

Registration Date:	16-Jan-2013	Applic. No:	P/14515/005
Officer:	Mr. W. McCarthy	Ward:	Farnham
		Applic type:	<b>Major</b>
		13 week date:	<b>17<sup>th</sup> April 2013</b>

Applicant: Mr. Graeme Steer, Slough Trading Estate Limited

Agent: Mr. Benjamin Taylor, Barton Wilmore Regent House, Prince's Gate, 4, Homer Road, Solihull, West Midlands, B91 3QQ

Location: 234, Bath Road, Slough, SL1 4EE

Proposal: RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) PURSUANT TO CONDITION 3 OF PLANNING PERMISSION P/14515/3, DATED 18 JUNE 2012, FOR THE CONSTRUCTION OF B1(A) OFFICES (PLOT OB01) DECKED AND SURFACE LEVEL CAR PARK (PLOT CP01) CYCLE PARKING, LANDSCAPING AND ANCILLARY WORKS.

**Recommendation: Delegate to the Head of Planning Policy and Projects**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant Policies and comments from consultees; the development is considered to be acceptable in principle, subject to resolving outstanding Highway and Traffic concerns.
- 1.2 It is recommended that the application should be delegated to the Head of Planning Policy and Projects.

## **PART A: BACKGROUND**

### 2.0 **Introduction**

- 2.1 The applicant, SEGRO, who own the Slough Trading Estate, has submitted the first Reserved Matters application in response to the granting of Outline Application P/14515/003, dated 18 June 2012, known as LRCC2 for the following development:

OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

- 2.2 The current application is for the reserved matters (layout, scale, appearance and landscaping), for the construction of B1(a) offices (Plot ob01) decked and surface level car park (Plot cp01) cycle parking, landscaping and ancillary works.

### 3.0 **Proposal**

- 3.1 The proposal consists of the construction of 'V' shaped building, five storeys in height on an extended, basement car park. The development provides up to 15,146m<sup>2</sup> (GEA) of office accommodation, which will be used as flexible office space by a number of different occupiers. The 'V' is the result of aligning the office floor plates with the Bath Road and the Leigh Road. The wings are symmetrical rectangular blocks, regularised to produce efficient office floor space across all five floors. The hinge of the

'V' creates a strong presence at the junction of the Bath Road and Leigh Road. The main access to the building is however from the north and not from Bath Road. The main entrance leads into a full height glazed atrium that creates functional and visual link between the two office blocks across all floors. The atrium houses the reception and access to ancillary accommodation. The vehicular and pedestrian access to the building and the car park will be from both Leigh Road and the Bath Road service road.

3.2 The elevational treatment that creates the very distinctive appearance of the building is a result of the architects setting themselves the following design objectives:

- Provide excellent views out from the floors to enhance visual amenity
- Provide maximum level of natural light to reduce artificial lighting
- Intelligent and cost effective control of unwanted solar gain

3.3 The various options that have been investigated by the architects resulted in a building that will be glazed from floor to ceiling and therefore have a predominately glazed appearance. In order to control solar gain, large format louvres (fins) have been chosen, because they allow almost unobstructed views out of the building and allow maximum daylight penetration into the space. The fins will not be used for the return elevations facing west and north.

3.4 Parking will be provided in the basement and a multi-storey car park. The multi storey car park will be located directly to the north of the proposed office building. In order to match the theme of a predominantly glazed office building, the car park will also have "glass channels". The split-level deck car park is proposed to provide 183 additional car parking spaces, in addition to 60 ground level spaces that are currently used by Fiat and will be re-provided for their use. A further 25 spaces are also proposed at ground level for visitors and VIP's. The existing basement will be reconstructed and extended to provide 219 car parking spaces, motor cycle and cycle parking facilities. The basement will also provide disabled car parking, cycle welfare facilities, plant and ancillary accommodation.

3.5 A south facing terrace is provided at ground floor level as an extension of the recessed hinged corner facing the Bath Road / Leigh Road junction. The roof will accommodate the mechanical and electrical plant for the building, which is screened in order to reduce visibility. The roof will also accommodate photovoltaic panels for energy generation and solar hot water heating.

#### 4.0 **Application Site**

4.1 The application site is situated within Slough Trading Estate, which is located approximately 1.6km to the north west of Slough town centre. Slough Trading Estate covers an area of 162.4 hectares and the Great Western Main line runs east to west through the southern part of the

Estate. The application site lies in the central southern part of the Estate, on the junction of Bath Road and Leigh Road.

- 4.2 The application site currently consists of two linked office buildings. Historically both buildings have been used as the Segro headquarters, but the building on the corner (eastern building) has been vacated for some time.
- 4.3 The immediate surroundings of the site, to the west, north and east, comprise Slough Trading Estate which include primarily industrial and warehouse uses. The Estate currently accommodates approximately 17,500 employees working within around 400 companies.
- 4.4 Beyond the Trading Estate boundary are: Haymill Valley and Burnham Lane to the west; the Perth Trading Estate, residential development and public open space to the north; Farnham Road to the east; and residential development in Thirkleby Close and Pitts Road to the south east. To the immediate south of the site are principally commercial uses on the southern side of Bath Road.

## 5.0 **Site History**

- 5.1 Historically Slough Trading Estate has been recognised as primarily an industrial and warehousing area with offices only being allowed along the Bath Road frontage. This is reflected in Local Plan Policy EMP7 (Slough Trading Estate) which states:

*'Within Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:*

- 1. major independent B1(a) offices being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*
- 2. there being no overall increase in the number of car parking spaces within the estate.'*

- 5.2 The Trading Estate is also a Simplified Planning Zone (SPZ) which means that B1 business development, apart from B1 (a) offices, B2 general industrial, B8 warehousing and distribution and some sui generis development can take place without the need for planning permission, provided the development complies with the conditions. This is intended to provide certainty, flexibility and speed of delivery for new developments on the Trading Estate.
- 5.3 The Slough Core Strategy 2006 – 2026 which was adopted in December 2008 established a new Spatial Strategy for Slough which can be summarised as being one of *'concentrating development but spreading the benefits'*. Core Policy 1 (Spatial Strategy) states that intensive employment generating uses such as B1 (a) offices, and intensive trip generating uses, such major retail or leisure uses, will be located in the

appropriate parts of Slough town centre.

