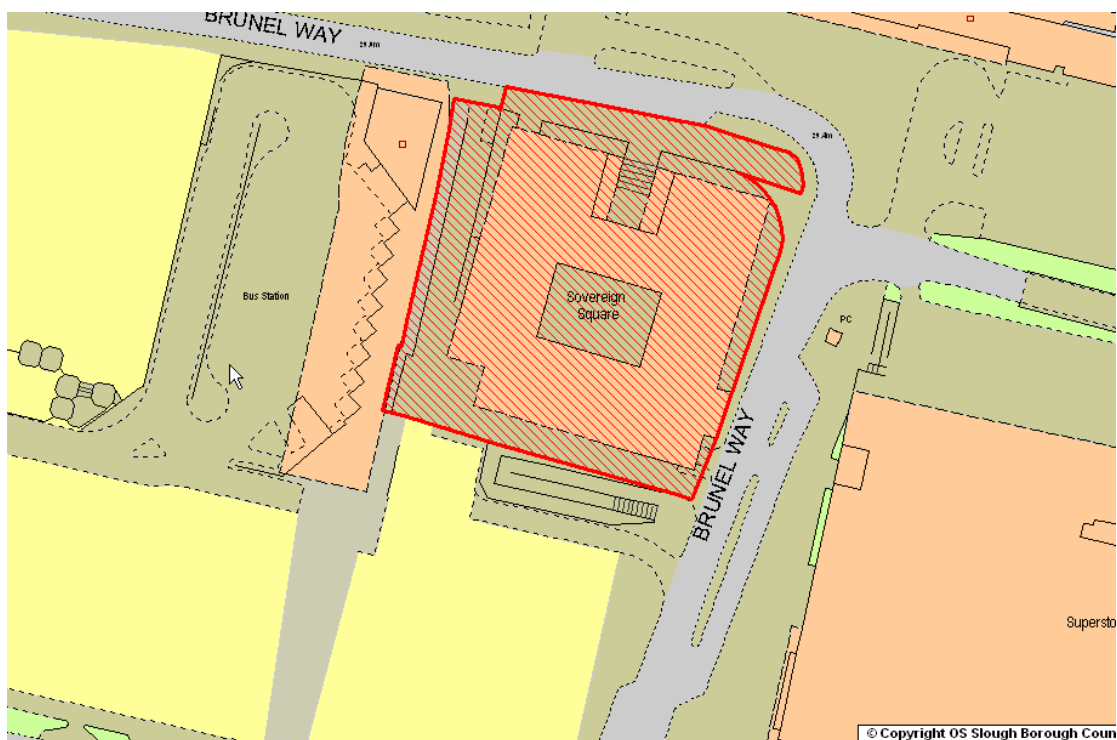


<b>Registration Date:</b>	18-Dec-2013	<b>Applic. No:</b>	P/00789/022
<b>Officer:</b>	Francis Saayeng	<b>Ward:</b>	Central
		<b>Applic type:</b>	Major
		<b>13 week date:</b>	19 <sup>th</sup> March 2014
<b>Applicant:</b>	Hermes Real Estate Investment Management		
<b>Agent:</b>	Mr. James Buckley, TP Bennett 1, America Street, London, SE1 0NE		
<b>Location:</b>	1, Brunel Way, Slough, SL1 1XL		
<b>Proposal:</b>	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.		

