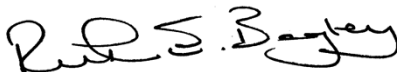


Date of issue: 1st September, 2015

MEETING	PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Davis, Plenty, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 9TH SEPTEMBER, 2015 AT 6.30PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	TERESA CLARK 01753 875018

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
1.	Apologies for Absence		
	CONSTITUTIONAL MATTERS		
2.	Declarations of Interest		

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and,

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

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

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

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

- | | | | |
|----|---|-------|--|
| 3. | Guidance on Predetermination/Predisposition - To Note | 1 - 2 | |
| 4. | Minutes of the Last Meeting held on 30th July 2015 | 3 - 6 | |
| 5. | Human Rights Act Statement - To Note | 7 - 8 | |

PLANNING APPLICATIONS

- | | | | |
|----|--|---------|------------|
| 6. | P/16196/000 - 83-127 Windsor Road, Slough | 9 - 24 | Upton |
| | <i>Officer Recommendation:</i> Delegate to Planning Manager | | |
| 7. | P/00789/028 - 1 Brunel Way, Slough, SL1 1XL | 25 - 48 | Central |
| | <i>Officer Recommendation:</i> Delegate to Planning Manager | | |
| 8. | P/04915/012 - BP Langley Connect, Parlaunt Road, Slough, SL3 8BB | 49 - 56 | Foxborough |
| | <i>Officer Recommendation:</i> Approve | | |
| 9. | P/05343/002 - 7 Quaves Road, Slough, SL3 7NX | 57 - 60 | Upton |
| | <i>Officer Recommendation:</i> Approve | | |

MATTERS FOR INFORMATION

- | | | | |
|-----|---------------------------|---------|--|
| 10. | Planning Appeal Decisions | 61 - 62 | |
| 11. | Members Attendance Record | 63 - 64 | |
| 12. | Date of Next Meeting | | |

15th October, 2015



Press and Public

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

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

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PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased’. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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Planning Committee – Meeting held on Thursday, 30th July, 2015.

Present:- Councillors Dar (Chair), Ajaib, M Holledge (Vice-Chair), Bains, Davis, Plenty, Smith (arrived 6.55 pm) and Swindlehurst

Apologies for Absence:- Councillor Chaudhry

PART I

29. Apologies for Absence

An apology was received from Councillor Chaudhry.

30. Declarations of Interest

Councillor Ajaib declared an interest in respect of planning applications: P/00789/028 - 1 Brunel Way, Slough, and P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, in that both applications were situated within his Ward. He advised that he would approach both applications with an open mind and debate and vote on the items.

Councillor Bains declared an interest in respect of planning application P/00789/028 - 1 Brunel Way, Slough, in that the application was situated 0.5 miles from his home. He advised that he would approach the application with an open mind and debate and vote on the item.

31. Guidance on Predetermination/Predisposition - To Note

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

32. Minutes of the Last Meeting held on Wednesday 1st July, 2015

Resolved - That the minutes of the meeting held on 1st July, 2015, be approved as a correct record.

33. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

34. Planning Applications

Details were tabled in the amendment sheet of alterations and amendments received since the agenda was circulated. The Committee adjourned for ten minutes to allow Members the opportunity to read the amendment sheet.

Oral representations were made to the Committee by an objector and agent under the Public Participation Scheme prior to the planning applications being considered by the Committee as follows:-

Planning Committee - 30.07.15

Application- P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, an Objector, and the Applicant's Agent, addressed the Committee.

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

35. P/04385/014 - Dawson House, Ladbrooke Road, Slough, SL1 2SR

	Decision
Change of use of first and second floors from B1 (a) office to C3 residential as well as alterations and the construction of an additional floor of residential accommodation to provide 6no. studio, 21no. one bedroom units, 3no. two bedroom units, construction of bin and cycle stores and the construction of a dry escape ramp.	Delegated to the Planning Manager for formal determination following resolution of highway and transport matters, finalising of conditions and completion of a Section 106 Agreement.

(Councillor Smith did not take part in the debate or vote on the above item as he was not in attendance when the item was introduced by the Planning Officer).

36. P/00789/028 - 1 Brunel Way, Slough, SL1 1XL

	Decision
Demolition of existing building and erection of five - storey office building (class B1a) with ancillary ground floor unit with flexible class A1 / A3 / A4 / D2 use; including 100 car parking spaces and associated servicing arrangements enhanced landscaping and associated public realm improvements and other associated works.	Deferred to a future Committee meeting to allow further discussion with the Applicant to achieve an improvement to the façade and character of the building.

(The meeting adjourned at 7.25pm and reconvened at 7.35pm)

Planning Committee - 30.07.15

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

	Decision
<p>Partial demolition and internal alterations/extensions to existing shopping centre as part of a part new build/part refurbished mixed used scheme for 11, 533 sq m of A1 retail, class A3 - A5 food and drink and class d2 assembly and leisure floor space and 675 residential units. the residential element comprising 346 no. 1 bedroom and 329 no. 2 bedroom being contained within 4 no. towers of between 15 and 23 storeys plus infilling development on top of the existing shopping centre and a stand alone tower of 15 storeys with a viewing galley on top.</p> <p>Reconfiguration of existing access and frontages onto Wellington Street and works including, alterations and improvements to the entrances to the shopping centre; provision of amenity space and landscaping; vehicle and cycle parking; refuse and recycling storage; provision of new and/or upgrading existing infrastructure; groundwork's and re-profiling of site levels; ancillary engineering and other operations and plant and machinery.</p>	<p>Deferred to a future Committee meeting to allow further discussion with the Applicant to achieve an improved view from the Mackenzie Square entrance through a reduction/redistribution of tower heights within the development.</p>

38. Planning Appeal Decisions

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

39. Members Attendance Record

Resolved - That the Members Attendance Record be noted.

40. Date of Next Meeting

The date of the next meeting was confirmed as 9th September, 2015.

Chair

(Note: The Meeting opened at 6.30pm and closed at 9.35pm)

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

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

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

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

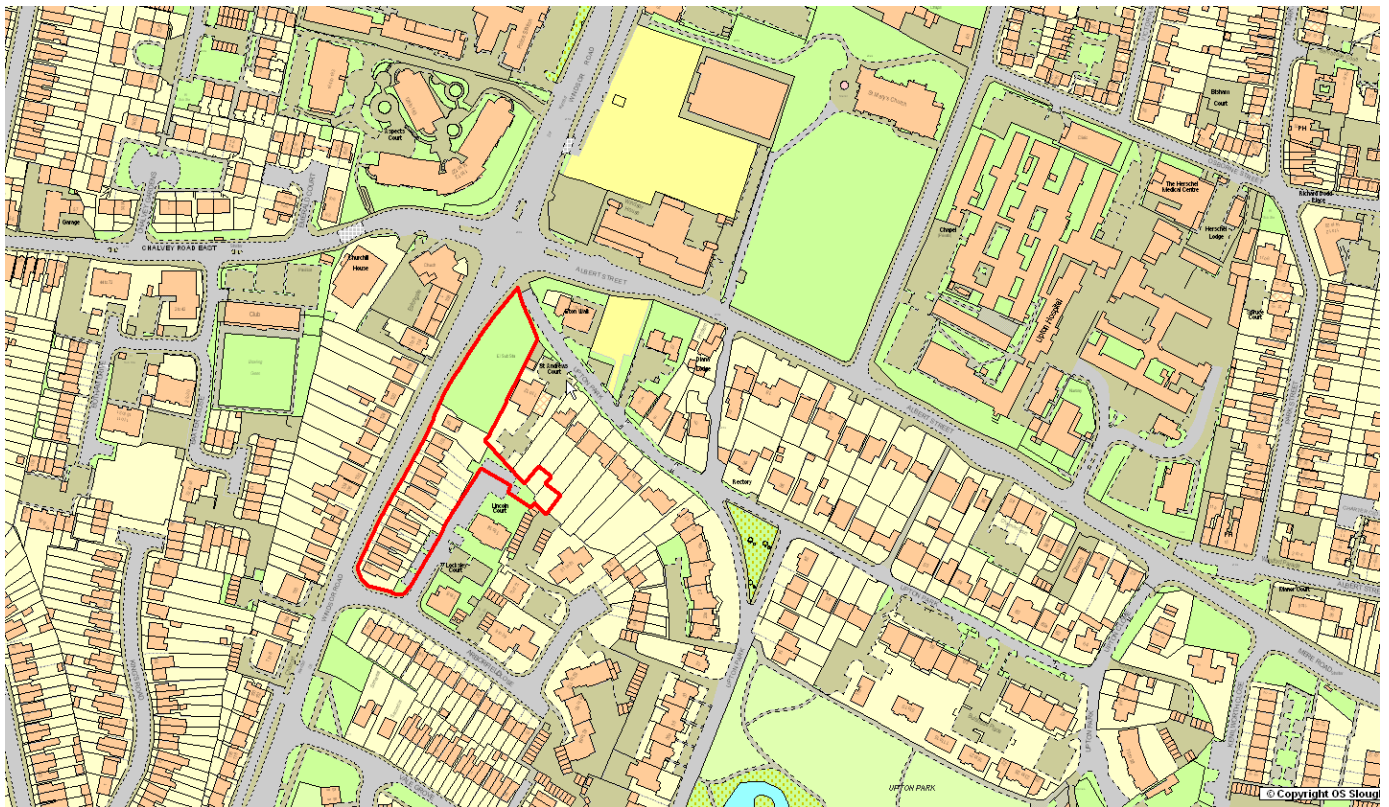
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
C2	Residential Institutions
C2(a)	Secure Residential Institutions
C3	Dwellinghouse
C4	Houses in Multiple Occupation
D1	Non Residential Institutions
D2	Assembly & Leisure

	OFFICER ABBREVIATIONS
WM	Wesley McCarthy
PS	Paul Stimpson
CS	Chris Smyth
JD	Jonathan Dymond
HA	Howard Albertini
IH	Ian Hann
NR	Neetal Rajput
SB	Sharon Belcher
AM	Ann Mead
FI	Fariba Ismat
FS	Francis Saayeng

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Registration Date:	21-May-2015	Applic. No:	P/16196/000
Officer:	Mr. Albertini	Ward:	Upton
Applicant:	Shanly Homes Ltd		
Agent:	Mrs. Rosalind Gall, Kevin Scott Consultancy Ltd Centaur House, Ancells Business Park, Ancells Road, Fleet, Hampshire, GU51 2UJ		
Location:	83-127 Windsor Road, Slough, Berkshire, SL1 2JL		
Proposal:	Demolition of existing buildings and construction of three urban villas ranging from four to seven storeys to provide 122 apartments, 126 car parking spaces and associated landscaping		

Recommendation: Delegate to Planning Manager



1.0 SUMMARY OF RECOMMENDATION

Delegate to Planning Manager for the resolution of outstanding matters and completion of Sec 106 planning obligation.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The three buildings proposed contain 120 two bedroom and 2 three bedroom flats. The middle building is 7 storeys high; the other two are 6 storeys high. The building at the north end steps down from 6 to 5 and then 3 storeys (above ground) on its north elevation with parking below ground level at this point on a slight gradient. The remainder of the car park is partly undercroft as the ground level slopes away from the north end of the site...
- 2.2 At ground level the bulk of the site is taken up with the car park with the 3 buildings siting above creating a part undercroft and part open car park. The southern building (block 1) and middle building (block 2) have flats at ground level on the frontage. Entrances, bin stores and cycle stores are on the Windsor Road frontage. There is a landscape area along the frontage and wrapping round the south and north end of the site. On the frontage and between the buildings is a more extensive planting area including trees.
- 2.3 Access to the car park is off an existing private access way which extends from a spur of Arborfield Close at the rear of the site. The main car park contains 107 spaces on the revised layout. There are a further 18 spaces in an open car park east of the main part of the site. The access point for both car parks is via an existing parking area for Lincoln Court. A delivery bay next to the entrance is proposed on the revised layout.
- 2.4 The development involves demolition of existing houses. 10 trees will be lost on the main part of the site all categorised by the applicant as low grade in terms of quality/health. This has been confirmed by the Council's tree officer. Other trees, undergrowth and branches of conifer trees will be lost to form the additional parking area off Arborfield Close.
- 2.5 The scheme also involves the loss of 11 existing car parking spaces off Arborfield Close opposite Locksley Court. Some of these were intended to serve Windsor Road properties. A further 8 existing spaces next to Lincoln Court will be reformed for use with the proposed development. 4 Lincoln Court spaces will be lost to allow for turning of vehicles at the car park entrance and access to the small car park.
- 2.6 The buildings, referred to as urban villas, are evenly spaced along Windsor Road and will site approximately on the existing building line. The northern building longer and narrower to fit the narrowing site at this end. At the rear the buildings will extend beyond the rear building line and be close to the 3 blocks of flats off Arborfield Close/Upton Park.
- 2.7 Regarding the appearance of the buildings corners are rounded and the front elevation of each building gently curved in the form of a slight wave effect. This relates to William Herschel's discovery of infrared waves. Balconies project out of the front and rear elevation or are inset on the corners of each building. The flat roof overhangs the set back top floors. The ground floor on the frontage is set in slightly. The front boundary will be formed by railings and a hedge behind pierced by entry points. At the rear the parking area that extends out beyond the buildings will be finished with a brick wall close to the edge of Arborfield Close.
- 2.8 Materials proposed are brick and non metallic cladding for the top storey. Ground floor will be blue grey brick with yellow buff above and thin horizontal bands of blue grey. Mid grey upvc windows and balcony railings.
- 2.9 The applicant has submitted a viability study. It concludes that redevelopment is not viable if affordable housing or financial contributions for infrastructure are sought. Negotiations on this matter continue; the applicant has subsequently agreed to pay for some transport related items that are referred to below.
- 2.10 To support the application the applicant has submitted a design and access statement, transport assessment, flood risk assessment and drainage feasibility scheme, tree report,

ecology survey, day light/sunlight report, townscape, sustainability, utilities report.