5.4 The spatial strategy does, however, recognise that in order to spread the benefits that development can bring, not all of it should take place in the town centre. It therefore encourages comprehensive regeneration of selected key locations, at an appropriate scale. It also states that there may be some relaxation of the policies and standards in the Local Development Framework within these locations where this can be justified by the overall environmental, social and economic benefits that can be provided to the wider community.

5.5 As a result a specific exception has been made for the Trading Estate through Core Policy 5 (Employment) which states:

*'B1 (a) offices may also be located on the Slough Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate. This will be subject to the production of a master Plan and the provision of a package of public transport improvements. This will be partly delivered through a subsequent Local Development Order which will replace the Simplified Planning Zone.'*

5.6 Following the adoption of the Core Strategy in December 2008, SEGRO came forward with the previous proposal for the Leigh Road Central Core Area which included 130,000m<sup>2</sup> of office space. There were extensive negotiations with SEGRO in order to address the issues that arise from this scale of office, particularly with regard to controlling the level of commuting by the private car. This has resulted in an agreed package of measures for transport any other facilities that formed part of the original LRCC1 approval which was granted in September 2010. The current application contains a similar package of measures which accord with the provisions of the Core Strategy.

5.7 Following the grant of the planning permission for LRCC1, the Council's Site Allocations DPD was adopted in November 2010. This includes Slough Trading Estate as Site Specific Allocation 4. This proposes that the Trading Estate should be the subject of comprehensive mixed use development of the Estate for business (including B1a offices), residential, retail, hotels, conference facilities, educational facilities, recreation, community and leisure uses. The Site Planning Requirements of Policy SSA4 seek to ensure that Development Proposals within the Estate should be generally in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the LRCC Area which forms part of it unless otherwise agreed by the Council. It also restricts the amount of new B1 (a) offices to a maximum of 130,000m<sup>2</sup> gross internal area to be built in the LRCC area unless otherwise agreed with the Council.

5.8 Subsequent to the granting of LRCC1, a further application P/14515/003 has been submitted on 13<sup>th</sup> May 2011, to amend the approved redevelopment area. The main difference between LRCC1 and LRCC2 is

the fact that the redevelopment site for LRCC2 does not extend north of Buckingham Avenue. This outline application was approved on 18<sup>th</sup> June 2012 and the current application is a submission of details in relation to this application.

- 5.9 Another application P/14515/004 has been submitted on 27<sup>th</sup> December 2012 for the following development:

NON-MATERIAL AMENDMENTS TO AMEND THE APPROVED PARAMETERS PLAN PL/01/03, LISTED IN CONDITION 4 OF PLANNING PERMISSION P/14515/003, DATED 18TH JUNE 2012 (OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÉCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS).

The purpose of this application was to amend the parameters plan, due to the fact that a site survey of 234 Bath Road revealed a sewer that would be very expensive to divert in order to comply with the originally approved parameters plan. The application was approved on 23 January 2013.

6.0 **Neighbour Notification**

- 6.1 The following adjoining occupiers were consulted.

Bath Road: 217a, 219, 221, 225, 240, 224-230, 250-252 Bath Road  
275, 816 Leigh Road

No comments have been received.

7.0 **Consultation**

7.1 **Transport and Highway Comments**

7.1.1 **Highway Alterations**

When reviewing the plans it is unclear exactly what is being proposed in terms of highway improvements to Leigh Road and A4 Service Road when this development is implemented. I suspect that as this development does not trigger the junction improvement at Leigh Road /

Bath Road junction then no changes are proposed to the existing layout. I have strong concerns with this as the existing junction has never been tested as to whether it can cope with the additional traffic of this development. Furthermore under LRCC2 it was clearly envisaged that the A4 Service Road junction with Leigh Road would be stopped up, but this is not proposed with this scheme and therefore there would be considerably more pressure on the A4 Bath Road / Leigh Road /Service Road junction than ever envisaged as part of LRCC2. This raises both safety concerns and congestion issues and therefore it will need to be addressed. This has been highlighted previously to PBA in March 2012 and therefore it is surprising that this has not been addressed as part of this application. As with my pre-application comments dated 19/2/13 in relation to this site if it was to be brought forward as a stand alone site a scheme will need to be developed to stop traffic using the Leigh Road end of the service road, with exceptions for cyclists and the proposed shuttle bus. This scheme will need to be secured as part of the development and agreed prior to determination.

#### 7.1.2 **Access**

The existing access arrangements are being altered and therefore the redundant accesses will need to be removed and the footway reinstated.

#### 7.1.3 **Junction of Aberdeen Avenue /Leigh Road**

It would be helpful if further plans were submitted showing the impact of the new decked car park on the existing layout of Aberdeen Avenue in terms of footway widths, whether there is any impact on visibility of pedestrians crossing Aberdeen Avenue and on the visibility splays from Aberdeen Avenue.