**Recommendation: Delegate to Strategic Lead Planning Policy**



## **1. SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Strategic Lead Planning Policy for completion of a Section 106, finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

### **PART A: BACKGROUND**

## **2.0 Application Site**

- 2.1 The site relates to 1 Brunel Way a late 1980s four storey office building which is located directly opposite Slough railway station a Grade II Listed Building to the north with a principal frontage over looking the newly improved Brunel Way. The site is currently in office (B1) use, comprising ground plus three upper levels. The ground floor currently provides parking for 130 cars with a further 36 parking spaces located at the first floor deck level providing a total of on site parking spaces of 166.
- 2.2 The main pedestrian entrance into the building is on to Brunel Way (north) via unsatisfactory centrally – located steps opposite the Slough railway station and there are a series of staggered roof terraces stepping back from the street with the entrance foyer above street level. There are two points of vehicle access and two points of vehicle egress at ground floor, from Brunel Way (east and north) serving the ground floor and first floor decks with office accommodation provided on this level and a further three floors providing 5,815m<sup>2</sup> of net floor offices.
- 2.3 To the west of the site is a new bus station with a walk way between that links to the town centre. The Brunel Way frontage has a perimeter wall enclosing the ground floor car park which is planted and has security grills behind. The site occupies a prominent position adjacent to the 'Heart of Slough' regeneration area that will see the currently vacant cleared sites to the south and west comprehensively developed.
- 2.4 The surrounding area is generally commercial in character. To the south and west of the application site there is a large vacant site, formerly occupied by the bus station and multi storey car park.  
To the north is the Grade II listed railway station. To the south is the Grade II listed Church of Her Lady Immaculate St. Etherlbert's on the south side of Wellington Road. To the east is Tesco superstore.
- 2.5 The existing massing of the immediate surroundings presents a varied relationship of low to high building heights, which shows the developing nature of Slough catering for the increasing demands of business and residential needs.

The surrounding building heights include;

- Small scale 3-4 storey retail and commercial industrial buildings situated to the north east and directly opposite(north side of the railway)

- A 5 storey office building to the south east and west along Wellington Street.
- A new 14 storey residential tower(north side of the railway)
- A 10 storey hotel adjacent to the 14 storey residential tower (north side of the railway)
- The proposed 10 and 14 storey 'Heart of Slough office development directly south adjacent to 1 Brunel Way.

### **3.0 Proposal**

- 3.1 This application involves part refurbishment and part extension of the existing four storey office building to create a regenerated five – storey office building with a new prominent pedestrian entrance at existing street level, together with improvements to the public realm. The proposed development would provide a high quality (Grade A) modern office building in a prominent location, increasing and encouraging the level of inward investment and adding vitality and viability to the town centre.
- 3.2 The proposal seeks to significantly upgrade the external and internal environment and overall appearance of the building and increase the total gross office floorspace by 3,473m<sup>2</sup>.
- 3.3 The proposal will provide;
- 1 additional storey creating a 5 storey scheme
  - 11,028m<sup>2</sup> (GIA ) Grade A office floor space
  - 148 no. car parking spaces(a reduction of 18 no. car spaces)
  - 37 no. secure bicycle stands & 74 freestanding bicycles stands (an increase of 74 no. spaces).
  - 5 no. motorcycle parking stands
  - Shower and changing facilities for cyclists /staff
  - Revised landscaping strategy
  - 567m<sup>2</sup> roof plant (GIA)
- 3.4 The proposed development and refurbishment will provide a an office building with good environmental credentials (BREEAM 2008 Refurb “very good “EPC “C”). The proposed development and refurbishment will address and protect the setting of the listed railway station and the recent completed public piazza.
- 3.5 The following documents have been submitted along with this planning application:
- Application Form
  - Plans
  - Planning Statement
  - Design Access and Heritage Statement
  - Transport Statement
  - Interim Travel Plan
  - Energy Statement
  - Sustainability Statement.

## **4.0 Planning Background**

- 4.1 Planning Permission ref: P/00789/008 approved on 26/04/1998 for erection of the existing office building with 6038.5sq m as redevelopment of a site formerly occupied by the Royal Hotel opened in 1842.
- 4.2 The building is currently unoccupied. The site lies adjacent to the Heart of Slough Master Plan area from which it draws its context and will be able to share mutual benefits.