- 2.11 A revised ground floor layout has been received in response to issues raised by officers including the precise edge of the Windsor Road highway widening line. Discussions continue regarding layout matters and the widening line.
- 2.12 The Council, as owners of the northern half of the site (vacant plot and some houses) have agreed to sell the site (less land for widening) to the applicant. That arrangement, which unconnected to any planning decisions, provides for the part of the highway widening land in private ownership to be transferred to the Council.

3.0 **Application Site**

- 3.1 This 0.54 hectare site contains a row of two storey semi and detached homes; a vacant parcel at the north end and at the rear it overlaps parking and planting areas off Arborfield Close. The 15 existing detached and semi detached houses have been converted into 30 flats some of which are vacant and boarded up. The existing homes have short gardens. All but one of the buildings are affected by a road widening line approved in 1996. A detailed widening scheme, involving less land than the approved line, has been drawn up and the Council wish to implement it soon. The site contains some trees. The site slopes from north to south and there is a very slight slope from west to east. There are parking restrictions on Windsor Rd. and Arborfield Close which include some residents permit parking bays.
- 3.2 The site is 0.8 km from the railway station and 0.6 km from Chalvey shops and High Street shops. Opposite are mostly two storey houses on Windsor Road plus a larger office building and Church at the Chalvey Rd East/Albert Street junction. To the east is an arm of Arborfield Close and beyond 2 blocks of flats Locksley Court (2 storey) and Lincoln Court (3 storey with accommodation in the roof). The window less flank of St. Andrews Court (3 storey), off Upton Park, is immediately next to the site boundary. To the north is a pedestrian entrance to Upton Park with flats of Eton Walk beyond (3 storey). To the south opposite the Arborfield Close junction is grass verge and three storey houses.
- 3.3 The character of the immediate area is medium density suburban development but within sight of the site are a clusters of 4 storey flats in Arborfield Close and on Windsor Road near Winvale. Multi storey Aspects Court and a new office building on Albert Street are about 80 metres from the north end of the site. Upton Park, at the north edge of the site, leads to Herschel Park (200 metres away) and the Upton Park Conservation Area.

4.0 **Site History**

- 4.1 Planning permission for 7 houses on 83/95 Windsor Road expired 2013. Planning permissions (1993 and 1998) for Lincoln Court and Locksley Close overlap the application site; conditions on those permissions require car parking to be retained/available.

5.0 **Neighbour Notification**

- 5.1 Windsor Road Church; Eatongate 1-3; 108, 114 (1-6), 116 – 156, Chalcott 1-6; 160 – 170.
Vale Grove : 1 – 9 incl; Somerset and Secundas
Arborfield Close : 2 – 40 ev.; 9 – 47; 51 – 81 odd.
Locksley Court 1-8 incl
Lincoln Court 1 – 14
Upton Park : 3 – 15 odd.; 4 – 8; St. Andrews Court 1-12; Eton Walk 1 – 11.
Albert Street : 8,10; Diana Lodge; Prottem; Windsor House,

Baxter Close : 7 – 23 odd

Aspects Court : 18,20, 37,39, 56,58,75,77,90,92,105,107,118,120,125,127.

5.2 Notice in Slough Express 5th June 2015

5.3 8 letters and a further letter on behalf of 4 Lincoln Court homes. Object to proposal raising the following concerns :

Parking problems (Paras 8.3; 8.5)
Loss of privacy and overlooking of homes (9.1-9.5)
Not in keeping with character of area (9.6, 9.7)
Too big/high (9.1 – 9.7)
Traffic problems (6.1, 8.1 onwards)
Loss of existing parking (Lincoln Court) (8.5)

Matters raised once only :

Loss of trees (health benefits (Para 2.4)
Flood risk – area identified as a low spot (6.3, 9.3)
Oversupply of apartments
Poor relationship to Herschel Park

Responses to the above are in the paragraphs identified excepting the last two points. Response to oversupply: the demand for homes in Slough is substantial and a range of house types is needed. There is still demand for flats. Response re Herschel Park ; although the Park is close any view of the tops of the new buildings above the buildings surrounding the Park will not affect the character of the Park.

5.4 Two petitions received ; one of 37 signatures (Windsor Rd/ Arborfield Close);

Height overshadow homes (para 9.5)
No other building in immediate area with such height/overlooking (9.6 9.7 3.3)
Overlooking and loss of privacy (9.1 - 9.5)
Height too close to proposed 4 lane road insufficient pavement width (8.2)
Appearance not blend in with established properties (9.6)
Inadequate landscaping re appearance and noise reduction (9.10)
Increased noise vibration from extra traffic
Arborfield CI/Windsor Rd junction dangerous point to give way against two lanes of traffic (6.1)
Insufficient car parking; area already lacking parking (8.3)

5.5 One of 16 signatures (Upton Park)

Increased traffic (Para 6.1 and Section 8)
Height and bulk totally inappropriate (9.1 and 9.7) Overshadowing and overlooking (9.1 – 9.5)
Noise and disturbance from building works (Condition to be applied)

Responses to the above are in the paragraphs identified excepting 1 points. Response to vibration from extra traffic – the extra traffic will be cars not trucks; any increase in vibration is not likely to be noticed.

6.0 **Consultation**

6.1 Traffic /Highways

Request alterations to car park, servicing, access layout and Windsor Road existing kerblines. Revised drawings substantially address concerns; discussions continue regarding remaining issues.

Affect on existing car parking spaces to be addressed.

Request refuse servicing from the rear; this request will not be pursued provided a satisfactory road widening line is achieved. See below. The current layout assumes refuse trucks will service the 3 buildings whilst standing on Windsor Road.

Request financial contributions and restrictions to address extra traffic and limited car parking on site. These have been agreed to by applicant – (1) financial contribution to car club (low emission vehicle and traffic regulation order for parking bay); bus shelter with real time passenger information (for bus stop next to site); travel plan monitoring; welcome packs for residents, (2) travel plan; (3) residents ineligible to apply for residents permits. To be secured via Section 106 planning obligation.

Request 12 of parking spaces to have rapid chargers for electric vehicles and car park to have cable for future chargers. Discussions continue with applicant.

Request that development allows for the Windsor Road widening scheme to be implemented and land for it be dedicated as public highway at no cost to the Council. Revised layout does not accommodate current widening scheme. See para. 8.2 below.

6.2 Environmental Quality: No comments received

6.3 Surface Water Drainage: further information needed to show that the development can be drained in an acceptable way. In addition a detailed drainage scheme must be submitted before planning permission can be granted to comply with the new Sustainable Urban Drainage Approval process.

6.4 Asset Management on behalf of Education:
Request financial contributions for Education

6.5 Housing
Request affordable housing on site - 30% social rent and 10% shared ownership.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The site is not allocated in the Local Plan. By way of resolution at the 25th November 2014 Planning Committee the site has been identified as a Selected Key Location under the Core Strategy Spatial Strategy. This provides for relaxation of some planning policies where this is justified in order to deliver environmental, social and economic benefits to the area.

7.2 The November decision allowed for the relaxation of parts of Core Policy 4 - (1) no loss of family accommodation (2) predominantly family housing outside the town centre (3) density of development to be related to the character of the surrounding area. In addition it also allows for flexibility on car parking standards.

7.3 Application of the relaxation is dependent upon comprehensive development, vehicular access from the rear and land being provided for the road widening.

- 7.4 Regarding Core Policy 4 as relaxed by the 25th November 2014 decision the 3 policies referred to in 7.2 above re loss of existing; family homes and density cannot be relaxed in relation to this planning application until the extent of road widening land needed has been agreed.
- 8.0 **Transport and Access**
- 8.1 Use of the existing spur off Arborfield Close is supported to avoid another junction on Windsor Road. A footway to the rear entrance alongside Arborfield Close is shown on the revised layout. Adoption of the full width of it is still being negotiated. Refuse vehicle servicing on Windsor Road is not normally acceptable because it is a strategic route. Acceptance is dependent upon a satisfactory widening line being accommodated on the layout. Any remaining outstanding car park design and access layout issues will be reported on the meeting amendment sheet.
- 8.2 A widening line less than the approved 1996 line has been requested i.e. it takes less land from the development site. The current widening scheme which the Council now wish to implement involves 4 traffic lanes and a shared footway/cycleway on the east side. The development proposal in its current form will prevent the reduced widening line being fully implemented – it will result in either narrow traffic lanes or 3 pinch points on the normal 3 metre width shared foot/cycleway. It will also prevent utilities being accommodated in the footway at pinch points. The applicant has agreed a small revision to their submitted scheme but it does not address all the changes wanted. Negotiations continue to try to resolve the matter and dedication of all the land needed for widening as public highway. Some of the widening land needed is already in Council ownership. The applicant has agreed to transfer parts of it as part of property negotiations but other areas remain to be dedicated.
- 8.3 The number of parking spaces is below the Council's guidelines. Those guidelines provide for flexibility if sites are accessible or there is mitigation. The sites proximity to the town centre justifies a relaxation of the standard as does mitigation in the form measures to encourage travel by non car modes of transport etc. The measures listed in para 6.1 have been agreed by the applicant. However part of the mitigation is the need for a satisfactory cycleway to the site. This matter is part of the widening line negotiation. A car parking management plan can agreed by condition but at present only 3 spaces would be available for visitors plus the delivery bay. Furthermore once the issue of Lincoln Court parking is addressed (para 8.5) the proposed parking layout may change and the number of parking spaces may reduce.
- 8.4 Discussions continue regarding electric vehicle charging in the car park. This is to help address air quality issues under Core Policy 8 Sustainability; there is an air quality management area nearby on the A4.
- 8.5 The loss of some car parking approved as part of the Lincoln Court and Locksley Court planning permissions needs addressing. The loss of a few spaces is not particularly significant as more spaces are present than are needed to meet current parking standards and some spaces are for Windsor Road homes that will be demolished if the development goes ahead. However there are two issues. Firstly no information has been provided to show that there will be sufficient parking spaces available for Lincoln Court and Locksley Court after development takes place. This is an important point to address before planning permission can be granted. Secondly, a procedural matter, the development involves loss of existing parking spaces that are required to be retained for the existing flats through conditions on planning permissions in the 1990's. If the development is to go ahead a planning application to seek to change the existing planning conditions will need to be submitted and approved.

- 8.6 The development will generate more traffic than the existing homes. This will effect the existing highway network. Through the integrated transport strategy the Council aims to increase travel by non car modes to take some car journeys off the network. The applicant has been asked to contribute or assist the Council to encourage non car modes of travel through financial contributions and a request to leave space for a 3 metre wide cycleway along the frontage of the site. The Arborfield Close/Windsor Road junction can accommodate the extra traffic.
- 8.7 The proposal needs to comply with Core Strategy policy 7 transport and transport aspects of core policy 10 infrastructure and Local Plan policy 8 cycling T13 road widening. Full compliance is dependent upon the outcome of further negotiation on the widening line, further consideration of revised drawings received and receipt of further information from the applicant to address matters referred to above and highway/transport officers detail comments.
- 9.0 **Design and Layout Matters**
- 9.1 In terms of the effect on existing residents the buildings will significantly change the view out from many homes. Regarding privacy the separation distances between habitable room windows (direct view) are between 21 and 27 metres for Windsor Road homes and 17.5 metres for Locksley Court and 17 metres for Eton Walk. For oblique views (45 degrees approx) distances are 14 metres for St. Andrews Court and 21 metres Lincoln Court. 21 metres and some times 18 metres are typical minimum distances between new and existing habitable room windows. Consequently most of the separation distances are acceptable. 3 flats are affected by the 17/17.5 metre distances. To reduce this impact the applicant will be asked to review the type of window proposed.
- 9.2 By condition the edge of some terraces and balconies will be required to have screens to reduce overlooking opportunities into nearby homes.
- 9.3 It is recognised that the height variation between existing and new can exacerbate the feeling of being overlooked and feel overbearing. However, as indicated in para 9.7 and 11.1 below this type of relationship will often occur where town centre scale development is adjacent to established suburban housing. This mater was raised in the Nov 2014 report to Planning Committee.
- 9.4 The flank of St. Andrews Court is 7 metres from building 3 at the north end of the site. As the flank is windowless residents are only affected by oblique views referred to above. However residents of the new flats at lower levels will have a poor outlook from their bedrooms.
- 9.5 Regarding day and sun light the applicants study shows that most windows of homes near the site will still meet nationally accepted guideline standards. 17 windows will be marginally below daylight standards and 2 windows will be marginally below sun light standards. Some of these rooms might be non habitable in which case the loss of light is not significant. Two homes in Windsor Road and the east elevation windows of Locksley Court are affected most in terms of day light loss. The 7 storey building is opposite the Windsor Road homes. The guidelines (published by BRE 2011) state that a limited number of variations from the individual standards are acceptable particularly in urban environments. The number of windows affected are few compared to the number of homes nearby and the variation from the standards is described by the applicant as marginal.
- 9.6 In terms of townscape and effect on the character of the area the scale of development is clearly not in keeping with the immediate surroundings. Whilst this would normally be a significant issue in relation to design policies it is relevant to consider the specific

circumstances of this site as outlines in para. 9.7 below. It is also relevant that large buildings are close by and in view of the site.