#### 7.1.4 **Car Park Layout**

From my understanding of the submitted plans, 60 car parking spaces are being provided for Fiat on the Ground Floor Deck and these will be accessed from the Fiat site. There would appear to be a slight reduction in the number of spaces being provided to Fiat than existing – clarification please. How does the visibility work in terms of vehicles emerging from the basement deck and the vehicles leaving the upper car park. This is not particularly clear on the plans and could be a health and safety issue on-site. I have measured the internal dimensions of the car park and it would appear that some of the aisles do not measure 6.0m, which will make it harder for vehicles to manoeuvre in and out of spaces. Please clarify the dimensions of the aisle widths for all decks and car parks. Aisle widths should be a minimum of 6.0m wide and spaces 4.8 x 2.4m. The remainder of the parking of the decked car park to the rear of the site is to be allocated to the tenant of 234 Bath Road and there are a total of 243 spaces. Outside a further 25 spaces and in the basement car park 219 spaces providing a total of 487 spaces for 234 Bath Road. From the submitted documents, it is unclear as to what the total floor area is of the building and how this conforms to the agreed parking standards as per LRCC2 – this information needs to be provided.

#### 7.1.5

##### **Cycle Parking**

My advice to developers on cycle parking is frequently the same - quality not quantity, and follow best practice guidance on the layout; these are simple rules. Aisle widths of 0.6m are not sufficient neither is the proposed 0.7m width between racks. Cyclists using these racks will have high value cycles and they will not expect them to get damaged trying to manoeuvre their bikes in and out of these spaces. Racks should be sited 1.0m apart and care be made to ensure that all racks can be adequately accessed and there is no risk to cyclists locking their bikes and hit by a passing vehicle. The designer of the scheme needs to take account the best practice TfL guidance

<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf> and make the necessary changes to the scheme such that an appropriate design is developed in accordance with best practice guidance. Furthermore it is not clear how access to the cycle parking will be secured – is a separate gate to be provided.

In the basement car park some thought needs to be given as to how cyclists will access the large bank of spaces from the access ramp.

Cyclists will not cycle around the whole car park to access the bays, but from a health and safety perspective it is not going to be safe for them to emerge at 90 degrees to the access ramp. A dedicated path through the spaces needs to be provided.

#### 7.1.6

##### **Showers, Changing Rooms and Locker Facilities**

It would appear that showers, lockers and changing facilities are to be provided at basement level and this is to be welcomed. Some more detailed plans of what is being proposed and the ratio of showers to floor space and how this conforms to BREAM standards would be helpful. Encouraging non-car modes is a critical element of the overall Masterplan and therefore getting these facilities right in the first building is important.

#### 7.1.7

##### **Vehicle Tracking**

To ensure that service vehicles and possible drop off for the employers shuttle service within the site tracking should be re-provided to ensure that all vehicles can still adequately access the site. This includes providing tracking for manoeuvring into spaces 6 + 7 which are adjacent to the access barrier.

#### 7.1.8

##### **Car Park Management Plan**

Noting the previous concern of the Local Highway Authority about the use of the Leigh Road access for vehicles travelling to the car park, a Car Park Management Plan should be prepared and submitted to the Local Highway Authority setting out measures how employee vehicles will be discouraged from accessing the site from the Leigh Road access. Further measures need to be implemented to prevent this access being used in a two direction e.g. signing and these will need to be set out in the Plan.

#### 7.1.9

##### **Travel Plan**

Further information needs to be provided on the timescales and content of the Travel Plan.



#### 7.1.10 **Recommendation**

In my comments I have highlighted a number of issues that still need to be addressed prior to determination, but it is my view all of the issues can be addressed. However at this stage until the further information is provided the application does not contain sufficient information for the Local Highway Authority to determine the impacts of the development on the safety and operation of the public highway. Therefore the proposed development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7. However subject to the further information be supplied and agreed as acceptable and within this would include the scheme for Bath Road Service Road together with the other issues I have identified then I would withdraw this objection to the scheme.

### **PART B: PLANNING APPRAISAL**

#### **Policy Background**

#### 8.0 **National Guidance**

#### 8.1 **National Planning Policy Framework (March 2012)**

- 8.1.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 8.1.2 A presumption in favour of sustainable development lies at the heart of the NPPF. The document recognises that sustainable development has economic, social and environmental dimensions that are mutually dependent, and Paragraph 8 states that 'economic growth can secure higher social and environmental standards, and well designed buildings and places can improve the lives of people and communities.'
- 8.1.3 Section 1 reinforces the Government's commitment to securing economic growth in order to create jobs and prosperity and states that the planning system should help to facilitate this. Paragraph 19 states that 'Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.'
- 8.1.4 Section 7 of the NPPF relates to good design in development proposals and recognises the indivisibility of good planning and good design. Development proposals should be of a high quality and be inclusive.
- 8.1.5 Paragraph 58 it is stated that planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the

short term but over the lifetime of the development;

- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

8.1.6 In paragraph 60 it is stated that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. *It is, however, proper to seek to promote or reinforce local distinctiveness.*

8.1.7 However, paragraph 61 acknowledges that design goes beyond aesthetic considerations and stresses that planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment. But in paragraph 64 it is stated that 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.

## 9.0 **The Development Plan**

### Local Plan for Slough, March 2004

9.1 The Local Plan for Slough was adopted by the Council in March 2004. The site is identified on the planning maps as Trading Estate/Simplified Planning Zone (EMP7) and as an Existing Business Areas (EMP3, S4). The following policies apply:

9.2 Policy EMP2 lists a number of criteria that business developments must comply with, these are:

- 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, overlooking, 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;*
  - h) *the proposal does not result in a net loss of residential accommodation; and*
  - i) *the proposal maintains any existing primary and secondary shopping frontages at ground level on the site.'*

9.3 The introductory text to Policy EMP7 provides information about Slough Trading Estate in paragraphs 3.59 - 3.69 these are provided below:

*The Slough Trading Estate is the largest concentration of business and employment in the Borough. It extends to nearly 200ha and provides over 700,000m<sup>2</sup> of business and industrial accommodation in some 700 buildings. The 400 tenants of the Trading Estate range in size and activity and provide in the order of 20,000 jobs, or nearly 30% of the Borough's total employment. In particular, the manufacturing sector has always been well represented on the Trading Estate. Just over 50% of jobs on the Estate are within manufacturing businesses compared to the overall figure of 22% for the Borough. The scale and range of businesses on the Trading Estate and the employment this creates are vital components of the local economy.*

*The Estate's attractiveness to business is partly a function of its accessibility to the M4, M25, Heathrow Airport and Central London, but also because of its critical mass in terms of business linkages and the existing employment base. As such, the Estate accommodates many firms that contribute to important economic clusters of similar industries both within Slough and the wider Thames Valley.*

*Active management by Slough Estates plc has enabled a rolling programme of refurbishment and redevelopment to take place to meet the needs of existing businesses and attract inward investment. The ability of the Estate to respond to the changing needs of business was enhanced by the designation of a Simplified Planning Zone (SPZ) in 1995. This permits most types of business class development (excluding independent B1a office accommodation) to take place, subject to conditions attached to the scheme, without the need for planning permission. All other major development, such as large retail schemes, still require planning permission in the usual way.*

*These various attributes make the Trading Estate a preferred location for*

*business accommodation in Classes B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 distribution and storage of broadly the same scale as currently exists on the estate. It is not considered necessary to apply a sequential approach to these uses in this location and it is not intended that any policies of the plan require it for such development.*

*Headquarters and other types of major independent office development have taken place along the Bath Road frontage, which has made good use of this accessible location within the Trading Estate. Whilst there is little scope for additional major independent office floorspace, Policy EMP1 applies a sequential test to such development whereby they will only be allowed if there are no suitable sites available in the town centre, edge of the town centre or other existing business areas as well served by public transport as the Bath Road.*

*Small-scale office units play an important role in promoting the economic development of the Borough. The difference in trip generation between small-scale office accommodation and other B1 uses can be of a small magnitude. On this basis, small office units up to 200m<sup>2</sup> in size will be permitted within the Estate.*

*The Borough Council recognises that there is independent office accommodation in other locations within the Estate, apart from the Bath Road frontage. New B1(a) office scheme over 200m<sup>2</sup> will only be permitted elsewhere if it is replacing that which already exists on an individual site. Otherwise new office accommodation will be limited to ancillary office accommodation in accordance with Policy EMP1 in order to control the intensification of uses in inappropriate locations. The SPZ already includes a reference to limiting office accommodation to those that are ancillary.*

*The amenity and environment of the Estate does vary, with newer schemes reflecting current accepted standards. Servicing for older units does not always meet the current standards but the redevelopment of sites provides the opportunity to improve provision.*

*In the past, parking has been provided to meet the maximum level of demand in accordance with Borough Council standards, which have been included within the SPZ scheme. In order to prevent any further increase in traffic generation it is intended to cap parking provision at the current level within the Trading Estate. This means that as a general principle any redevelopment proposal should not increase the number of car parking spaces that exist or existed on the site even if it is proposed to increase the amount of floorspace. However, additional spaces could be gained from another part of the Estate so that the overall level of car parking on the Trading Estate is not increased. It is therefore proposed to review the SPZ scheme to ensure it complies with the new approach to parking standards.*

*Major improvements to public transport provision will be sought along the A4 Bath Road corridor in order to improve accessibility to the Trading Estate by alternative means of transport to the car. Improved links to Burnham and Slough railway stations will also be sought which will make it easier to commute to the estate by train. In addition, all major new developments will be required to produce Company Travel Plans to demonstrate how firms will encourage staff to use public transport.*

*It is recognised that on-street parking controls may have to be introduced in the areas around the Trading Estate in order to prevent an over-spill of parking into adjacent residential areas.'*

9.4 Policy EMP7 (Slough Trading Estate) states that:

*'Within the Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:*

- 1. major independent B1(a) office developments being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*
- 2. there being no overall increase in the number of car parking spaces within the estate.'*

9.5 Policy EN1 (Standard of Design) states that development proposals must reflect a high standard of design and must be compatible with and/or improve their surroundings.

9.6 Policy EN3 (Landscaping Requirements) requires a comprehensive landscaping scheme for all new development proposals.

9.7 Policies T2, T7, T8 and T9 are transport policies relating to new developments. In particular, Policy T2 advises no increases in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes. In addition, the Council's car parking standards are contained at Appendix 2 and the standard in Existing Business Areas for Class B1(a) offices is 'no overall increase' and then there are specific standards for Class A1-5, C1, D1 and D2 uses. There is therefore a distinction between Class B and non-Class B uses within Existing Business Areas.

Slough Local Development Framework, Core Strategy 2006 – 2026

9.8 The overall spatial strategy within the Core Strategy can be summarised as one of '*Concentrating development but also spreading the benefits to help build local communities*'. In order to achieve this it specifically encourages the comprehensive regeneration of selected key locations and identifies the Heart of Slough as somewhere where major change can be made to the urban townscape and the quality of the public realm.

9.9 Core Policy 1 (Spatial Strategy)

This policy requires that all development complies with the spatial strategy set out in the core strategy. The overarching planning strategy for Slough is for high density housing, intensive employment generating uses or intensive trip generating uses to be located in the town centre.

The strategy does however state that comprehensive regeneration of selected key locations within the Borough will also be encouraged at an appropriate scale. It provides for some relaxation of the policies or standards in the Local Development Framework. However this must be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

#### 9.10 Core Policy 5 (Employment)

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. The policy specifically provides an exception for Slough Trading Estate. This exception is allowed on the basis that:

- there will be comprehensive regeneration across the estate;
- the production of a 'masterplan'; and
- the provision of public transport improvements.