## **5.0 Consultation**

### **5.1 Highways and Transport**

- 5.1.1 A Transport Statement (TS) and Interim Travel Plan (TP) has been submitted in support of the redevelopment of 1 Brunel Way. The development will comprise of an increase in GFA from 13,154m<sup>2</sup> to 16,463m<sup>2</sup> with associated car and cycle parking and an increase in useable office space from 7,684m<sup>2</sup> to 11,662m<sup>2</sup>. The site is located within Slough Town Centre adjacent to the new bus station and opposite the train station. There will be an increase in useable floor space of 3,978m<sup>2</sup> with a reduction in car parking spaces from 166 car parking spaces to 148 spaces including 9 disabled bays.

Prior to the submission of the TS and TP, comments were provided by SBC on a scoping note submitted by the developer, outlining what should be included within the TS.

### **5.1.2 Trip Generation**

Existing Development:

In the Person Trip Generation section (2.11.1) it is stated that TRICS has been used to determine the likely number of trips. It is stated that only sites classified as “Town Centre” and “Edge of Town” were included in the analysis. This would be unacceptable, as these two location classifications are not compatible. However on checking the TRICS outputs in Appendix D it is noted that the parameters used are “Town Centre” and “Edge of Town Centre”. This is acceptable, and the text should be amended to reflect the actual parameters used.

The remaining parameters in the TRICS search appear reasonable; however there are anomalies in the person trip generation calculations. According to the trip rates and floor area presented in the TS, the total number of person trips should be as follows:

AM peak (08:30-09:30)		PM peak (16:30-17:30)	
Arrivals	Departures	Arrivals	Departures
296	39	54	272

Vehicle Trips have been calculated using a vehicle occupant percentage. It is

possible to derive an actual vehicle trip rate within TRICS, which would provide a more comparable estimate of vehicle trips rather than presenting the number of vehicle occupants, I have undertaken this work and present it in the tables below. These are based on the same search parameters used by the consultant.

AM peak (08:30-09:30)		PM peak (16:30-17:30)	
Arrivals	Departures	Arrivals	Departures
99	21	18	100

### 5.1.3 Proposed Trip Generation:

The consultant uses the methodology and TRICS search parameters as the existing trip generation forecasts, to forecast the proposed trip generation. This is an acceptable approach. Tables presenting the existing and proposed person and vehicle trip generation and the resulting 'additional' trips from the redevelopment, as follows:

Development Type		Person Trips			
		AM Peak 0830-0930		PM Peak 1630-1730	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	256	39	54	272
	Proposed	390	60	81	413
Difference		133	20	28	141

Peak hour vehicle trips as follows:

		Vehicle Trips			
Development Type		AM Peak 0830-0930		PM Peak 1630-1730	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	99	21	18	100
	Proposed	152	32	28	154
	Difference	53	11	10	54

It is also necessary to consider daily trip rates for the purpose of understand the impact over the course of a day and not just in peak hours. Using the same search

parameters as the consultant, the following daily person and vehicle trips numbers have been calculated.

Development Type		Person Trips		Vehicle Trips	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	1408	1388	421	403
	Proposed	2157	2125	646	618
	Difference	749	737	225	215

What is clear from this assessment is that the development will lead to significant increase in both pedestrian and vehicle trips to this part of Slough. This will have an impact on traffic congestion and delays and also place greater pressure on the existing infrastructure for pedestrians, cyclists and public transport users accessing the town centre.

#### 5.1.4 Pedestrian Access

The existing pedestrian access to the building is via a set of steps from Station forecourt. In the proposed scheme pedestrian access has been brought down to ground level providing step-free access into the building, which is welcomed. Pre-application comments advised the applicant to ensure that there no doors opening over 4 the public highway and it is not clear on Drawing A10528 D0100 P1 where the boundary of the highway is. The doors to the refuse store impact on the pedestrian visibility splays and therefore will need to be set back within the building. If the edge of the highway boundary does not extend to the building line then the applicant will need to protect these doors with a rail so that they do not open out and hit a pedestrian standing with their back to the building wall. The pedestrian visibility splays were not presented in the draft document, but those presented now have been drawn incorrectly (Cundall Drawing TCXX(90)1001 and 1002. The consultant needs to revise these drawings and send them by pdf so that they printed and checked.