- 9.7 Firstly the November 2014 decision referred to in 7.1 above set the scene for a density of development above the existing. Secondly, it is quite close to the town centre which is gradually expanding. Tall buildings are clearly in view when driving up Windsor Road; the addition of the proposed buildings will probably not be seen as out of place by many people. Thirdly the existing buildings, on a prominent entry to the town, currently look unattractive because of their condition. The road widening line has blighted the site such that refurbishment of existing homes will not take place. The proposal has the benefit of improving the image of this entry to the town. Fourthly the proposal will provide much need new homes and good quality flats with a distinctive appearance in contrast to the many conversions of existing office buildings in the town that are now beyond the control of the planning system.
- 9.8 The elevation treatment is distinctive and interesting in particular the curves on the frontage. The use of masonry rather than render or metal cladding is a sign of quality and is less likely to show signs of staining or weathering in the future. A high quality design is needed to help compensate for the size of the development. Control of quality at the detail stage will be by condition and a watering down of quality will be strongly resisted. Features such as the curves on the buildings will need to be carried through as currently proposed to the construction stage.
- 9.9 Some flats will be close to the widened Windsor Road and will therefore be affected by noise and air quality. Whilst this does not justify a change it is beneficial to limit the number of flats with single aspect. Dual aspect homes, such as houses, provide residents with some respite at the rear. Several flats on the frontage are corner flats which provide a degree of dual aspect. This is only achievable by having gaps between the buildings. These gaps also help break up what could otherwise be a monotonous lengthy block and provide space for trees on the frontage.
- 9.10 The landscaping space on the frontage is important to help soften the appearance of the buildings at street level, from homes opposite and views up the street. This is addressed by the frontage hedge; space for small trees in front of the building and space beside the buildings for larger trees that will show forward of the building line so breaking up the frontage when approaching the site up Windsor Road. There are regrettably limited opportunities for planting at the rear. The east edge of the car park will be a brick wall facing Arborfield Close spur. Good quality landscaping is important for such a large scheme. This can be controlled by condition but it will be important for the applicant to allow for quality in terms of costing and when detailing the design and during the construction phase.
- 9.11 The northern end of the building will be 2.5 to 3 metres back from the edge of Upton Park to form a planting strip in addition to the existing trees along the edge of the road. Upton Park at this point is a gated pedestrian route and access to Herschel Park. The new development provides an opportunity to make this entry more attractive and inviting in terms linking the refurbished park to the surrounding area. The adjacent building has a pronounced curve at its apex and the tiered terraces above the third storey will help to mark the entry to Upton Park with a distinctive building.
- 9.12 As most flats have a balcony or terrace private amenity space is acceptable.
- 9.13 As referred to in para 6.3 surface water drainage is an outstanding matter. Detail of how the first floor is detailed in relation to columns in the car park has yet to be submitted. The remote small car park is not ideal in terms of good design and security. It is overlooked by

Lincoln Court but by condition a security gate will be sought.

9.14 Subject to resolution of outstanding matters the proposal complies with Local Plan policy EN1 Design EN3 landscaping Core Policy 4 8 Sustainability and environment, 9 Natural and built environment, 12 community safety.

10.0 **Section 106 Affordable Housing and infrastructure**

10.1 The applicant's viability study concludes that the development cannot go ahead if there are affordable housing and financial contributions – the Council would normally expect contributions towards education, recreation, transport and affordable housing on site. The Council's independent assessment of the study concludes that this is substantially correct. Discussions continue regarding a very small financial contribution and the applicant has agreed to pay for transport and parking mitigation measures.

10.2 However there is a further outstanding matter still being considered in relation to values in the original study. Any update on this will be reported on the meeting amendment sheet. Any further contribution available can be prioritised for affordable housing off site.

10.3 Whilst it is surprising that the scale of development compared to the existing houses on the site does not allow for some contributions to be made both the Council's and Government policy provide for viability to be taken into account when deciding planning applications.

10.4 It is relevant to note, but is separate from any planning decision, that as part of the conditional contract for the sale of the Council's part of the site there is provision for any profit (on that site) above a set threshold to be shared and the Council to use its share on affordable housing.

10.5 The proposed Section 106 planning obligations are :

Financial Contribution for transport and parking related matters.

Financial contribution towards affordable housing if negotiations successful re viability (para 10.2).

Restriction on residents of the flats obtaining parking permits.

Travel Plan to be implemented

Dedication of land needed for highway widening at no cost to the Council.

Provide for a start of development to be substantial within a set period. (This is to prevent the possibility of a small start on the scheme that keeps the planning permission alive for an indefinite period when viability may change over time. This matter may be covered by condition instead).

11.0 **Conclusion**

11.1 Subject to the outstanding design and layout issues being resolved the proposal in terms of appearance is good quality. It is recognised that for local residents redevelopment to remove the current poor quality appearance of existing buildings may well be welcome but the scale of new development is not. Furthermore it will result in a change of environment greater than experienced by most others next to new development. This scheme represents an arm of town centre scale buildings stretching out along one of its approach roads. However where typical suburban areas meet the fringe of the town centre it is

difficult to apply suburban character type standards in terms of distances, living conditions and appearance etc. The key matter is quality of development even if it means a change in character for the road.

- 11.2 The wider regeneration benefits also need to be taken into account such as increased supply of new homes, removal of blighted property, good quality design on a prominent entry point to the town and the opportunity to gain land for road widening which benefits the town as a whole. The identification of the site as a selected key location under the Core Strategy set the scene for the possibility of a large scale development and highlighted key requirements.
- 11.3 The lack of affordable housing and other contributions to infrastructure is disappointing. Viability negotiations have yet to be concluded but evidence so far indicates the Council's normal requirements are not achievable for this development.
- 11.4 Subject to resolution of outstanding matters the proposal is acceptable. The outstanding issues are important and do need to be addressed fully for the proposal to be acceptable including Lincoln and Locksley Court car parking and a practical road widening scheme that is satisfactory to the Council. The Council's offer to relax normal refuse servicing requirements and core policy relaxations are dependent upon a satisfactory road widening line being achieved.

PART C: RECOMMENDATION

12.0 Recommendation

- 12.1 Delegate to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings and alteration of draft list of conditions.

PART D: LIST OF CONDITIONS.

13 1. Commence within three years

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

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

2. Approved plans

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

TO BE ON AMENDMENT SHEET

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

3. Details and Samples of materials

Details of external materials and samples of bricks, cladding, balcony/terrace railings, roof eaves 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 Adopted Local Plan for Slough 2004.

4. Cycle parking

No development shall be begun until details of the cycle parking provision (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 Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

5. Bin storage

The bin stores shown on the approved drawings shall be completed in accordance with those drawings 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 EN1 of The Adopted 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 approved in writing by the Local Planning Authority. No dwelling shall be occupied until the boundary treatment has been implemented on site in accordance with the approved details and shall be retained at all time on the future.

REASON In the interests of the visual amenity and crime reduction of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and core policy 12 (community safety) of the Core Strategy 2006 - 2026 adopted 2008.

7. Lighting Scheme

The development shall not commence until details of lighting (to include the location, nature and levels of illumination) for access ways and parking areas has been submitted to and approved in writing by the Local Planning Authority. Details 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, crime reduction and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 12 community safety of the Core Strategy 2006-2026 adopted 2008.

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 year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

9. Landscape management plan

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 a 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 Adopted Local Plan for Slough 2004.

10. Tree Protection

No development shall be begun on the site until the submitted Arboricultural Method Statement (David Archer Associates April 2015) has been implemented. The measures in the Statement shall be in place for the duration of the construction period.

REASON In the interest of visual amenity of the area in accordance with policy EN 3 of the Local Plan 2004.

11. Car Park access control

Development shall not commence until details of access control gates have been submitted to and been approved in writing by the local planning authority. The gates shall be located on the main car park entrance (as shown on the approved layout) and at the entry to the second car park. The details shall include the precise location of the gate to the second car park. No dwelling shall be occupied until the gates have been installed and shall be retained thereafter.

REASON In the interest of crime reduction in accordance with Core Strategy 2006 - 2026 adopted 2008.

12. Car Park Management Scheme

No dwelling shall be occupied until a car park management scheme has been implemented in accordance with details that shall have first been submitted to and been approved by in writing by the local planning authority.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway.

13. Electric Vehicle Charging Points

No dwelling shall be occupied until 12 of the undercover car parking spaces have been provided with 7 kW rapid charge electric vehicle charging points and all of the

undercover car parking spaces have been provided with electric cabling that is connected to the developments power supply and is suitable for supplying power to 7 kW rapid chargers (that can be installed and connected to the cable at a later date).

REASON In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 .

14. 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 7 of the Core Strategy 2006 - 2026

15. Footway at rear

No dwelling shall be occupied until a 2 metre wide footway has been constructed at the rear of the site as shown on the approved layout and in accordance with access details approved pursuant to condition 12 access.

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 7 of the Core Strategy 2006 - 2026

16. Visibility Pedestrian

No dwelling shall be occupied until the pedestrian visibility splays of 2.4 x 2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

17. Visibility Highway

No development shall commence until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 42 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

18. Highway Widening Line
TO BE COMPLETED

19. Surface water drainage

Development shall not commence until details of surface water drainage have been submitted to and been approved by the local planning authority. The dwelling shall be occupied until the drainage system for the site has been completed in accordance with

the approved details.

REASON In the interest of public protection in particular to avoid flooding in the area in accordance with policy 8 of the Core Strategy 2006-2026 adopted 2008.

20. Balcony Terrace Screens

No dwelling shall be occupied until head height screens have been erected on balconies or terraces for flats numbered XX [TO BE COMPLETED] on the approved floor plans in accordance with details that have first been submitted to and approved by the local planning authority. The screens shall be retained thereafter.

REASON In the interest of the living conditions of nearby residents in particular to limit overlooking into habitable room windows in accordance with policy 9 of the Core Strategy 2006 - 2026 adopted 2008.

21. Window Treatment

No dwelling shall be occupied until special window treatments have been installed on windows of flats numbered XX [TO BE COMPLETED] on the approved floor plans in accordance with details that have first been submitted to and approved by the local planning authority. The treatments shall be retained thereafter.

WORDING TO BE REVIEWED IN CONNECTION WITH REQUESTED REVIEW OF OVERLOOKING ISSUES FOR LOCKSLEY CT and ST. ANDREWS COURT.

REASON In the interest of the living conditions of nearby residents in particular to limit overlooking into habitable room windows in accordance with policy 9 of the Core Strategy 2006 - 2026 adopted 2008

22. Noise attenuation and ventilation

Development shall not commence until details of noise attenuation and room ventilation for dwellings with windows facing Windsor Road have been submitted to and been approved in writing by the local planning authority. No dwelling shall be occupied until its attenuation and ventilation measures have been installed in accordance with the approved details.

REASON In the interest of the living conditions of residents in particular reducing noise pollution and ventilation of rooms when windows are closed to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

23. Sustainable Development

TO BE COMPLETED

Renewable energy on site - carbon emissions to be 10% better than TER of Building Regulations Part L 2013

24. Soil Contamination - to be completed if needed. Environmental Quality Section advice to follow.

25. Hours of construction

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 8 of the Core Strategy 2006 - 2026 adopted 2008.

26. Construction Management Scheme

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

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

27. Gates

No gates are to be installed that open out over the public highway.

REASON In the interest of public safety.

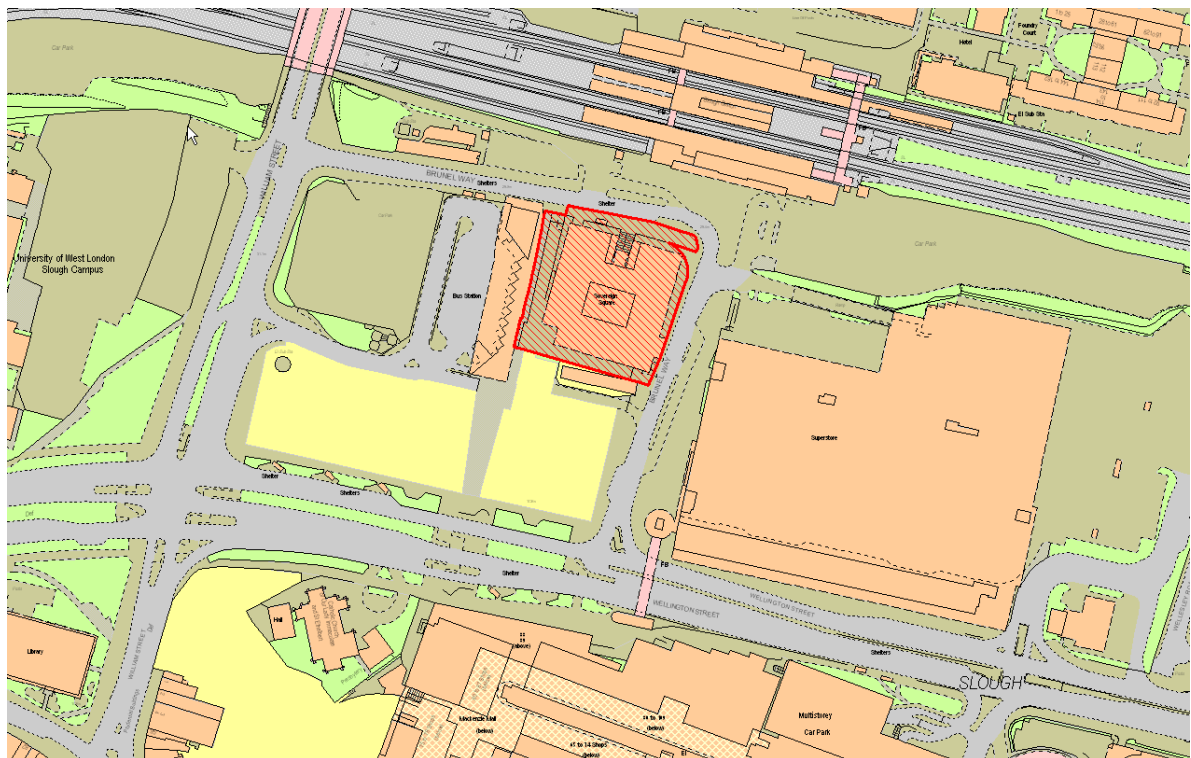
INFORMATIVE(S):

1. Informatives to be completed

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Registration Date:	01-Jun-2015	Applic. No:	P/00789/028
Officer:	Francis Saayeng	Ward:	Central
Applicant:	Ms. Claire Freeland, BW Slough Ltd		
Agent:	Mr. James Buckley, TP Bennett 1, America Street, London, SE1 0NE		
Location:	1 Brunel Way, Slough, Berkshire, SL1 1XL		
Proposal:	Demolition of existing building and erection of five - storey office building (class B1a) with ancillary ground floor unit with flexible class A1 / A3 / A4 / D2 use; including 100 car parking spaces and associated servicing arrangements enhanced landscaping and associated public realm improvements and other associated works.		