The policy states that this will be provided through a subsequent Local Development Order which will replace the Simplified Planning Zone which currently regulates development on the estate. The implementation section to Core Policy 5 states the following in relation to Slough Trading Estate:

*'Slough Trading Estate has specifically been identified as an area for regeneration within the policy. This will be implemented through a Master Plan which is being prepared by SEGRO. This will identify the location of the proposed new offices within a new hub. Around 3,600 new jobs could be created on the Trading Estate over the plan period. The amount of new B1 (a) offices, and the scale of other development will, however, be dependent upon a number of requirements being met. These will include capping the number of parking spaces at current levels and introducing a package of public transport improvements and other initiatives in order to ensure that there is no increase in the level of car commuting into the estate. This should also involve increasing the number of Slough residents working in the estate. Once the Master Plan has been approved it is proposed that key elements, such as the new hub, will be considered through a planning application and the rest of it will be implemented through a subsequent Local Development Order which will replace the existing SPZ.'*

The introductory text to Core Policy 5 discusses Slough Trading Estate in sections 7.85, 7.86 and 7.88 which state:

*‘Slough Trading Estate is the largest Existing Business Area and provides around a quarter of all of the jobs in the Borough. As a result its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. There has been a rolling program of refurbishment and redevelopment in the Trading Estate in recent years in order to ensure that it is able to accommodate modern business needs and continues to attract inward investment. This has been aided by the designation of the Trading Estate as a Simplified Planning Zone with its integrated transport strategy.*

*It is recognised that the Trading Estate will need to continue to evolve to serve the needs of knowledge-based industries. SEGRO are in the process of producing a Master Plan for the area which is intended to achieve this. The success of the Trading Estate is important to the Borough’s sustainable development as it has the potential to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result it is proposed that Slough Trading Estate should be treated as a special case within the Core Strategy. This means that B1 (a) offices may be allowed in the proposed new hub within the Trading Estate, as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate.*

*Any employment-generating uses within the Borough which exacerbate the problems identified above will be expected to contribute towards appropriate training, childcare and/or transport measures as required.’*

- 9.11 Core Policy 7 (Transport)  
New development is to be located in the most accessible locations, thereby reducing the need to travel, improve road safety and improve air quality. Development proposals will have to make contributions to, or provision for the development of Slough town centre as a Regional Hub.
- 9.12 Core Policy 8 (Sustainability and the Environment)  
All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.
- 9.13 Core Policy 9 (Natural and Built Environment)  
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;
  - Protects and enhances the water environment and its margins;
  - Enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio- diversity rich features.
- 9.14 Core Policy 10 (Infrastructure)  
Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructures must be

sustainable.

- 9.15 Core Policy 11 (Social Cohesiveness)  
The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.
- 9.16 Core Policy 12 (Community Safety)  
All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

#### Site Allocations DPD

- 9.17 The Site Allocations DPD was adopted in November 2010. The main purpose of this document is to identify the sites that are needed to deliver the Spatial Vision, Strategic Objectives and policies in the Core Strategy. As a result it contains all of the key regeneration sites within Slough.
- 9.18 The whole of the Trading Estate has been included as Site Specific Site Allocation 4 in the adopted Site Allocations DPD. This requires that development proposals within the Slough Trading Estate should be substantially in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the Leigh Road Central Core Area which forms part of it.
- 9.19 The main planning requirements from these documents which have been included within the Site Allocation DPD are as follows:
- *All major new B1(a) offices are limited to the Leigh Road Central Core Area*
  - *There is no overall increase in the total number of parking spaces upon the Trading Estate*
  - *A package of public transport improvements are provided in order to meet modal shift targets that will ensure that there is no increase in the level of car commuting into the Estate*
  - *A package of skills training is provided in order to increase the number of Slough residents working on the Estate*

*The scale and nature of the proposed retail, hotel and leisure uses should be ancillary to and serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Road District centre and Slough Town Centre.*

*The Sainsbury's store in the Farnham Road should be extended in order to serve the Estate as well as acting as the anchor store for the Farnham Road.*



*The Leigh Road Central Core should include a transport hub and skills centre.*

*Apart from the gateway features on the Bath Road and the hotel Hub, all buildings will be a maximum of height of four storeys.*

- 9.20 The Site Allocations DPD therefore formed the basis for the parameters for the LRCC2 application. The current application for Reserved Matters, follows on from this approval.

### **Planning Assessment**

#### **10.0 Principle of Development**

- 10.1 Planning permission (P14515/000) for the first version of the Leigh Road Central Core development (LRCC1) was approved on 30<sup>th</sup> September 2010 following the signing of the Sec 106 legal agreement. The second version (LRCC2) was approved as application P/14515/003 on 18<sup>th</sup> June 2012.

- 10.2 The current application has been submitted to develop Plot OB01, which has the following parameters for the office building in accordance with the approved drawing for application P/14515/003 and are set out as follows:

- maximum area: 25,000m<sup>2</sup> GIA
- provisional ground floor level: +31.20m AOD
- min building height: +43.50 m AOD (3 storeys)
- max building height: +54.70m AOD (5 storeys + plant)

- 10.3 In terms of the car park, the parameters for Plot CP 01 have been set as follows:

- provisional ground floor level: +31.20m AOD
- min building height: +34.20 m AOD (2 decks)
- max building height: +40.20m AOD (4 decks)

- 10.4 In terms of assessing the principle, it is considered that the proposal is consistent with the parameters plan that was approved as part of LRCC2. The use, footprint and upper limits of the building comply with the approved plan and therefore no objection is raised in terms of the principle of the proposal, subject to satisfactorily addressing the reserved matters outlined in condition 3 of planning permission P/14515/003, relating to scale, layout, appearance and landscaping.