#### 5.1.5 Cycle Access

It is welcomed that the developer is proposing to provide secure cycle parking facilities at the site and these facilities will be accessed from a separate door adjacent the main reception. As the door is to open out onto the public area a stainless steel bar will need to be introduced to prevent the door striking a pedestrian in this area.

#### 5.1.6 Vehicle Access

Vehicular access (ingress) to the development will be maintained from the two-way section of Brunel Way, with the egress being situated on the northern frontage of the site. In the pre-application discussions it was recommended that it would be

preferable if the egress was relocated to the eastern side of the building, adjacent to the ingress, to reduce conflict with pedestrians moving between the bus and train station, but the developer was unwilling to change the access arrangements. Nevertheless the proposed arrangement is as existing and is therefore acceptable. An obligation covering this provision should be included within the S106 agreement.

#### 5.1.7 Car Parking

The existing car park contains 166 spaces. However the car parking layout at ground and first floor is being reconfigured and the new car park will only be able to accommodate a maximum of 148 spaces and this includes 11 spaces provided behind other spaces (tandem spaces) which are quite impractical to use. The number of parking spaces is in accordance with Slough Local Plan Policy T2 that states that there should be “no increase in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes.”

The car park aisle widths are below the minimum standard of 6.0m and the tracking shows that it becomes very difficult for vehicles to manoeuvre in and out of the spaces. The applicant will need to revise the layout ensuring the car park aisles are a minimum width of 6.0m. Behind one of the disabled spaces there is only a manoeuvring space of 4.6m before vehicles over-run the pedestrian ramp to the reception area. The location of the pillars makes it difficult for the disabled spaces to be used. Some of the disabled spaces must be used by vehicles reversing in and others by driving in forwards. This approach makes it quite difficult for disabled people to park.

A parking accumulation assessment is presented, which indicates that there will be a greater demand for than spaces provided. The parking accumulation study is based on a factored person trip rate, but it should use specific vehicle trip rates obtained from TRICS.

Whilst the TS states that the greater parking demand will no worse and the existing development this does not follow given that floor area is increasing and that there is available car parking (both short and long stay) in the immediate vicinity of the site. Therefore there is every likelihood that this parking demand will be accommodated in nearby car parks and will have an impact on the wider highway network.

#### 5.1.8 Cycle Parking and Shower/Changing Facilities

The applicant proposes to install 74 cycle parking spaces which is welcomed, this is below the cycle parking standard within the Slough Local Plan, but I would be willing to accept it given the quality of facilities including showers which are being provided. However the current application provides insufficient detail as to what type of cycle stand is being used. If these are the double decker racks then the floor to ceiling height must be a minimum of 2.6m. I therefore require confirmation that this can be achieved and I recommend that it is a planning condition otherwise the proposed arrangement will not work. I understand that there are various manufacturers of these cycle racks, some less good than others as they are harder to manoeuvre bikes into and more difficult to secure bikes to. If you are minded to approve the application using two tier racks, then I would be grateful if within S106

obligations specify the Josta brand to be used and implemented to the layout specifications as recommended in the Cycle-Works leaflet with a minimum spacing of 450mm between racks.

#### 5.1.9 Servicing

In pre-application correspondence, the Local Highway Authority advised that no loading would be acceptable on Brunel Way, and that servicing should occur from the first floor level, as originally designed. The proposed servicing arrangement described in the TS maintains the loading bay on Brunel Way, with servicing occurring at ground floor level. The loading bay on Brunel Way is of insufficient length (7m) to accommodate a refuse vehicle or other rigid goods vehicles and therefore loading will need to remain from the first floor level. The purpose of the existing loading bay is primarily to serve the station shuttle services. Should the developer wish to extend the loading bay then a financial contribution will need to be made to alter the traffic regulation order to extend the loading bay into the limited waiting bay.