Recommendation: Delegate to Planning Manager



SUPPLEMENTARY REPORT

At its Meeting on 30th July 2015 Members deferred decision on this application to a future Committee meeting to allow further discussion with the Applicant to achieve an improvement to the façade and character of the building.

The previous report is attached for information purposes.

Following a lengthy meeting attended by the developer, architects and planning consultant, a number of possible amendments were discussed together with a need to improve the presentation material so as to bring out the very high quality of the finished building and to better highlight those features which may not have been so apparent at the earlier meeting.

The following changes are being proposed:

1 - Warmer brick selection

The applicant has revised the brick colour from a combination of 4 bricks which created a grey tone to a warmer combination of colours, (4 colour combination). This will be illustrated on revised CGI images and additional coloured elevations. The revised images will be available for presentation at Committee.

2 – Revised main entrance surround colour, to add prominence to the street scene

The applicant has revised the colour of the main entrance surround to add colour, interest and prominence to the main entrance central feature. The previous grey surround has been revised to a lighter, brighter contrasting colour. This will be illustrated on revised CGI images and additional coloured elevations. The revised images will be available for presentation at Committee.

3 - Emphasising the 3-4-4-4-3 subdivision through façade modulation

The applicant has agreed to provide further material detailing and emphasising the subdivision of the façade which follows a 3-4-4-4-3 rhythm. This will be illustrated on revised CGI images and additional coloured elevations. The revised images will be available for presentation at Committee.

4- Additional bay details to emphasise the depth within the reveals

The applicant has revised the detail within the window reveals to emphasise the depths within the facade. Different brick bonds are being considered such as the English bond used on the listed train station building, to add further detail, texture and depth to the façade. This will be shown on the additional bay details to be submitted and which will be available to display at Committee.

5 - Revised hard and soft landscaping to announce various ground floor uses

The applicant has revised the external landscaping on Brunel Way, delineating the site boundary in alternate materials which match the heart of Slough palette and respond to the various ground floor uses along this frontage. This will be illustrated

on revised CGI images and additional coloured elevations. The revised images will be available for presentation at Committee.

The most fundamental change is the proposal to use a different brick colour and mix which will give a warmer appearance to the finished building, but whilst still providing an acceptable contrast with the listed railway station. The other changes although minor in nature when combined with the change of brick colour and mix will further enhance the appearance of the building. The developers and designers of the building have stressed the need to maintain good symmetry in design together with clean lines and crisp finishes. They have further argued that this approach to building including the use of brick rather than render or cladding is becoming more common in London and they are keen to bring this concept to provincial areas such as Slough, rather than to treat such areas differently. They are also confident that the finished building will be of a quality that will provide a good headquarters building which will attract a suitable occupier(s) with the accompanying economic spin offs for the town.

The presentation material is being updated to better depict the finished building through revised CGI images and better detailing. These will be available to display at Committee and will be posted on the Council's web site for viewing by Members before the date of the Meeting.

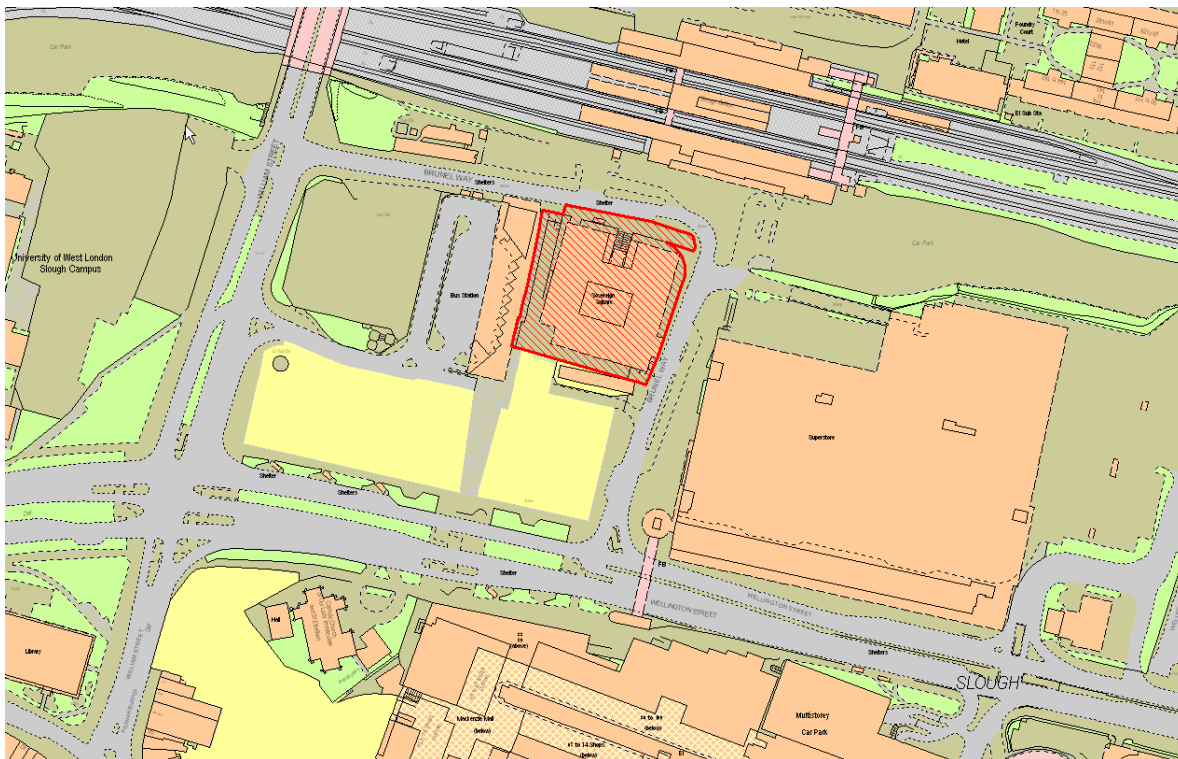
It is considered that the proposed changes go some way to meeting the concerns of Members and officers are satisfied that the amendments sought will further enhance the appearance of a high quality building. On this basis the previous recommendation is reaffirmed, but with some minor changes:

That the application be delegated to the Planning Manager, finalising conditions completion of a S106 Agreement and final determination.

****ORIGINAL REPORT ATTACHED FOR INFORMATION PURPOSES****

Registration Date:	01-Jun-2015	Applic. No:	P/00789/028
Officer:	Francis Saayeng	Ward:	Central
		Applic type:	Major
		13 week date:	31st August 2015
Applicant:	Ms. Claire Freeland, BW Slough Ltd		
Agent:	Mr. James Buckley, TP Bennett 1, America Street, London, SE1 0NE		
Location:	1, BRUNEL WAY, SLOUGH, BERKS, SL1 1XL		
Proposal:	Demolition of existing building and erection of five - storey office building (class B1a) with ancillary ground floor unit with flexible class A1 / A3 / A4 / D2 use; including 100 car parking spaces and associated servicing arrangements enhanced landscaping and associated public realm improvements and other associated works.		

Recommendation : Delegated to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager, for consideration of outstanding consultations, any minor design changes, finalising conditions completion of a S106 Agreement and final determination.
- 1.2 Having considered the relevant Policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The proposal is for demolition of existing building and erection of a five storey office building (Class B1a) with rooftop plant room and ancillary ground floor unit with flexible Class A1 / A3 / A4 / D2 use. Provision of 100 car parking spaces and associated servicing arrangements enhanced landscaping and associated public realm improvements and other associated works.
- 2.2 The application is accompanied by existing and proposed floor plans, site layout plans, elevations, sections and 3 “D” images. In addition the following supporting statements have been submitted:
- Design, Access and Heritage Statement
 - Transport Statement and Interim Travel Plan
 - Energy Strategy
 - Sustainability Statement (including BREEAM pre-assessment)
 - Air Quality Assessment
 - Phase 1 Contaminated Land Assessment
 - Drainage and SUDS Strategy
- 2.3 Car parking for 100 vehicles is provided within the rear ground floor and mezzanine parking deck accessed directly from a new vehicular ingress/egress point from Brunel Way (east). Cycle storage is provided for 100 bicycles (with shower and changing facilities).
- 2.4 A new landscaped perimeter is proposed including public realm improvements to Brunel Way. A roof top terrace to the north of the roof-space provides amenity space for the office accommodation and roof plant is provided within an enclosure. Provision for renewable energy generating plant and a biodiverse roof are also provided.
- 2.5 Double height glazing at ground level creates a prominent active presence to Brunel Way and the station forecourt. The building’s main elevations are further enhanced at ground level by active flexible A1/A3/A4/D2 use and a business lounge, which together provide a street presence along the building’s key frontages and create a visual connection with the public realm.
- 2.6 A raised landscaped perimeter is provided along the southern and western boundaries of the site designed to enhance the setting of the building when viewed from key public vantage points (the approach to and from the Town Centre and the Bus Station; the Bus Station concourse is a key pedestrian thoroughfare linking the Transport Hub and the site with the Town Centre.
- 2.7 The table below compares the floorspace of the existing building and that granted via the extant planning permission with that currently being proposed.

B1 office floor space (m2)		Car parking spaces	
Net internal area		Gross internal area	
Existing building	5,438	7,555	166
Extant permission	9,702	11,028	148
Proposed building	10,674	16,403	100

2.8 Following the initial submission amendments have been submitted showing the plant room to be located on the roof forming a part sixth floor. 3 “D” images have been further submitted to demonstrate that the plant room would not visible from the immediately surrounding public realm.

3.0 Application Site

3.1 The proposal site contains an existing, vacant five-storey office (B1a) building. The existing building comprises car parking at ground floor level and partly on the first floor deck with office accommodation provided on this level and on three further upper floors giving approximately 5,815m² net floor area. The office accommodation is accessed from Brunel Way (north) via a somewhat unsatisfactory arrangement of centrally-located steps opposite Slough railway station, with the ground floor level car parking accessed via Brunel Way (east). The first floor deck of car parking is accessed via two ramps from Brunel Way (east) and Brunel Way (north). In total the existing parking facility accommodates 166 vehicles.

3.2 The site occupies a prominent position within the Heart of Slough regeneration area that will see the currently vacant sites comprehensively redeveloped. Outline permission has been granted for a major scale office-led mixed-use redevelopment on the two sites immediately south and southwest of the site. The redevelopment of the bus station to the west has been completed, as have public realm improvements outside the railway station, and a walkway between the redevelopment sites provides a link to the town centre. To the east is a Tesco superstore and on the south side of Wellington Street is the Church of our Lady Immaculate St Ethelbert’s, which is a grade II listed building.

3.3 Slough railway station is a Grade 2 listed building constructed in 1882. A full listing description of the railway station is given in the Design, Access and Heritage Statement.

3.4 The site has excellent pedestrian and cycling links, with the recently-widened pedestrian area outside the railway station and a cycle path running the length of Brunel Way (east) which connects the site with the Town Centre. The site is also located opposite Slough train station, its proximity to the major transport hub, the Heart of Slough masterplan area and vacant plots south and west of the site all underline its prominent strategic position.

3.5 The massing of the immediate surroundings presents a varied relationship with a range of low to high building heights, with taller buildings coming forward to meet the ever increasing commercial and residential needs of Slough.

The surrounding building heights includes;

- Small scale 3-4 storey retail and commercial industrial buildings situated to the north east and directly opposite(north side of the railway)
- 5 story office buildings to the south east and west along Wellington Street.
- A new 14 storey residential buildings(north side of the railway)

- A 10 storey hotel adjacent to the 14 storey residential development (north side of the railway)
- Proposals for a 9/10 storey and 13/14 storey high office development (Development Securities) immediately south of the application site.

4.0

Relevant Site History & Background

4.1

P/00789/027	06-May-2015	08-Jun-2015	Prior Approval; Permission Granted/Inf
Proposal:	Application for prior notification for the demolition of existing building.		

P/00789/026	10-Sep-2014	21-Oct-2014	Conditions Complied With; Informatives
Proposal:	SUBMISSION OF DETAILS PURSUANT TO CONDITION 8 (LANDSCAPING PLAN DETAILS) OF PLANNING PERMISSION REFERENCE P/00789/022 DATED 22.05.2014 FOR EXTENSION AND REFURBISHMENT OF EXISTING OFFICE (B1A) BUILDING TO PROVIDE A FIVE STOREY OFFICE BUILDING WITH GRADE LEVEL ENTRANCE, REVISED LANDSCAPING, CAR PARKING LAYOUT AND PLANT.		

P/00789/025	01-Sep-2014	21-Oct-2014	Conditions Complied With; Informatives
Proposal:	SUBMISSION OF DETAILS PURSUANT TO CONDITION 12 (STRATEGY FOR THE MANAGEMENT OF CONSTRUCTION TRAFFIC TO AND FROM SITE TOGETHER WITH DETAILS OF PARKING / WAITING) OF PLANNING PERMISSION REF:P/00789/022 DATED 22.05.2014 FOR EXTENSION AND REFURBISHMENT OF EXISTING OFFICE (B1A) BUILDING TO PROVIDE A FIVE STOREY OFFICE BUILDING WITH GRADE LEVEL ENTRANCE REVISED LANDSCAPING, CAR PARKING LAYOUT AND PLANT.		