#### **11.0 Scale**

- 11.1 Both the Illustrative Master Plan and the Site Allocation for the Trading Estate allow some flexibility in the way that the Commercial Core is delivered, provided it complies with the basis principles. The approved LRCC1 and LRCC2 have established the principle of creating a gateway

building at the entrance to the regeneration area, consisting of a five-storey building, with plant on the roof. This is an increase in height compared to the other headquarter buildings along the Bath Road, but it has been recognised that the additional height is necessary in order to achieve a gateway affect.

11.2 It is also worth repeating that the proposed building is consistent with the approved parameters that are outlined in paragraphs 10.2 and 10.3 above. The Site Allocations DPD also states in SSA4 that: *“Apart from the gateway features on the Bath Road and the hotel hub, all buildings will be a maximum of height of four storeys.”* The scale of the proposed office building is the result of a combination of factors, but this has been well established as part of the outline application, which included detail drawings of the building currently under consideration.

11.3 The fact that the building will be five-storeys in height and also forward of the building line in Bath Road, means that the scale of the building will result in a very prominent and dominating building. This is considered to be acceptable in order to create a gateway feature. The DAS contends that *“the unbroken glass facades allow the building to reflect the changing sky conditions and nearby buildings, helping to dematerialise it’s mass and sit elegantly in the background”*. It is also felt that there is sufficient separation between the users of the Bath Road and the proposed building not to be too overbearing when viewed from the majority of public vantage points. The trees on the highway verge between Bath Road and the service road will also act to soften the visual impact on pedestrians and other road users, with additional tree planting proposed along the Leigh Road elevation. On balance it is therefore believed that the scale of the application building is appropriate as a gateway feature leading to buildings in Leigh Road that will be off reduced scale, similar to the four-storey buildings in Bath Road.

## 12.0 Layout

12.1 The proposed “V” shaped building, which follows the road alignment, results in a sheltered area behind the building, which in fact will be the main entrance. The majority of the headquarter buildings fronting Bath Road all have very distinctive characteristics, with main pedestrian entrances from Bath Road. The two offices buildings currently occupying the site is however an exception to this, with an access from Leigh Road and a pedestrian entrance from the north. It is regrettable that the proposed scheme has not used the redevelopment of the application site to reflect a stronger Bath Road presence. Other office buildings on the northern side of Bath Road have grand entrances created by substantial open space, soft and hard landscaping, as well as canopies supported on full height columns. Imitating this would have been consistent with the NPPF’s objective to *“respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.”* It is also considered that the

proposed development is 'turning its back' on the Bath Road, being inward facing in order to create a "sheltered" environment for the future occupiers.

12.2 The applicant is of the opinion that the "*spaces around the building are as important as the building itself and have been designed to create vibrant and positive working environment with good relationship between the internal and external spaces and how these are used.*" It is worth noting that the combination of the solar path and the height of the building will mean that the "sheltered" area will also receive very little direct sunlight and it is therefore questioned whether the open space in front of the entrance will be used as envisaged by the applicant. In contrast, other buildings in Bath Road with southerly entrances and landscaping provide ample breakout spaces for its occupants. It also means that the buildings come alive with people, in stead of having a passive frontage onto Bath Road.

12.3 The Design and Access Statement (DAS) explains the four design options have been considered and the "*design development process is based on a detailed understanding of the Site, its potential constraints and opportunities together with the aspirations of those who live and work in the area including its immediate and wider context.*" The architects have developed the building by undertaking detailed studies on massing, form and function and its effect on daylight, sunlight and the pedestrian level wind environment, including assessments of the building from a large number of local and distant vantage points. It is encouraging that so much care has been taken to develop the building, but the following statement in the DAS is disconcerting: "*The plan form of the principal building was a key factor, where the internal configuration of accommodation had to make very efficient use of space, with the result having a major influence on the external appearance and character of the buildings as a whole.*" It gives impression that the lay-out has been predominately influenced by the internal office requirements. This forms the lead-in to the detailed explanation of the four options that have been investigated by the architects and then conclude that when tested against Segro's brief, the "V" shaped layout "*provides the optimum balance of building requirements within the sites constraints.*" Policy EN1 (Standard of Design) requires that development proposals must reflect a high standard of design and must be compatible with and/or *improve their surroundings*. It is considered that the current proposal has not utilised the opportunity to address the requirement to improve its surroundings and provide a building with Bath Road frontage that would be more inviting to its occupiers, as well as *reinforce local distinctiveness* in accordance with the NPPF.

12.4 In response to the pre-application discussions the applicant has removed the louvers from the recessed elevation of the hinge, together with a simplification of the fenestration on this face to be as flush as possible. On balance it is believed that this approach to give greater prominence on the corner to create a gateway feature offsets the lack of space at ground

level to provide a welcoming approach for pedestrians, similar to other buildings fronting Bath Road. It is also acknowledged that the NPPF states that *“planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.”* No objection is therefore raised to the layout of the proposed development.

### 13.0 **Appearance**

13.1 In paragraph 3.3 it has been explained the appearance of the building has been significantly influenced by the use of predominantly glass and the projecting fins. This approach is a result of the architects striving to achieve the following design objectives:

- Provide excellent views out from the floors to enhance visual amenity
- Provide maximum level of natural light to reduce artificial lighting
- Intelligent and cost effective control of unwanted solar gain

13.2 The DAS also states that *“the passive solar heat gain is key to the building concept and is instrumental in defining its character.”* In light of the above design objectives, the architects decided that in order to maximize views out and daylight into the office space that the external envelope had to be designed with floor to ceiling glazing, with solid spandrel elements at slab level. To control solar gain, the architects opted for large format fins, because they allow almost unobstructed views out of the building and allow maximum daylight penetration into the space. The result is a highly efficient system with a distinctive architectural character.