It is noted that the doors of the bin storage will open over the paved area at the front of the building. Whilst this area is not public highway, it is possible that people may walk past these doors and therefore if the doors were opened suddenly could strike a pedestrian causing an injury. Furthermore these doors open into the pedestrian visibility splay of the vehicle access and therefore the doors will need to be set back into the building so that they do not obstruct the pedestrian visibility splays or pose a risk to pedestrian safety.

#### 5.1.10 Accident Analysis

The consultant has undertaken an accident analysis which found that 8 accidents occurred in the latest three year period. The consultant has drawn the conclusion that the new development is unlikely to cause a significant change in the number or rate of accidents in the local highway. As long as all the issues that I have highlighted in my comments are addressed I would agree with the consultant.

#### 5.1.11 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.

#### 5.1.12 Action Plan.

An action plan is given, however this does not contain the required information for approval of the travel plan. The action plan must contain pre and post-occupation measure implementation; including physical elements of the site e.g. cycle parking / car share bay marking, etc. The action plan must contain details of all measures committed to, and their implementation not only from the outset of the development's occupation, but for the whole five year life of the travel plan. The action plan must contain all monitoring points, reporting data to the LA, provision for remedial measures, and finalisation of the travel plan document once the occupiers



are known. Responsibilities must be noted in the action plan. Finally, the action plan must also note how, when and who will hand over the travel plan responsibility to the end occupier.

#### 5.1.13 Travel Plan

##### Recommendation – Travel Plan

The travel plan is not currently of an acceptable standard, and when the travel plan comes in for full planning permission, the issues identified above must be addressed in a revised version of the travel plan document.

When the revised travel plan is agreed between all parties, and should planning permission be granted, it is recommended that the travel plan is secured by Section 106 agreement. This should include a Travel Plan Contribution, to cover the Local Authority's time in monitoring the developer's compliance with the Travel Plan in future.

#### 5.1.14 Summary

This application is very similar to the previous consent on this site for a large office development, the main change being that the access to the site for vehicles is taken from the rear service road leading to the bus station and that is enabled servicing to be undertaken from the rear at ground floor level and therefore the omission of the second basement. This has benefits for both the developer in terms of cost savings and for all users of Brunel Way as this will enhance of the safety and attractiveness of the footway and reduce delays to traffic through a reduction in turning movements. Trip rates for the development have been derived from the TRICS database and I am not in agreement that using sites in Greater London is necessarily reflective of what will happen at this site. However if the developer is willing to agree to the proposed package as discussed above and set out below then I would suggest no further work is required on the trip rates.

#### 5.1.15 Recommendation

Subject to the following changes being made:

- Provide revised plans showing 6m aisle widths for all of the car park aisles and amending the car park layout to accommodate this;
- Provide revised plans showing that the bin store doors are set back within the building so that they do not open out into pedestrian visibility splays;
- Make necessary changes to the Travel Plan.
- S106 obligations (Transport and Highways schedules);

The applicant will need to enter into a Section 106 agreement with Slough Borough Council. This S106 agreement will obligate the developer to enter into a Section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule includes:

- 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;

The transport schedule includes:

- Transport Contribution towards works on the Railway Station Northern Forecourt and/or pedestrian, cycle and public realm improvements within and leading to Slough town centre;
- Traffic Regulation Order contribution to amend the existing pay and display bays to allow the loading bay to be extended;
- Travel Plan monitoring contribution;
- A contribution to allow O2 to be reimbursed for the loss of the shelter and the removal costs of the shelter;

Subject to achieving a satisfactory conclusion on these matters, there is no reason for a highway objection.