P/00789/024	13-Aug-2014	08-Oct-2014	Conditions Complied With; Informatives
Proposal:	SUBMISSION OF DETAILS PURSUANT TO CONDITION 13 (DISPOSAL OF SURFACE WATER FROM THE HIGHWAY) OF PLANNING PERMISSION REFERENCE P/00789/022 DATED 22.05.2014 FOR EXTENSION AND REFURBISHMENT OF EXISTING OFFICE (B1A) BUILDING TO PROVIDE A FIVE STOREY OFFICE BUILDING WITH GRADE LEVEL ENTRANCE, REVISED LANDSCAPING, CAR PARKING LAYOUT AND PLANT.		

P/00789/023	30-Jul-2014	21-Aug-2014	Conditions Complied With; Informatives
Proposal:	SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 06 (CYCLE PARKING) AND 11 (BIN STORE) OF PLANNING PERMISSION REFERENCE P/00789/022 DATED 22/05/2014 FOR EXTENSION AND REFURBISHMENT OF EXISTING OFFICE (B1A) BUILDING TO PROVIDE A 5 STOREY OFFICE WITH GRADE LEVEL ENTRANCE / REVISED LANDSCAPING, CAR PARKING LAYOUT AND PLANT.		

P/00789/022	18-Dec-2013	22-May-2014	Approved with Conditions; Informatives
Proposal:	EXTENSION AND REFURBISHMENT OF EXISTING OFFICE (B1A) BUILDING TO PROVIDE A 5 STOREY OFFICE WITH GRADE LEVEL ENTRANCE, REVISED LANDSCAPING, CAR PARKING LAYOUT AND ROOF PLANT.		

- 4.2 The existing building was a redevelopment of a site formerly occupied by the Royal Hotel, which opened in 1842. Outline planning permission was granted on 26 April 1998 for the erection of an office building of 6,039m².
- 4.3 Following pre-application consultation with Slough Borough Council in July 2013, planning permission for application P/00789/022 was granted 22 May 2014. The permission for refurbishment and extension comprised a predominantly glazed, five-storey office building with grade level entrance, revised landscaping, parking layout and roof plant.
- 4.4 A pre-application meeting regarding this application proposal was held in March 2015, where two schemes (one of five, one of six storeys) designed on the same architectural principles were discussed. The general approach of both schemes was agreed to be acceptable by officers, subject to detailed design. A further pre-application meeting was held in April 2015 to discuss detailed design matters relating to the preferred five-storey option including the building's interface with the public realm, landscaping to the western boundary and façade material selection. It was agreed that final revisions to the proposal were to be made before full submission. Final revisions regarding the building interface with the public realm, façade material selection and other design matters were presented to and agreed by officers at a further meeting in May 2015.

5.0 **Neighbour Notification**

- 5.1 The Occupier, Tesco Stores Ltd, Brunel Way, Slough, SL1 1XW
The Occupier, Thames Trains Ltd, Slough Railway Station, Brunel Way Slough, SL1 1XW

Notices placed on site
Notice published in local press

NO OBJECTIONS RECEIVED

6.0 **Consultation**

6.1 **Highways and Transport**

No comments received to date, other than in relation to the interim travel plan as set out below. Further comments will be reported on the Amendment Sheet.

Introduction / site characteristics and accessibility

Senior management support is given for the travel plan, initially by the developer, and to be adopted by the occupiers, which is welcomed. Access to the site by all modes is noted.

Baseline travel information

This is given, from TRICS data, and as expected from this central location in the borough, the mode split is in favour of sustainable modes, with car use at only approx. 30% which is an excellent starting point in terms of sustainability for this centrally-located site.

Objectives and benefits

These are given and are focused on increasing the use of sustainable modes of travel to the site, which is acceptable.

Targets

Both interim (Year 3) and long term (Year 5) targets are given; these are more stretching and ambitious than the targets given in the previous travel plan, and are acceptable.

Measures

A range of measures are proposed for the development, including information provision, information for new starters, cycling initiatives, walking initiatives, promotion of public transport and car sharing. Proposed cycle parking is of very good quality (and an increase on the previous application's quantity), as are the showering / changing facilities (conveniently located right next door to the cycle parking facilities). The provision of 10% of car share bays has been committed to, which is welcomed.

For the previous application, the applicant had agreed to the provision of 6no. Electric vehicle (EV) charging bays, to be provided in the site's ground floor parking area. There is no mention of EV charging points in this document, this must be committed to by the applicant.

Travel Plan Coordinator (TPC) and management support

A TPC role is committed to for the five year period of the travel plan, which is welcomed. Contact details of an interim contact at Landid are given within the document.

Monitoring and reporting strategy

Within the monitoring section, the developer has committed to undertaking TRICS SAM monitoring surveys for the development at 1, 3 and 5 years. The data will be reported to the local authority. Reporting will also include any remedial measures and additional monitoring should the targets not be on track. This is acceptable.

Action Plan

An action plan is given and is acceptable.

Recommendation – Travel Plan

The travel plan is not currently of an acceptable standard as the applicant has not committed to the provision of EV charging points within the development. As this site sits adjacent to an Air Quality Management area, this is particularly important.

6.2 **Environmental Quality**

CONSTRUCTION DUST

The assessment predicts that during construction there will be dust impacts and a package of mitigation measures are required to minimise dust emissions. In order to reduce the residual effects to 'not significant' Section A5 of the report a suite of Construction Mitigation that should be employed and I would recommend you place a condition on the permission to include dust control and the requirements to develop a Dust Management Plan.

OPERATION IMPACT ON LOCAL AIR QUALITY

The assessment models impacts on the 11 most sensitive residential receptors (for 2013). Particulate emissions will remain below the UK Air Quality Objective. All these receptors are located within the existing AQMA due to exceedances of NO₂. The changes in concentrations are predicted not to be very high but the because they occur when the air quality is already in breach of the Objectives the predicted worse case impacts are slight to moderate using the

current IAQM significance assessment. Mitigation is required and these relate to transport based measures within a Travel Plan for the development and implementation of measures within Slough Borough Council's Air Quality Plan. .

The Council are developing a Low Emission Strategy to tackle poor air quality within the Borough. The Town Centre Low Emission Programme has currently identified as part of the development of the Councils Low Emission Strategy which is due to be published in 2016 a programme of air quality monitoring and mitigation measures 8 air quality/low emission projects see below . The total cost of the programme is £1.1 million for town centre and focuses on Air quality monitoring, and low emission infrastructure to accelerate the take up of low emission vehicles as well as setting up a low emission car club. Additionally the Council are requiring all Town Centre Developments to include low emission infrastructure within their designs and as part of their Travel Plan.

PROGRAMME 4 – TOWN CENTRE, BATH ROAD AQMA 4

Project 1: Town Centre Air Quality Monitoring – contributions sought to purchase a continuous air quality monitor/analyser (monitoring NOx Concentrations, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2016 – 2026) and maintain fully functional air quality website. The total cost profile for this project over 10 years is £110,000.

Project 2: Development of Comprehensive low emission on street rapid Charging Infrastructure for Town Centre (A total of 5 rapid chargers (we currently have 1 rapid charger installed at Brunel Way) will be installed within and around the town centre to promote ultra low emission vehicle take-up to improve air quality. The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £200,000

Project 3: Development of Comprehensive low emission on street fast Charging Infrastructure for Town Centre (A total of 10 fast chargers will be installed within and around the town centre to promote ultra low emission vehicle take-up to improve air quality. The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £140,000.

Project 4: Development of Comprehensive low emission off street (Council Car Parks) Charging Infrastructure for Town Centre (A total of 10 fast chargers and 2 rapid chargers will be installed within and around the town centre council car parks to promote ultra low emission vehicle take-up to improve air quality. The total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £250,000.

Project 5: Windsor Road EV Car Club –to set up 2 bays and one electric charging point on Windsor Road (3 year contract period part of overall procurement of Town Centre Electric Car Club. The total cost profile for 3 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000

Project 6: Brunel Way EV Car Club to set up 2 bays and one electric charging point on Windsor Road (3 year contract period part of overall procurement of Town Centre Electric Car Club. The total cost profile for 3 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000

Project 7: High Street EV Car Club to set up 2 bays and one electric charging point on Windsor Road (3 year contract period part of overall procurement of Town Centre Electric Car Club. The total cost profile for 3 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000

Project 8: Alpha Street EV Car Club to set up 2 bays and one electric charging point on Windsor Road (3 year contract period part of overall procurement of Town Centre Electric Car Club. The total cost profile for 3 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000

The consultant has calculated the air quality damage costs of the proposed development following DEFRA methodology. This will also be included within our proposed Low Emission Strategy and will become the basis to determine the level of contribution sought for off-site measures as detailed above. The damage costs relate to the cost to human health of emissions generated by the proposed development. The air quality damage costs calculation has estimated a 5-year damage cost of £49,137 for this development.

I would suggest the damage cost should be over a longer timescale and it is unlikely we will seek fully compliance with the UK Air Quality Objectives for the Town Centre by 2020.

I recommend the following measures:

CONDITION/106 CONTRIBUTIONS TOWARDS SUSTAINABLE AIR QUALITY

Conditions + S106 Air Quality Contribution

- 1. The Developer installs on site electric vehicle charging points to 10% of all parking spaces within the development and this is included within the travel plan either within S106 or as a condition of consent*
- 2. The Developer installs low NOx boilers within the scheme as recommended by IAQM guidance and advised by the air quality consultant section 1.3*
- 3. The Developer contributes £50,000 towards off-site air quality measures detailed in PROGRAMME 4: TOWN CENTRE, BATH ROAD, AQMA 4 as follows:
Project 1 £10,000
Project 2 £30,000
Project 6 £10,000*

6.3 Land Contamination

No comments received to date. Any comments received will be reported on the Amendment Sheet

6.4 Heritage Consultant

This proposed new development will enhance the setting of the station (Grade II Listed Building) through the harmonious use of similar materials.

“The NPPF (2012) states that “Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset)”. In this case it is the grade II listed Slough railway station. Built in 1882, it is red brick with grey brick dressings, lacing courses and stone dressings built with a central booking hall block and two smaller blocks either side, now the booking hall and travel centre. The central block has an eye catching pavilion roof with zinc fish-scale tiles and four oeil de boeuf attic windows and wrought iron balustrade around the flat top of the roof. The effect is highly decorative. In the 1960s and 1970s the area to the south of the station was redeveloped according to the urban planning fashions of the time and the setting of the station was significantly degraded and would now benefit from a sensitive rebuilding of the building opposite.

The existing office building is a combination of concrete and glass with irregular elevations, a front entrance up a flight of stairs which is hard to see from street level and two vehicular access points. The combination of these elements is unappealing and creates a

disconnection between the street and the building and ultimately does not enhance the setting of the station opposite. The irregular massing of the concrete and glass building does not allow for any connection to the decorative Victorian building opposite. Its demolition is supported.

An earlier application to refurbish and extend the existing office block following pre-application advice received planning permission in May 2014 (P/00789/022). However, following the design of the new building aims to improve on the weaker design aspects of the existing building. A simple and regular block design with a symmetrical frontage opposite the station allows for the building to make strong and positive impact on visitors arriving from the train station. A commercial unit on the north east corner of the block, a centrally planned entrance at pavement level and landscaping all help to improve the interaction of the public and the building.

The applicants have been guided in pre-application advice to consider improving the setting of the listed train station. In response to this they have abandoned the earlier schemes' exclusive use of glass and have used a combination of two tones of grey brick and clear glass instead. The brick forms a regular grid across the elevations interspersed by single height windows on the top three floors and double height windows on the ground and first floors. The use of brick is to be welcomed. It adds texture and character to a street scene that has the rear of a large bland Tesco Extra to the east and a more interesting and dynamic fire station to the west clad in metal. On the other side of the road is the red brick train station.

The applicants plan to plant similar trees to the north and east of the building and new paving, both of which will match the existing trees and paving used in the new public piazza outside the station. This will enhance the setting of the station through the harmonious use of similar materials”.

*Overall this is a thoughtful application that tries hard to improve on the mistakes of the past and I therefore **recommend approval**.*

6.5 Neighbourhood Enforcement

No comments received to date. Any comments received will be reported on the Amendment Sheet

6.6 Environment Agency

No comments received to date. Any comments received will be reported on the Amendment Sheet

6.7 Thames Water

No response to date Any late objections will be reported on the Amendment Sheet

7.0 PART B: PLANNING APPRAISAL

7.1 Policy Background

7.2 The application will be assessed against the following policies:

7.3 The National Planning Policy Framework (NPPF) 2012

The NPPF states a presumption in favour of sustainable development and that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of

amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

- 7.4 In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

7.5 **Local Development Framework, Core Strategy 2006-2026, Development Plan Document December 2008**

- Core Policy 1 (Spatial Strategy)
- Core Policy 5 (Employment)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)

7.6 **Adopted Local Plan for Slough 2004**

- Policy EMP2 (Criteria for Business Development)
- Policy EMP5 (Proposed Town Centre Offices)
- Policy EN1 (Standard of Design)
- Policy EN3 (Landscaping Requirements)
- Policy EN5 (Design and Crime Prevention)
- Policy T2 (Parking Restraint)

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

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

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

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

- 7.8 The main planning considerations are considered to be:
- Principle of development
 - Design and appearance on the character of the area
 - Heritage impact
 - Transport, highways and parking
 - Air Quality
 - Sustainable Drainage System
 - Sustainability and Renewable Energy
 - Landscaping
 - S106 Requirements

Principle of Development

- 7.9 Core Policy 5 of the Slough Core Strategy DPD (2008) states that intensive employment-generating uses such as offices (B1a) will be located in the town centre in accordance with the Spatial Strategy. The main effect of this policy is to encourage major employment-generating development to take place in the town centre and allow for the gradual renewal of other existing business areas. The proposal clearly meets the requirement of the Core Strategy and the Spatial Strategy by creating new major office (B1a) development within the Town Centre and the Heart of Slough with immediate access to the Transport Hub and future Cross Rail site.
- 7.10 The development accords with the objectives the NPPF (2012) by redeveloping a brownfield site and focusing economic development within the Town Centre and meets the principles of the Sequential test as set out in saved Policy EMP1 of the adopted Local Plan for Slough.
- 7.11 Core Policy 5 of the LDF Core Strategy, requires that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons. Intensive employment-generating uses such as B1 (a) offices will be located in the town centre in accordance with the spatial strategy.
- 7.12 Saved Policy EMP2, Proposals for business developments will only be permitted if they comply with all of the following criteria:
- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;
 - b) It does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over-looking, or overbearing appearance of the new building;
 - c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
 - d) appropriate servicing and lorry parking is provided within the site;
 - e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;
 - f) the proposal incorporates an appropriate landscaping scheme;
 - g) the proposal would not significantly reduce the variety and range of business premises;

7.13 With respect to Core Policy 5 and the criteria set out in saved Policies EMP2 and EMP5 the additional following matters are established in support of the principle of development for the site:

- Proposal reduces number of on-site car parking spaces by 66 no. spaces
- Proposed office is located within Slough Town Centre
- Proposal is of high quality design and retains the existing employment use
- Proposal improves both physical and visual character of the site and its surroundings
- Ancillary A1, A3, A4, D2 accommodation improves amenities for business community and commuting public
- Improved vehicular circulation and access arrangement improves road safety and reduces pedestrian conflict
- Appropriate servicing arrangements are proposed from dedicated laybys on Brunel Way (north and east)
- Proposal incorporates an appropriate landscaping scheme improving visual appearance of the building and its setting
- Proposal replaces outmoded office floor space with modern facilities capable of subdivision to attract a range of end users
- The proposal by virtue of introducing Grade A office space suited to high quality operators significantly improves the variety and range of businesses premises in the area

Design and appearance on the character of the area

7.14 A Design, Access and Heritage Statement submitted in support of this application analyses the building and its wider surrounding context fully to understand the key issues that any proposals should address. Informed by this analysis, the Statement goes on to set the design vision for the site and the significant benefits the proposal generates.

