notice agreed and returned to legal w/e 14/7/06 (P) Sec 215 Notices served 27 July 2006. Compliance date. 3 September 2006. (P) No compliance. Prosecution papers prepared and moved to Part 11
2005/00205 BL		6 Aldborough Spur, Slough Change of use. Residential to Mixed residential/vehicular repairs.	(P) Legal Instructed and Land Charges informed. 17/8/05 (P) Enforcement Served 4/10/05. Land Charges informed. Compliance by 3/2/06. (P) No compliance prosecution file being prepared. Transferred to Part 2. (P) Prosecution case file sent to legal 9/3/06 (P) Legal informed P that information laid on or about 10/8/06 (P) 1 st Court date 25/10/06. (L) Adjourned to 8/11/06 for attendance or warrant for arrest to be issued (P) Warrant Issued 8/11/06 (P) MMC 20/12/06. Plea of not guilty entered. PTR on 10 Jan 2006. (P) PTR on 10/1/07 and trial set for 18/4/07.
2005/00067 BL		72-74 Northampton Avenue Slough S 215 Notice. Vehicle Storage affecting amenity.	(P) Legal Instructed and land charges informed 23/06/05 (P) Notices served 23/9/05. Compliance by 21/11/05. Land Charges informed. (P) Site visit confirmed the notice is not being complied with. (P) Prosecution file to legal 12/12/05. Moved to Part 2. (P) File mislaid by legal. Now recognised and case proceeding. (P) This matter is out of time. Further visit to be made to recommence matters. (4 October 2006) (P) Further Statement and instructions to proceed with prosecution sent to legal this day. (1 November 2006) (P) Legal acknowledged instructions 16/11/06.

P/11333/001 DM	JE	Land to r/o 34 High Street, Colnbrook. Large storage shed.	<p>(P) Legal instructed October 2000</p> <p>(P) Enforcement Notice issued and served 16/2/01 for compliance on 16/6/01.</p> <p>(P) Appeal lodged and Public Inquiry held 18/9/01. Appeal dismissed.</p> <p>(P) Application for a Judicial Review granted, but then dismissed. Applicant ordered to pay £488.10 costs to Treasury Solicitors.</p> <p>(P) Applicant refused leave to refer matter to Court of Appeal and told to comply with the notice by 21/10/03.</p> <p>(P) Notice not compiled with legal instructed to prosecute 15/11/03.</p> <p>(L) Court hearing 11/2/04 at Maidenhead Magistrates Court.</p> <p>(L) (P) Case adjourned to 31/3/04 for committal proceedings for trial at Crown Court.</p> <p>(L) Defendant committed for trial in Reading Crown Court on 12/5/04</p> <p>(P) Matter withdrawn on advice of legal. Counsel instructed to decide on new course of action.</p> <p>(P) Matter being addressed by legal and enforcement with a view to taking direct action.</p> <p>(L) Advice taken from Counsel re direct action. Advice relayed to planning for investigation as to residency of dwelling before proceeding.</p> <p>(P) Letter to The Owner/Occupier requesting access to the site unanswered. Legal asked to obtain warrant of entry.</p> <p>(P) Appeared at SMC and application for warrant refused 25/4/05</p> <p>(P) Letter had delivered to owner/occupier informing him that the Council will be making a further application for a warrant at SMC on 9/5/05</p> <p>(P) Owner attended court and agreed to allow Officers to inspect properties. It was felt inappropriate to apply for a warrant in these circumstances. Appointment made for 25/5/05.</p> <p>(P) Owner attended council offices at 09:10 hours on 25/5/05 saying that he was unwell and was on his way to the doctors. In consequence he would not be available to receive Officers conducting the site visit. He was told that as there was an appointment it would be kept. Officer attended as agreed. No reply. Legal informed who will obtain a new date at Slough Magistrates Court to obtain a search warrant.</p> <p>(P) Attended SMC 21/6/05. Papers not available (lost by Court) New date at Maidenhead Magistrates Court 13/7/05.</p> <p>(P) Court issued a warrant 13/7/05 to be executed within one month.</p> <p>(P) Search conducted 27/7/05. Part of structure appears to be used as domestic. Steven Quayle informed by email and instructions awaited.</p> <p>(L) Report for Committee to be presented in Jan re direct action – Committee resolution req.</p> <p>(P) Site visit conducted with SQ on 3/10/06</p>
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DM	EJ/T3/306 JE	Poyle Recycling Centre, Poyle Rd. Slough Unauthorised use of land for storage and recycling.	<p>(P) Legal instructed 13/8/98.</p> <p>(P) Enforcement Notice issued and served 25/8/99 for compliance on various dated ending on 23/9/00.</p> <p>(P) Appeal lodged and dismissed.</p> <p>(L) Judicial Review dismissed. New compliance dates as follows: - 8/10/02 to cease use for recycling, 17/1/03 to remove scrap/soil etc., 18/4/03 topsoil area and sow grass seed.</p> <p>(P) Notice not complied with and instructions to legal to commence a prosecution on 6/1/04.</p> <p>(P) Whilst there is no compliance prosecution is on hold pending confirmation from legal that notices that will be required to be served under PACE are acceptable.</p> <p>(P) Although the advise sought above has not been given site visit 9/8/04 and prosecution file updated.</p> <p>(P) PACE issues resolved and evidence gathered. Added to prosecution file.</p> <p>(L) March 05 - Evidence received by Legal to lay papers at court.</p> <p>(L) Counsel instructed who is reviewing papers prior to laying information at Court.</p> <p>(P) Site visit 5/8/05 with an Environment Agency surveyor and a soil scientist to gather evidence pending a prosecution for failure to comply with an enforcement notice.</p>
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GLOSSARY OF ABBREVIATIONS

PLANNING

DM = David Mann
MT = Mark Turner
BL = Bob Lee
CL = Clare Lawrence
RK = Roger Kirkham
AM = Anne Meijer
EF= Erin Fuller
EP = Elizabeth Piper

JT = Justin Turvey
WL = Wing Lau
RS = Reena Sharma
WM = Wesley McCarthy
SVM = Schalk Van der Merve
LJ = Laura Jackson
TW = Teina Wetini

LEGAL

EJ = Elizabeth Jenkins
AB = Amanda Ball
HC = Hamish Craig
PN = Peter Noble
JE = Jill Elek
JB = Jill Bell
KKC = Kuldip Channa
AT = Alaka Tomlinson

JoB = John Bell
BG = Bali Gill
GM = Guy Mandry
AM = Angela Malloy
DP = Dawn Pelle
SY = Suzanne Yildiz
SQ = Steven Quayle

General

HMO = House in Multiple Occupation
PA = Planning Application