## 5. 2 Neighbourhood enforcement

No response to date any late comments will be included on the Amendment Sheet

## 5. 3 Environment agency

No response to date any late comments will be included on the Amendment Sheet

## 5.4 Thames water

No response to date any late comments will be included on the Amendment Sheet

## 5.5 Heritage officer

The comments given on the Pre-Application Scheme on 20th July 2013 were favourable, with reservations about potential locations for signage zones, one being set above the roof.

The requested changes have been incorporated in the formal application and this scheme will greatly improve the setting of the listed station when compared with the current highly dated building's design.

No objection in listed building setting terms, in fact a considerable improvement over the current situation.

## 5.6 Environmental quality team

### 5.6.1 The applicant has designed a refreshing glass building and has considered the overall environmental impact of the building in respect of multi-faceted BREEAM

standards assessment. The building comes out as very good standard, but only just and it is disappointing further measures in respect of energy efficiency, pollution control and the scheme lacks innovation, notably a desire to build a carbon neutral building, in particular with respect to building services and operational energy demand and employing low or zero carbon technologies.

- 5.6.2 Slough Borough Council is committed to reducing its carbon emission standards, achieving nearly 40% reduction over these past 5 years, and is in the process of setting further stringent standards. This flagship development offers an opportunity to underpin the Council's desires to promote a low carbon society and business community. The developer as the minimum will need to ensure the photovoltaic panels or solar collectors are incorporated within the design to achieve the 6% reduction against baseline CO<sub>2</sub>
- 5.6.3 Of more immediate concern is the poor air quality surrounding the development, and this development will directly impact on the existing air quality levels through traffic movements to and from the site. The town centre existing air quality management area 4 covers the Bath Road stretching between Salt Hill Park and Sainsbury and extends across the Heart of Slough area around the junction of William Street, Windsor Road and Bath Road. The air quality levels are showing little sign of improvement and in some areas are actually showing signs of worsening along the Bath Road.
- 5.6.4 A transport assessment and interim travel plan has been completed. The development is located next to Slough Train Station and Bus Station with excellent links to London and Reading, Heathrow Airport and Thames Valley. A taxi rank and the Slough Bike Hire scheme is located to the side of the development. In the near future a rapid EV charger will also be installed in the lay-by on Brunel Way. Clearly the site benefits from a plethora of sustainable transport options.
- 5.6.5 Despite an increase in floor area there will be a reduction in car parking spaces from 166 spaces to 148 spaces inclusive of 9 disabled bays. The reduction in parking spaces is welcome, but the number of predicted trips is showing a significant increase and this is worrying and may affect the existing air quality. No air quality assessment has been undertaken. It is incumbent on the applicant to take steps to reduce vehicle trips through the AQMA through the implementation and management of an integrated travel plan. The principal objective to reduce the need to travel through the AQMA where possible, reduce congestion from rush hour traffic by adopting more flexible working arrangements, and where car travel is necessary contribute towards mitigation measures to improve the town centre air quality levels.
- 5.6.6 This contribution, to be developed along the lines of an integrated travel hierarchy plan which ensures the car is the last considered mode of transport to and from the office, and the applicant develops in tandem a low emission strategy to contribute towards improving the existing poor air quality levels within Slough's Town Centre AQMA - in compliance with the Council's Air Quality Action Plan for AQMA areas 3

and 4, Slough Local Development Framework Core Policy 7 (Transport) and Policy 8 (3a) (pollution) and NPPF policy 124, which shall form part of a legal planning agreement. The plan is to be secured by Section 106 agreement.