7.15 Existing site constraints arising from the building's dated office design comprise:

- Poor entrance location
- Weak corner to main façade giving a lack of prominence to building when viewed from main station
- Voids & terraces take away valuable office space
- Unattractive planters & grilles at street frontage
- Poor efficiency from stair and core configuration and U-shaped floor plate
- Poor relationship with bus station

7.16 The applicants advise that the design has evolved from the initial concept presented to the council during pre-application discussions. A number of design options have been explored in response to the site constraints and the pre-application advice received. The key design drivers may be summarised as follows:

- Create a landmark building
- Create a prominent ground level entrance to reinforce building's prominence
- Create an active, double height glazed frontage defining its function as a modern office with ancillary accommodation suited high quality occupiers
- Consolidate vehicular ingress/egress into a single entry point
- Improve relationship with the public realm on all public-facing façades
- Provide a flexible internal floor-plate to suit modern occupiers and enable subdivision
- Introduce landscaping and create an enhanced public realm

- 7.17 The proposal seeks to create a landmark office building in this prominent location by introducing a five-storey contemporary office (B1a) with a flexible A1, A3, A4, D2 ground floor unit, creating an opportunity for a high end operator to serve the upgraded business community and commuters at Slough rail station and the future Cross Rail interchange. The proposal will significantly improve the quality of the built form and the impression of Slough to visitors, improving the visual appearance of the building through high quality built form and landscaping along key pedestrian desire lines into the Town centre.
- 7.18 Overall the proposal provides a high quality design in response to the site's constraints and improves significantly the visual appearance of this key gateway site and the surrounding environment. Further detail relating to the design approach is set out in the submitted Design, Access and Heritage Statement.
- 7.19 With respect to matters of design and in relation to Core Policy 8 and Saved Policy EN1 the development achieves the following:
- Design is high quality, responds appropriate to its surroundings, the listed railway station building and the public realm
 - Design is of high quality, attractive and accessible being in a highly sustainable location next to major transport infrastructure
 - Proposal significantly lifts the image and appearance of the surrounding area and the setting of the listed train station building
 - Revised landscape strategy enhances interface with public realm and improves visual amenity
 - Architectural merit of the building will be far greater as a result of the proposal, as the dated building will be replaced with a high quality contemporary design
 - the building is appropriate in its scale, height, massing
 - internal layout meets modern office standards
 - siting is improved with increase activation and orientation fronting public realm
 - Proposal creates high quality built form and materials reflect the industrial brick vernacular with a brick and glazed contemporary façade composition.

Heritage Impact

- 7.20 The Heritage Statement contained within section 5 of the Design, Access and Heritage Statement assesses the impact of the proposal upon the Grade 2 listed railway station buildings. The Heritage Statement concludes that the proposal is anticipated to have an indirect, moderate beneficial impact upon the listed railway station buildings
- 7.21 With respect to matters of heritage, Core Policy 9 states that:
Development will not be permitted unless it:
- Enhances and protects the historic environment;
 - Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
- 7.22 As set out above the NPPF states that:
In determining planning applications, local planning authorities should take account of:
- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

- *the desirability of new development making a positive contribution to local character and distinctiveness.*

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

- 7.23 The Council's heritage consultant advises that: *This proposed new development will enhance the setting of the station (Grade II Listed Building) through the harmonious use of similar materials. Overall this is a thoughtful application that tries hard to improve on the mistakes of the past and I therefore recommend approval.*

Transport, Highways and Parking

- 7.24 A Transport Statement has been submitted as part of the application and which concludes:

The development is centrally located within the town centre and can be accessed by modes of transport other than the private car. Bus and rail services are located adjacent to the site and there are existing pedestrian and cycle networks within the area which are accessible from the development, providing opportunities to access local facilities and the wider area. Cyclists have been considered and catered for in the design of the scheme and the development includes provision for cycle storage.

The proposals will provide at-grade access into the development for pedestrians from both Brunel Way and parking levels.

The development will provide less on-site parking than the extant planning permission. The car parking will be accessed via a proposed new access off Brunel Way and the existing four access and egress locations will be removed.

- 7.25 At the time of writing this report no comments have been received from the Council's transport and highways consultant. However, these will be included on The Amendment Sheet.

- 7.26 An Interim travel Plan has been submitted which concludes:
A Travel Plan for the proposed development will bring about an array of benefits for those travelling to and from the site, whilst minimising the environmental impact on the surrounding community.

Through a combination of surveys, focus groups and input from the Travel Plan Coordinator, the Travel Plan will maximise opportunities to encourage the use of sustainable transport. Furthermore, a flexible and adaptable approach will ensure that the Travel Plan remains responsive to the needs of those travelling to and from the site.

This Interim Travel Plan has been developed as part of the design stages of the project and considers all types of travel relevant to the building type and users, for example, employees, visitors and personnel who make deliveries to the development.

- 7.27 The Interim Travel Plan has been assessed by the Council's Transport Section who has commented that:

The travel plan is not currently of an acceptable standard as the applicant has not committed to the provision of EV charging points within the development. As this site sits adjacent to an Air Quality Management area, this is particularly important.

Air Quality

7.28 An Air Quality Assessment has been undertaken for the site which draws the following conclusions:

The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emission. With these measures in place, it is expected that any residual effects will be 'not significant'. However, the guidance recognises that, even with a rigorous dust management plan in place, it is not possible to guarantee that the dust mitigation measures will be effective all of the time, for instance under adverse weather conditions. The local community may therefore experience occasional, short-term dust annoyance. The scale of this would not normally be considered sufficient to change the conclusion that the effects will not be significant.

The operational impacts of increased traffic emissions arising from the additional traffic on local roads, due to the development, have been assessed. Concentrations have been modelled for eleven potential worst-case receptors, representing existing properties where impacts are expected to be greatest. Modelling has been carried out for the year 2013 assuming the development traffic is on the roads in 2013 is a worst-case approach because air quality is expected to improve in the future.

It is concluded that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in 2013, whether the scheme is developed or not. This conclusion is consistent with the outcomes of the reviews and assessments prepared by Slough Borough Council, which show that exceedences of the PM10 objective are unlikely at any location.

In the case of nitrogen dioxide, the annual mean concentrations remain above the objective at most existing receptors in 2013, whether the scheme is developed or not. The receptors are located within the AQMA and therefore this is consistent with the outcomes of the reviews and assessments prepared by Slough Borough Council.

The proposed scheme is predicted to lead to negligible impacts in terms of PM10 and PM2.5. In the case of nitrogen dioxide, the worst-case predicted impacts are slight to moderate adverse, though these are based on worst-case model assumptions with respect to traffic volumes and vehicle emissions.

Overall, it is judged that the air quality impacts of the proposed development are not significant, however, as the development will lead to an increase in nitrogen dioxide emissions within an existing AQMA it is deemed appropriate to consider mitigation for the proposed development.

Mitigation measures are provided in the form of best practice design, as well as a series of transport-related measures which are set out within a draft travel plan for the development. Additionally, improvements in local air quality will be made through improved vehicle emissions standards and implementation of measures within Slough Borough Council's Air Quality Action Plan.

The air quality damage costs of the proposed development have been calculated following a Defra methodology. The damage costs relate to the predicted cost to human health of emissions generated by the proposed development. The air quality damage costs calculation has estimated a 5-year damage cost of £49,137. The development will include significant investment in measures to encourage sustainable transport and reduce emissions to air, which may in part offset the air quality damage costs, however it is not possible to estimate the value of this investment at this time.

7.29 The findings of the Air Quality assessment have been broadly accepted by the Council's Environmental Quality Section, subject to the following S106 Obligations being achieved:

- 1 *The Developer installs on site electric vehicle charging points to 10% of all parking spaces within the development and this is included within the travel plan either within S106 or as a condition of consent*
- 2 *The Developer installs low Nox boilers within the scheme as recommended by IAQM guidance and advised by the air quality consultant section 1.3*
- 3 *The Developer contributes £50,000 towards off-site air quality measures detailed in PROGRAMME 4: TOWN CENTRE, BATH ROAD, AQMA 4 as follows:*

Project 1 £10,000 (Town Centre Air Quality Monitoring)

Project 2 £30,000 (Development of Comprehensive low emission on street rapid Charging Infrastructure for Town Centre)

Project 6 £10,000 (Brunel Way EV Car Club)

Sustainable Drainage System

7.30 On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process. The applicants were advised at the pre application stage that a detailed drainage design was required as part of any future planning submission and given a guide for the preparation of such a scheme.

7.31 A Drainage Strategy has been submitted together with a Flood risk Assessment, which concludes:

The site is assessed as being in National Flood Zone 1 and is therefore at low risk of flooding from tidal or fluvial sources. The site is currently served by separate foul and surface water drainage systems which discharges into the Public Sewer in Brunel Way. A new surface system serving the whole building via a surface water pumping station with a high level overflow at the downstream chamber in the event of a pump or power failure. A foul water network serving the upper building floors discharging into the Foul Water Sewer in Brunel Way East and a foul water network serving the ground floor discharging into the Foul Water Sewer in Brunel Way North are proposed.

Sustainable Urban Drainage Systems have been considered in accordance with the National Planning Policy Framework (NPPF). The new surface water system will feature both a rain water harvesting system and a biodiversity roof. The surface water effluent will connect into a below ground attenuation tank with a restricted discharge rate via the pumping station into the Surface Water Sewer in Brunel Way North. The surface water pumping station will feature a duty and standby pump with a high level overflow in the case of both pumps failing.

The new foul water system is proposed to imitate the discharge distribution from the existing system to reduce the impact on the Foul Water Sewer. As such the foul effluent from all upper floors will drain to the centre of the building where an existing 225mm diameter drain discharges into the Foul Water Sewer in Brunel Way East. The foul effluent from the ground floor will discharge via the existing 150mm diameter drain into the Foul Water Sewer in Brunel Way North.

7.32 The drainage proposals have been assessed by the Council as lead flood authority and the following comments have been made:

- *Measures for 'interception' of first 5mm of rainfall*
- *The attenuated storage for 100yr + 20% (6hr event) for 8l/s and checking exceedance of this for other standard events.*
- *Exceedance path – overflow/bypass details for flow control (suggest failure scenario for PS for basement carpark is looked at) include any warning / alarm systems for failure of elements*
- *Maintenance schedules and risk assessments together with long term responsibilities for maintenance (suggest permanent record kept of maintenance carried out).*

I'm not looking for detailed design of internal pipework just the critical outfall / attenuation/ control elements.

The safety issues of confined spaces and explosion risk with much of the drainage in a basement area should be well covered.

- *Measures for 'interception' of first 5mm of rainfall*
- *The attenuated storage for 100yr + 20% (6hr event) for 8l/s and checking exceedance of this for other standard events.*
- *Exceedance path – overflow/bypass details for flow control (suggest failure scenario for PS for basement carpark is looked at) include any warning / alarm systems for failure of elements*
- *Maintenance schedules and risk assessments together with long term responsibilities for maintenance (suggest permanent record kept of maintenance carried out).*

I'm not looking for detailed design of internal pipework just the critical outfall / attenuation/ control elements.

The safety issues of confined spaces and explosion risk with much of the drainage in a basement area should be well covered.

7.33 Discussions are still on going with respect to Sustainable Drainage measures but the applicants are gradually moving towards an acceptable solution.

Sustainability and Renewable Energy

7.34 An Energy Statement has been submitted which has the following findings:

The building's envelope will be designed to perform significantly better than the minimum Building Regulation standards with low U-values and design air permeability;

Natural day lighting into perimeter zones will improve occupant comfort and reduce the requirement for artificial lighting;

Good solar control will be provided by the selection of glazing/shading so as to avoid

overheating in summer and increase passive gains in winter;

The development will use low energy lighting together with occupant and daylight linked lighting controls;

All energy supplies will be metered using smart meters to enable building users to be responsible for their own consumption and hence CO2 emissions;

The mechanical ventilation systems will be specified with high efficiency fans and a high heat recovery efficiency;

Gas boilers and air cooled chillers will heat and cool the displacement ventilation system air and provide a reduction in carbon emissions.