13.3 The proposed building also included the fins on the recessed hinge elevation at pre-application stage. Officers raised concerns that despite the characteristic design features on the main elevations, it was not clear that the building had enough of a presence to act as a gateway feature to the new developments along the Leigh Road. The architects have responded to this concern and have modified the proposed building to omit the fins from the recessed elevation of the hinge, together with a simplification of the fenestration on this face to be as flush as possible. This accentuates the full height of this element of the building and has *“a heroic proportion, consistent with the character of other Bath Road office buildings that utilise full height columns as a device to achieve a grand sense of scale or mark an ‘event’”*. The architects have not agreed to incorporate columns on the recessed elevation in order to mimic this design feature found on most of the other buildings in the area. It was felt that this would create the false impression of this elevation being the main building entrance, which is not the case. In order to pick up on this characteristic, the architects have introduced vertical fins at the ends of the horizontal fins. According to the DAS, *“these fins have the additional benefit of framing the Bath Road and Leigh Road elevations making the overall composition more seamless and better resolved. They also have a*

*column like presence framing the hinge facade and giving the building a greater sense of presence on the Bath Road.”* As outlined in the section above, officers would have preferred the main entrance on Bath Road, but in weighing up all the other considerations, it is believed that the amended scheme has gone some way in addressing officer’s initial concerns.

- 13.4 In terms of the return elevations facing west and north, it is worth noting that these elevations will be highly visible in the street scene. The north elevation’s prominence is a result of the height difference between the main building and the multi-storey car park, which will be sited directly north. The west elevation is highly prominent for road users when travelling in an easterly direction towards Slough town centre, due to the fact that the return elevation is 17m in front of the adjacent Fiat building (240 Bath Road). This means that approximately 80% of this side elevation will be forward on the very strong building line in Bath Road. In the pre-application submission, the proposed return elevations have been designed to incorporate two materials, consisting of black aluminium curtain walling for approximately half the width of this elevation and glass for the remainder. Officers expressed concerns about these elevations at pre-application stage, noting that sufficient consideration has not been given to how this will look in the street scene. The submitted application did not take officers concerns on board, but in response to subsequent discussions, the elevation has been amended to make the whole elevation in glass and thereby exposing the emergency staircase. Although this does not constitute a significant redesign, which has been requested by officers, it is considered that this change, in combination with a lighter colour of the material, has improved this elevation. The architects contend that *“by revealing the stairs the revised design of the return elevations achieve a welcome degree of animation. Moreover the vertical blades at the end of each wing which capture the twisting elements have a similar feel to the column and edge wall of the adjoining building enhancing their relationship. The lighter colour palette of the proposals are complimentary and tie the building to its neighbour. The step up in scale matches the step out of the building line of the new building towards the Service Road and therefore achieves a symmetry enabling both buildings to be read as individuals, which is a characteristic of the plots along the Bath Road. Although the new building is more prominent in this particular viewpoint, the general impression of the development is that the perceived scale that would normally be considered appropriate for a gateway building.”*

- 13.5 In terms of the colour of the materials, the pre-application scheme included a light coloured palette, which in combination with the mainly glass elevations resulted in a ‘light weight building’, despite the five-storey height. Notwithstanding officers favouring a lighter approach to the building, the application has been submitted with a dark palette, including black for the fins. In subsequent discussions with the applicant, the application has been amended and it has been reverted back to the lighter colour palette. In stead of using black for the fins, the proposed fins will now be constructed from natural anodised aluminium. The

architects are of the opinion that *“the natural anodised aluminium provides a sharp contrast to the glazed elements and accents the brise soleil as dynamic elements across the façade and as a distinctive feature of the building. Conceptually the brise soleil are like a protective mesh around a much softer core generated from the hinge and wrapping round to be absorbed within the cladding to the cores. The shadows generated by the brise soleil also give a sense of depth to the overall composition.”* Officers are in agreement that this significant improvement will contribute in achieving a land mark building, with unique design features, whilst respecting the distinctive characteristics of its surroundings.

13.6 The applicant has also responded favourably to concerns about the appearance of the multi-storey car park. The submitted application originally included the use of a black mesh cladding for the elevations of the car park. Officers raised a concern about the colour and the material on a car park in such a highly prominent position. In response to the changes to the main building and the increase in glass on the north elevation adjacent to the car park, the proposal has been amended to include sandblasted translucent glass channels for the car park elevations. This is similar to those on the current development on the Lonza site at 224-228 Bath Road. The glass channels will provide the suitably neutral background status that is complimentary to the strength of the office building concept and the proposed materials. This is once again seen as a significant improvement to appearance of the car park and no objection is raised to this part of the proposal.

13.7 In summary, it is considered that the applicant has responded positively to officers concerns about the appearance of the building and sufficient amendments have been undertaken in order to overcome the majority of the concerns. On balance it is therefore believed that the proposal is acceptable in terms of its appearance.

#### 14.0 **Landscaping**

14.1 The DAS states that the strong design and appearance of the main building on this junction will be in itself be the dominant statement that influences the public realm. The landscaping on the frontages is therefore minimal, relying on simple lines of trees. The landscaping plan indicates the use of simple line of semi-mature Maple trees on the road frontage facing Leigh Road, to compliment the existing line of mature Horse Chestnut trees on the Bath Road frontage. The chestnut trees along the Bath Road are diseased and as part of the proposals to regenerate the area, the applicants have agreed to replace any diseased or dying trees on a phased basis to try to ensure that the Bath Road retains its distinctive appearance as part of the Section 106 agreement for LRCC2. The proposed Maple trees will be set within a simple grass strip, which will lead the eye along the building façade and the other developments in the rest of the estate.

14.2 As mentioned before, a break out area has been provided in the recessed

area on the corner elevation, which has been raised in order to create a sense of separation with the adjoining areas. The “*carefully balanced design*” of soft and hard landscaping is also proposed between the main entrance and the car park, which will create a “plaza” that will be used for recreation. This area will be used as break out area by providing seating against raised planters as well as gently mounded grassed areas.