A Photo-Voltaic (PV) array of 138m² could be accommodated on the roof of the proposed development. This could potentially provide a 3.6% reduction in the site's CO2 emissions.

A PV array is proposed to provide a 3.6% reduction, although the impact of a potential development to the south of the site will need to be reviewed to ensure that any over shading does not make the PV array unviable.

The combination of the above measures could result in the development achieving an improvement of 5.0% over the Part L2A 2013 Building Regulations standards

- 7.35 The proposed development has been designed to achieve a BREEAM level of 'very good'. The proposal includes the scope for renewable energy generation to the effect of 5% of its total carbon emissions in the form of photovoltaic panels at roof level. The building's façade has been designed to maximise natural light and minimise heat loss.

Landscaping

- 7.36 Saved Policy EN3 Landscaping states that:

Comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme. Landscaping should be carried out in the first planting season following the completion of the proposed development and a scheme for the subsequent maintenance and retention of the existing and proposed planting should be established. Off-site planting may be required for development proposals where there is a substantial loss of landscaping on site or where there is the opportunity to enhance existing landscaping in the vicinity of the development.

- 7.37 In accordance with Policy EN3, an indicative landscaping layout has been included in the application. Three principal areas will be planted with appropriate species of trees and shrubs:

The landscaped belt that wraps around the west and south elevations – hardy and evergreen species retaining colour all year round to act as screening of car park ventilation on the building perimeter and as a calming outlook from within the building

The area of extended public realm on the remaining elevations – to enhance the setting of the building with new street trees (native species) that successfully frame and announce the

main building entrance and provide a setting, potential, for outdoor seating. Designed to incorporate hard surfacing that matches the materials already used in the piazza area outside the station building

A rooftop garden – a terrace available to all building occupiers as a further amenity, offering panoramic views of the town and a restful and calming environment

- 7.38 A full landscaping proposal including planting details will be secured and delivered by planning condition.

S106 Agreement

- 7.39 Obligations to meet transport and highway requirements will be reported on the Amendment Sheet, but it is noted that the following Heads of Terms were agreed in relation to the extant planning permission:

Prior to commencement of development, the applicant to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the following works-

- *Reconstruct the footway on all necessary sides (as necessary) of the application site using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme (natural stone granite);*
 - *Drainage connections;*
 - *Construction of the paving areas on the Brunel Way frontages using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme;*
- b) Pay a Transportation Contribution to fund improvements to station forecourt (north side) and/or to fund pedestrian, cycle and public realm improvements within and leading to Slough town centre*
- c) Pay a Traffic Regulation Order contribution to amend the existing pay and display bays to allow the loading bay to be extended;*
- d) Submission of an Integrated Travel Plan to include initiatives which target a reduction in emissions associated with car trips to and from the development.*
- e) Pay a Travel Plan monitoring contribution;*

Pay a contribution to allow O2 to be reimbursed for the loss of the shelter and the removal costs of the shelter;

With respect to Air Quality the following contributions will be sought:

- 1 The Developer installs on site electric vehicle charging points to 10% of all parking spaces within the development and this is included within the travel plan either within S106 or as a condition of consent*
- 2 The Developer installs low NOx boilers within the scheme as recommended by IAQM guidance and advised by the air quality consultant section 1.3*
- 3 The Developer contributes £50,000 towards off-site air quality measures detailed in PROGRAMME 4: TOWN CENTRE, BATH ROAD, AQMA 4 as follows:
Project 1 £10,000 (Town Centre Air Quality Monitoring)
Project 2 £30,000 (Development of Comprehensive low emission on street rapid Charging Infrastructure for Town Centre)
Project 6 £10,000 (Brunel Way EV Car Club)*

The Council is seeking to secure payment prior to the commencement of development, however further discussions are required with the applicant with respect to the timing of these contributions.

8.0 **SUMMARY**

8.1 The principle of offices on this site is well established and complies with both national and local planning policies. The scheme is acceptable in terms of its design scale height bulk and massing. Detailed changes to the design of the scheme have improved its acceptability given its prominent siting and location opposite Slough railway station and will improve the heritage setting for this important listed building. The building combined with its associated public realm improvements will build upon those enhancements which have already been achieved through the Heart of Slough development project.

9.0 **PART C: RECOMMENDATION**

9.1 **Recommendation**

9.2 Delegate the planning application to the Planning Manager, for consideration of outstanding consultations, any minor design changes, finalising conditions completion of a S106 Agreement and final determination.

9.3 **PART D: CONDITIONS AND INFORMATIVES**

The main heads for proposed conditions are set out below but the final conditions and their wording is to be determined by the Planning Manager following the receipt of outstanding consultations and prior to final determination.

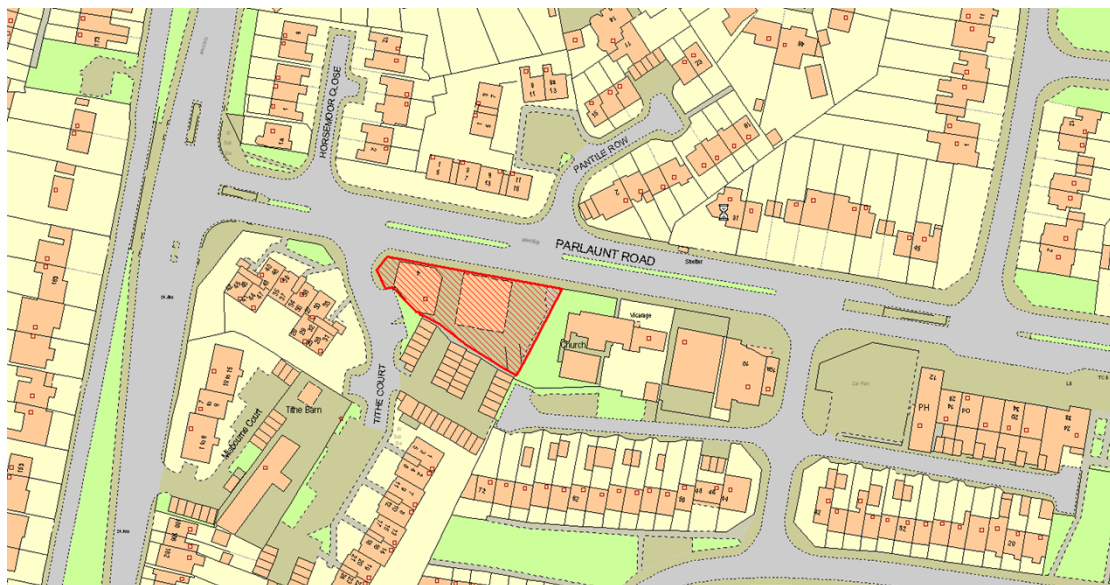
9.4 **CONDITIONS:**

1. Time limit, 3 years
2. Approved Plans
3. Samples of materials
4. Samples of Surface Materials
5. Maximum Parking Provision
6. Vision splays
7. Travel plan (Business)
8. Cycle parking
9. Ceiling Height for Cycle Store
10. Landscaping Scheme
11. Restriction on Use to B1(a) offices
12. Working hours
13. Construction Traffic Management Plan
14. External lighting
15. Landscaping Management Plan
16. Noise – plant & air conditioning units
17. Means of Access
18. Car Park Management and Servicing Plan
19. No gates or Barriers to open across public highway
20. Development to be carried out in accordance with the recommendations contained within: the energy statement, sustainability statement, Flood Risk Assessment, Drainage Strategy, Air Quality assessment and Interim Travel Plan
21. Electric vehicle charging points
22. Development to achieve BREEAM
23. Restrict range of commercial/retail uses

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Registration Date:	14-May-2015	Applic. No:	P/04915/012
Officer:	Ian Hann	Ward:	Foxborough
		Applic type:	
		13 week date:	
Applicant:	Rupert Ainsworth, Rontec Watford Ltd		
Agent:	Sian Butt, Pegasus Group Pegasus Group, Suite 4b, 113, Portland Street, Manchester, Greater Manchester, M1 6DW		
Location:	BP Langley Connect, Parlaunt Road, Slough, Berkshire, SL3 8BB		
Proposal:	Application for variation of condition 7 of planning permission P/04915/008 dated 22nd October 1997 to allow for 24 hour opening.		

Recommendation: Approve



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations it is recommended grant limited period approval for 6 months and subject to further conditions.
- 1.2 This application is to be decided at Planning Committee as it has been called in by Cllr Plenty who has concerns with regards the noise disturbances caused by extended opening hours.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the removal of a condition to planning permission P/04915/008 dated 22nd October 1997 which states

“The premises shall only be open for customers or for the receipt and delivery of goods between the hours of 0700 and 2300 hours and not at any other time.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwelling(s) by reason of noise or general disturbance”

2.2 This would therefore see the site operate on a 24 hour basis which the applicant’s claim would *“enhance the viability and functionality of the site to the benefit of motorists and local residents”*. While it is noted that the site has had some changes to it this has been internal changes to the retail element and with some new signage which did not require planning consent. There would be no external changes to the site under this application.

2.3 The application is accompanied with the following:

- Site Location Plan
- Planning Statement
- Statement of Community Involvement
- Noise Impact Assessment

3.0 **Application Site**

3.1 The site is a triangular site to the south of Parlaunt Road adjacent to the junction with Tithe Court. The site is currently occupied by a petrol filling station comprising a single storey flat roofed shop building, fuel pump islands, a jet wash and associated parking spaces.

3.2 The site is surrounded by residential properties to the north (beyond Parlaunt Road), west and south (beyond car park immediately to the south) and a church building to the east with a shopping parade and other commercial properties beyond this.

4.0 **Relevant Site History**

4.1 Planning permission was granted for the erection of the petrol filling station in August 1986 (P/04915/003). Permission was refused in February 1992 to use the site on a 24 hour basis for the following reason (P/04915/004):

The proposal would adversely affect the amenities of local residents by reason of the increased noise, glare and general disturbance during normal sleeping hours.

4.2 Planning permission was then granted for a new shop, jet wash and services was approved in October 1997, to which the following condition was attached (P/04915/008):

The premises shall only be open for customers or for the receipt and delivery of goods between the hours of 0700 and 2300 hours and not at any other time.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwelling(s) by reason of noise or general disturbance.

4.3 Other applications relate to advertisement consent.

5.0 **Neighbour Notification**

5.1 1, 3, 5, 7, 9, 11, 13, 15, Christ The Worker Vicarage, Parlaunt Road, Slough

25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 38 Tithe Court, Slough

2, Pantile Row, Slough

2, Horsemoor Close, Slough Borough Council

1, 3, 5, Tithe Barn

The following comments have been received from 9 local residents as a result of the above consultation:

- Additional noise from people using the site including car radios, alarms and doors slamming.
- Additional traffic.
- Current respite from the noise currently makes the noise bearable.
- No need for additional hours.
- Lights from the cars and the station itself will impact on neighbouring residential properties.
- Additional parking problems caused by the additional traffic.
- No reason to vary the condition as there has been no change in circumstances.
- The deliveries during the night will result in additional noise and disturbance.
- Increase in anti social behaviour.

RESPONSE: These are material planning considerations and are considered in the report below.

5.2 A petition has also been received which has been signed by 23 local residents objecting to noise and light disturbance as well as additional traffic.

5.3 The applicant's also undertook pre application consultation where responses were received from nine local residents with regards to noise, parking, noise, no need to extend the opening times and light pollution.

6.0 **Consultation**

6.1 Environmental Quality

The EQ Team regulates the petroleum and vapour recovery operations on the site. The site is low risk in respect of environmental emissions, and we do not raise any objections to the 24 hours from a pollution control perspective.

6.2 Environmental Protection

According to the Noise Impact Assessment, the report has focused on the slamming of car doors being potentially the most disturbing. In terms of impact noise door slamming can be particularly disturbing due to the impact nature of the noise. The assessment has concluded that the predicted noise levels would not be a significant issue to local residents.

However, the noise from door slamming can be more or less predicted and so can be sensibly worked into the assessment, therefore identifying the likely impact on the existing noise levels. What can not be predicted is noise from other sources which are beyond the control of the PFS. This will include car stereos and in particular, noise from patrons. Understandably these noise sources have not been looked into in detail in the assessment for that reason – they are completely unpredictable.

Whilst there have not been any noise complaints relating to the PSF, there have been complaints about persons connected to the Shamrock's public house & the adjoining car park further along Parlaunt Road. The complaints related to noise from general rowdy behaviour. The concern is that the individuals leaving Shamrock's may well be attracted to the PFS since they will be open once Shamrock's has closed. Furthermore, noise from other individuals simply visiting the PFS either on foot or by cannot be controlled or predicted either. Since it will be the only vendor selling refreshments, etc in the area at night, it may attract a number of individuals.

It is therefore believed that opening 24 hours will have a detrimental impact on local residents in relation to noise.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework and technical guidance notes.

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

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

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

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

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

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

Adopted Local Plan for Slough

- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

- Impact on adjoining sites
- Traffic and Highways Implications

8.0 **Impact on adjoining sites**

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

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

8.3 With there being no changes to the buildings upon the site and therefore no issues with regards to loss of privacy or additional mass and bulk on the site. Therefore the main remaining issues to be considered with regards to impact on neighbouring amenity relates to noise and other disturbance.

8.4 A noise impact assessment was submitted as part of the application which had a focus on the slamming of car doors as being the potentially most disturbing impact from the site in terms of noise. While it is accepted that this noise source would be potentially impacting on neighbouring residential amenity and the noise from such activities would not cause a significant issue to local residents as it would be below the measured background noise climate. However there are other issues which have not been considered in the assessment.

8.5 The Council’s Environmental Protection Officers have identified that there would be other significant noise sources that would be unpredictable and outside of the control of the petrol filling station, such as the noise from car stereos and from people using the service station. Because of the nature of these unpredictable noise sources they have not been considered by the noise assessment but are issues that could cause some disturbance to neighbouring residents regardless.

8.6 Environmental Protection Officers have confirmed that while no complaints have been received with regards to noise from the petrol filling station itself complaints have been received regarding the nearby Shamrock’s public house and public car park with regards to noise and general rowdiness. The concern therefore follows that people leaving Shamrock’s would be attracted to the petrol filling station, which would be the only place in the local facility when the public house closes and this would have the potential to cause additional noised nuisance that would be difficult to control. This could not be controlled or predicted to a significant degree and may attract a number of individuals, either by foot or car, due to the fact that it would be the only vendor in the area selling refreshments through the night.

8.7 In responding to these concerns the applicant has stated that noise and disturbance being caused by people leaving licensed premises should be controlled via licensing legislation rather than planning and the service station does not have a licence to serve alcohol through the night. While licensing would have some say in noise nuisance this does not address the fact that extending the opening hours of the service station could exacerbate this situation and as it would give the people leaving the public house a place to be drawn towards and create additional noise nuisance.

8.8 While the applicant’s confirm that unpredictable noise events can be difficult to predict and

manage but they have experience of managing 180 24 hour sites, some of which are within residential areas without causing detrimental impact upon local amenity. In acknowledging the possible images the applicant's have proposed the use of a Site Management Plan, which can be secured via condition, to mitigate any disturbances from the site. The Site Management Plan as proposed confirms the following controls would be in place:

- Tannoy not to be used between 2300 – 0700 except for purposes of health, safety and security.
- Jet wash, vac and airline shall be disabled and not used between the hours of 2300 – 0700
- No fuel, shop good (excluding newspapers) or waste collections to take place between 2300 – 0700 and engines to be switched off during delivery.
- Signage to be erected in prominent positions to tell customers to turn off engines, stereos etc.
- Persistent nuisance customers shall not be served and details passed to the Police.
- Store management to work with Community Police Officers to develop a nuisance prevention strategy, if required.
- Regular litter collection.
- No commercial waste to be disposed off site and all waste to be disposed of in compliance with environmental guidelines.
- Site operator and complaints procedure displayed on site and management details provided so they can be contacted in case of incidents.
- Staff to be briefed on planning issues and site restrictions as part of the induction process and Site Management Plan to be displayed at all times.

8.9 It is considered that the use of the Site Management Plan would provide a framework for the site to operate in a way which would mitigate any impact upon local amenity. Furthermore in order to ascertain if the measures are sufficient to ensure there would be no impact upon local amenity it is considered appropriate to give permission for the petrol filling station to operate on a 24 hour basis for a temporary period of 6 months. During this time Environmental Protection Officers would monitor and complaints from the activities at the petrol filling station and should issues occur then any further planning permission to extend the time could be refused on noise nuisance grounds. Environmental Protection Officers have confirmed that this would be an expectable way forward although they would be able to resolve any complaints about noise from stereos or people shouting. However it is considered that the temporary permission would allow time, including seasonal variations, to ensure that the site will operate in an appropriate manner without impacting upon local amenity.

8.10 As stated above deliveries would be restricted so that they would not take place between the hours of 2300 and 0700 so as not to impact upon local amenity from noise and disturbance from such activities. This would be contained within the Site Management Plan and could also be included as separate conditions to provide further enforcement strength to ensure deliveries are not undertaken during inappropriate hours.

8.11 Some concern has been raised with regards to additional lights from vehicles that could cause some disturbance to local residents. It is considered that although some additional light may emit from the site this would not be at a level that would act as a nuisance for which a sustainable reason for refusal could be raised. Likewise if this does become an issue then this could be a reason as to why any extension to the initial 6 months could be refused if appropriate evidence of the harm is provided.

8.12 Likewise some concern has been raised with regards to the possible increase in anti

social behaviour caused by the extended opening hours of the service station. However this would be covered by the Site Management Plan which would secure that the applicant's would work with the local Community Police Officers to deal with any issues of anti social behaviour through the use of a nuisance prevention strategy. Again if such anti social behaviour becomes an issue then this would be a reason not to grant planning permission for 24 hour opening beyond the original 6 month temporary permission.

- 8.13 While it is noted that planning permission was refused in 1992 for the petrol station to be open 24 hours a day since then the National Planning Policy Framework was introduced which partly seeks to ensure growth and strengthen the economy. Therefore in allowing the service station to open for 24 hours this would produce additional job opportunities and allow for economic growth in the area and this needs to be balanced against the potential for harm to the amenities of the surrounding area. It is therefore considered that a temporary permission to allow the site to operate on a 24 hour basis will produce time to see what issues are caused and if these would balance against the growth provided by the 24 hour opening.

9.0 **Traffic and Highways Implications**

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

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

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

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

- 9.3 It is proposed change is not considered to have any impact upon parking as the extended opening hours between 2300 and 0700 would not put any additional parking on the surrounding area as off site parking would be minimal during this period.
- 9.4 While these proposals would see an increase in the number of cars using this would be between the hours of 1100 and 0700 and during this time would not have a detrimental impact upon the local highway.
- 9.5 It is therefore considered that these proposals would not have a detrimental impact upon parking or result in any highway issues.

10.0 **Summary**

- 10.1 On the basis of the information provided it is considered that a temporary permission should be granted to ensure that the extended opening hours will not have a detrimental impact upon neighbouring amenity subject to the conditions as outlined below.

PART C: RECOMMENDATION

11.0 **Recommendation**

Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations it is recommended grant temporary approval. subject to conditions, for a period of 6 months.

12.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

12.1 **CONDITIONS**

1. This permission is for a limited period which will expire 6 months from the date of this permission when the 24 hour opening shall cease, unless prior permission has been given by the Local Planning Authority for continuation for a further period. The hours shall be restored as per the previous permission of 0700 to 2300.

REASON To enable the Local Planning Authority to review the position in the light of the prevailing circumstances and the impact of the use during the limited period in accordance with Policy EN1 of The Local Plan for Slough 2004.

2. The jet wash, vac and airline shall not be open to members of the public / customers outside the hours of 2300 hours to 0700 hours on Mondays- Sundays.

REASON To protect the amenity of residents within the vicinity of the site.

3. There shall be no commercial deliveries visiting the site outside the hours of 2300 hours to 0700 hours on Mondays – Sundays.

REASON To protect the amenity of residents within the vicinity of the site.

4. The use hereby approved shall be undertaken in accordance with the Rontec Service Stations Management Plan received on 12th August 2015 at all times.

REASON To protect the amenity of residents within the vicinity of the site.

INFORMATIVE

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Registration Date:	09-Jun-2015	Applic. No:	P/05343/002
Officer:	Sharon Belcher	Ward:	Upton
		Applic type:	4 th August 2015
		8 week date:	
Applicant:	Mr Chand Hassan		
Location:	7 Quaves Road, Slough, Berkshire, SL3 7NX		
Proposal:	Construction of a single storey side extension.		

Recommendation: Approve



SUMMARY OF RECOMMENDATION

- 1.1 This application is a householder application of a type which would normally be determined under powers of officer delegation. However, as the applicant is an employee of Slough Borough Council that works closely with the Planning Section, the application is being brought before Members for determination.
- 1.2 The proposal complies with the Council adopted planning policies and guidelines and therefore is considered acceptable and is recommended for approval.

PART A: BACKGROUND

2.0 Proposal

Planning permission is sought for construction of a single storey side extension and an infill rear extension with flat roof and replace the existing pitched roof on garage with a flat roof. The proposal differs from the previously approved scheme in that the rear part is reduced in depth and do not attach to the existing rear garage.

3.0 Application Site

- 3.1 The proposal site is occupied by a two storey detached dwelling located on the northern side of Quaves Road.
- 3.2 A side garage with hipped and pitched roof is located toward the mid point of the garden.
- 3.3 The host dwelling has been extended by a single storey rear extension with flat roof.

4.0 Site History

P/05343/001 CONSTRUCTION OF A SINGLE STOREY SIDE TO REAR EXTENSION AND CONVERSION OF EXISTING GARAGE TO UTILITY ROOM.

Approved with Conditions; Informatives 19-Feb-2015

5.0 Neighbour Notification

Neighbouring dwellings at numbers 5, 6, 8, 9 Quaves Road were notified of the planning application.

No objections have been received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

The application is considered in relation to:

- National Planning Policy Framework
- Core Policy 8 of the Local Development Framework Core Strategy 2006-2026 (Submission Document, November 2007)
- Policies H14, H15, EN1, EN2 and T2 of the Adopted Local Plan for Slough 2004
- Slough Local Development Framework, Residential Extensions Guideline, Supplementary Planning Document, 2010

8.0 Design and Street Scene

The proposed single storey side extension would set in line with the front wall of the dwelling and would be built with a pitched roof at the front and flat roof at the rear. The proposal would accommodate a garage and kitchen extension. The roof of the proposed side extension would match the roof design of the original dwelling; the front elevation would incorporate a garage door. The design and appearance of the proposed side extension are considered to be in keeping with the design and appearance of the original dwelling and therefore is considered to be acceptable. There is no negative impact on the street scene as a result of the extension.

9.0 Impact on Neighbours

The neighbouring dwelling at No. 5 Quaves Rd has a single storey rear extension built to the boundary. In addition there is no change to the siting or depth of the existing garage which is being retained therefore is considered to not result in any significant impact on neighbouring amenity.

The proposal would not have an impact on the neighbouring No. 9 Quaves Rd due to adequate distance between them.

The proposal therefore is considered to be acceptable in terms of impact on the amenities of the neighbouring dwellings.

10.0 Parking

The proposed side extension would accommodate a garage that would compensate for the loss of the rear garage. The front driveway is capable of accommodating two cars. The proposal therefore; is not considered to have an implication on the number of available onsite parking spaces.

11.0 Amenity Space

The host property maintains a nearly 25m deep rear garden. The proposed side extension would not take any part of the available rear amenity and therefore would not have an impact. The proposal therefore is considered to be acceptable in terms of impact on the amenity space.

PART C: RECOMMENDATION

The proposal is recommended for approval.

12.0 Recommendation

Approve

13.0 **PART D: LIST OF CONDITIONS OR REFUSAL REASONS**

List of condition:

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. Site Plan, Dated. 09-06-15, Recd On. 09/06/2015
- (b) Drawing No. quavesrd-7/1 reve, Dated. 12-01-15, Recd On. 09/06/2015
- (c) Drawing No. quavesrd-7/5, Dated. 12-07-14, Recd On. 02/06/2015
- (d) Drawing No. quavesrd-7/6 reve, Dated. 27/01/15, Recd On. 02/06/2015

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

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. 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 T2 of The Adopted Local Plan for Slough 2004.

SLOUGH BOROUGH COUNCIL**REPORT TO:** Planning Committee**DATE:** 9th September, 2015**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.

WARD(S)
ALL

Ref	Appeal	Decision
2012/00626/ENF	<p>6 Cranbourne Close, Slough, SL1 2XJ</p> <p>Without planning permission, the change of use of the land from use as a single residential dwellinghouse to use as two separate residential dwelling units.</p> <p>The appeal was allowed insofar as it relates to that part of the garden flat /outbuilding, shown cross hatched black on the plan at annexe A to the decision (the pre-2012 /2013 extension building), and the enforcement notice is quashed in so far as it relates to this part of the appeal building which is immune from enforcement action (except for the new window which has been inserted into the western elevation, to give natural light to a bedroom as part of the 2012 /2013 side and front extension to the building which is not so immune.</p> <p>The Inquiry proceeded on the basis of grounds (d) and (g).</p> <p><u>Ground (d)</u></p> <p>The inspector noted that the relevant time period is 4 years and the notice was dated 7 April 2014. It follows that the alleged change of use, to a separate residential dwelling, had to have happened on or before 7 April 2010 for protection against enforcement action to apply.</p> <p>The Inspector considered that the Appellants' version of what happened was sufficiently precise and unambiguous to be accepted on the balance of probabilities (that it was more likely to have happened that way than not).</p> <p>The Inspector found that the separate residential use of the original appeal building (that part which existed before the</p>	<p>Appeal Granted In Part</p> <p>13th July 2015</p>

	<p>2012 /2013 extension) started in September 2008 and continued unabated until the execution of the December 2012 /January 2013 extension.</p> <p>So by September 2012 the separate residential use of the original part of the appeal building would have become lawful.</p> <p>None of the Council's concerns were sufficiently compelling to affect the "sworn" oral evidence give to the Inquiry by the Appellants and their witnesses.</p> <p>The Inspector considered that there was no deception on the part of the appellant.</p> <p><u>Ground (g)</u></p> <p>The appeal under this ground (time period for compliance) also succeeded in a limited regard only, in order to allow the existing tenants to be served with an eviction notice and to allow for any possible Court proceedings, 9 months was considered be a more appropriate time for compliance</p>	
P/08786/004	<p>9 London Road, Slough, SL3 7RL</p> <p>CONSTRUCTION OF DETACHED TWO STOREY THREE BEDROOM DWELLING WITH ASSOCIATED PARKING AREA.</p>	<p>Appeal Dismissed</p> <p>28th July 2015</p>
P/14455/002	<p>329 Bath Road, Slough, SL1 5PR</p> <p>APPLICATION FOR A DROPPED KERB AND CONSTRUCTION OF 600MM HIGH X 6 METRE LONG RAILING.</p>	<p>Appeal Dismissed</p> <p>14th July 2015</p>
2014/00019/ENF	<p>234, Wexham Road, Slough, SL2 5JP</p> <p>HIGH WALL. (BELIEVED POSSIBLE OUTBUILDING)</p>	<p>Appeal Dismissed</p> <p>7th August 2015</p>
2014/00245/ENF	<p>236, Wexham Road, Slough, SL2 5JP</p> <p>HIGH WALL. (BELIEVED POSSIBLE OUTBUILDING)</p>	<p>Enforcement Notice Quashed</p> <p>7th August 2015</p>

MEMBERS' ATTENDANCE RECORD 2015/16
PLANNING COMMITTEE

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

P = Present for whole meeting
 Ap = Apologies given

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

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