14.3 The building will also include 450m<sup>2</sup> area of specially designed “green roof”, which will include 29 species of grasses and flowering plants.

14.4 In summary, it is believed that the proposed landscaping is acceptable to complement the striking features of the building and no objection is therefore raised in terms of the proposed landscaping.

## 15.0 **Traffic and Highways**

15.1 Core Policy 7 (Transport) states that all new developments should reinforce the principles of the transport strategy as set out in the council’s Local Transport Plan and Spatial Strategy, which seeks to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. It also requires that development proposals will, either individually or collectively, have to make appropriate provisions for:

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

15.1.1 In response to the Traffic and Highway Engineers comments, the applicant has submitted a comprehensive response below and additional information to address the issues raised in section 7.1 of this report.

### 15.1.2 **“Shuttlebus**

*The A4 bus service will run to the east of 234 Bath Road, as shown Drawing 17563-478-006. There may be the potential for this route to be extended to include O2 Telefonica, which operates their own service at present. There is, however, a degree of further discussion and agreement to be reached on such a combined service.*

*There is no certainty over the routing of the extended service to incorporate O2. It could be that such an extension would run on the A4 Bath Road between Ipswich Road and Leigh Road or, alternatively, it could run along the service road. It is unlikely that there would be a significant journey time advantage of one routing option over the other and Slough Borough Council have confirmed that there is scope for bus priority to be used at the traffic signals for this service. Using the service road would mean that there is scope for a further stop close to LG or Fiat,*

*but neither of these companies have shown any real commitment to be part of the service at present. The two possible extended bus routes to O2 are shown on Drawings 17563-478-007 and 17563-478-008.*

#### Western Service Road

*Drawing 17563-478-004 shows the potential to close the western service road to all traffic i.e. this would work with the shuttle bus service as currently envisaged and also with O2 in place routing on the A4 Bath Road between Ipswich Road and Leigh Road. The service road fronting 234 Bath Road would be dedicated as a cycle and footway. Bollards would be provided to the east of the approved main access to 234 Bath Road from the service road. A turning area would be retained utilising the 234 access. The existing northern footway and eastern end of the stopped up section of the service road could be used for landscaping. Drawing 17563-478-005 shows an alternative layout option for the service road where the western service road is retained for buses only in an eastbound direction through introducing a new bus lane. This option would only be required if the A4 bus service is to pass along the service road. Whilst this is not presently envisaged it could be accommodated with the layout as shown.*

#### Access

*In response to concerns that there may be conflict points within the site, including vehicles emerging from the basement deck and vehicles leaving the upper car park, as well as potential for cars to exit via the existing entrance with Leigh Road, we enclose Drawing 17563-478-002. This illustrates the road markings that will help to address these concerns and ensure safe circulation within the Site.*

#### Junction of Aberdeen Avenue /Leigh Road

*Enclosed Drawing 17563-478-001 shows the impact of the new decked car park on the existing layout of Aberdeen Avenue in terms of footway widths and the impact on visibility of pedestrians crossing Aberdeen Avenue and on the visibility splays from Aberdeen Avenue. It shows the existing road layout with the proposed new decked car park adjacent to Aberdeen Avenue. The junction visibility from Aberdeen Avenue will be retained and demonstrates that visibility will not be compromised by the proposal.*

#### Car Park Layout

*A total of 60 car parking spaces are being provided for Fiat at ground floor level and there will be no reduction from the amount of spaces shown on Fiat's demise plan (this shows 60 spaces).*

*We enclose annotated versions of Drawings 10-075 PL 099 01, 10-075 PL 100 01 and 10-075 PL 150 01 that illustrate the internal dimensions of the car park. This confirms that aisle widths exceed 6 metres and that car parking spaces are a minimum 4.8 metres by 2.4 metres in size. The Gross External Area (GEA) of new building is 15,146m<sup>2</sup> and there are 427 car parking spaces being provided which gives a car parking ratio of*



*1:35m2, which accords with the agreed parking standards for LRCC2.”*

- 15.1.3 It is considered that the majority of these issues can be resolved. However, the additional information has raised some issues that need to be addressed before the final determination of the application. The Engineers final comments will be reported on the amendments sheets.

## 16.0 **SECTION 106 AGREEMENT**

- 16.1 This application will not have a Section 106 agreement, because the agreement is linked to the main LRCC2 approval. It is however worth noting that the proposed building's floor area is below the level that would trigger the main S106 contributions. However, if this proposal is implemented, Segro will have to appoint a Transport Manager within six months of implementation of the scheme who would be responsible for securing a work place Travel Plan following occupation.

## 17.0 **CONCLUSION**

- 17.1 Slough Trading Estate provides around a quarter of all of the jobs in the Borough and its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. It is recognised that the Trading Estate will need to evolve to serve the needs of knowledge-based industries in order to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result the Core Strategy treats the Trading Estate as a special case and allows B1(a) offices as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate as a whole and for this reason the LRCC1 and LRCC2 applications have been approved.
- 17.2 The principle of the current proposal already been established through the granting of the previous planning permission for LRCC2, which contained detailed drawings of the proposed building. It is considered that the applicant has gone some way in addressing the majority of the officer's concerns, as discussed in this report. As a result it is considered that the application should be supported, because of the economic and regeneration benefits that it can provide by initiating the comprehensive redevelopment of the Trading Estate.

## **PART C: RECOMMENDATION**

### 18.0 **RECOMMENDATION**

- 18.1 Delegate to the Head of Planning Policy and Projects for resolution of the outstanding matters relating to changes to the highway, finalising condition relating to drawings and final determination.

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

To be reported on the amendments sheets.