5.6.7 Additional to my colleagues in Transport recommendations and requirements the following shall be included within the travel/low emission plan:

- Development of a Travel Hierarchy within the Travel plan approved by the Council.
- Provision of Ultra low emission pool/hire car system for business trips (cars will need to be EURO 6 compliant with CO<sub>2</sub> emission standards less than 100g/km to be incorporated within the Travel Plan/Travel Hierarchy.
- Provision of at least 6 wall mounted EV charging points within the car parking to promote and encourage the use of electric cars (zero carbon and air pollution emissions).
- Company Car Policy that will require all employees eligible for a car parking permit to drive a EURO 5 compliant vehicles with a maximum CO<sub>2</sub> emission standards less than 150g/km.
- If a car loan scheme is provided that it must specify as a minimum standard requirement the vehicles will be EURO 5 compliant with a CO<sub>2</sub> emission standards less than 150g/km.
- Any Company Cars provided to senior staff must be at least Euro 6 compliant with CO<sub>2</sub> emission standards less than 100g/km.

No additional S106 contributions towards air quality monitoring / assessment sought. No additional conditions are recommended.

5.7 Tree officer

The proposal to revise the landscaping including planting of trees to enhance the buildings elevations will compliment similar planting already used in the near by developments. I would recommend that the full detail of the landscaping is defined by a condition requiring a detailed landscape plan, to include but not limited to species and design and installation method.

## 6.0 **Neighbour Notification**

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

## PART B: PLANNING APPRAISAL

### **7.0 Policy Background**

#### **7.1** The application will be assessed against the following policies:

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.

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)

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)

The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring uses
- Transport and parking
- Air Quality Management Area
- S106 Requirements

## **8.0 Principle of development**

- 8.1 The principle of refurbishment and extension of the building on the site would comply with the National Planning Policy Framework as it is an existing building and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below. The proposed refurbishment and extension of 1 Brunel Way will increase the quality and amount of office space, as well as upgrade the visual appearance of the existing building safeguarding the existing business use within the town centre area.
- 8.2 Core Policy5 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that intensive employment – generating uses such as B1 (a) offices will be located in the town centre in accordance with the spatial Strategy. The main effects of the policy will be to encourage major employment development to take place in the town centre and allow for the gradual renewal of other existing Business Areas. In order to deliver a significant improvement to the overall environmental quality and image of Slough all schemes will be required to comply with the best practice in the design of sustainable buildings and take the opportunity to showcase innovative architecture where this is appropriate to the local context.

## **9.0 Design and appearance on the character of the area**

- 9.1 The application provides an appropriate solution to the identified site constraints and the changing nature of the surrounding area. The proposed development seeks to create a new reception core, infilling of voids and set backs providing a clear, crisp contemporary façade. The interface with the public realm at ground level will be improved through a revised landscaping treatment. The proposal seeks to significantly upgrade the external and internal environment and overall appearance of the building.
- 9.2 The proposed development is designed to:
- Respond to the boundary conditions of the site.
  - to mitigate the potential impact of the redevelopment and where possible address the existing negative conditions of the site.
  - improve the shared boundary along public/pedestrian route serving the bus station and marking route to the town centre.
- 9.3 With respect to the external finishing it is proposed to use a glazed curtain wall solution which is considered to be the most appropriate due to its prominent location and also compliment and respects the neighbouring bus station. The material of glass is seen as key element in promoting the concept of the 'Glass Box' where the visually appealing aspect of glass would help create a building that would be seen as radically distinct to the existing façade. The proposed development and refurbishment will provide a an office building with good environmental credentials (BREEAM 2008 Refurb "very good" EPC "C"). The proposed development and refurbishment will address and protect the setting of the listed railway station and the recent completed public piazza.

- 9.4 The proposed massing of the 5 storey commercial is approximately 22 metres above ground level. This relates well to the current and emerging scale of the neighbouring buildings and creates an improved relationship with the surrounding areas of public realm.

## **10.0 Impact on neighbouring uses**

- 10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 10.2 Core Policy 8 states “The design of all development .....should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

- 10.3 Policy EN1 of the Local Plan requires that “Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c) massing/Bulk, d) layout, e) siting, f) building form and design, g) architectural style, h) materials, i) access points and servicing, j) visual impact, k) relationship to nearby properties, l) relationship to mature trees and m) relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”

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

- 10.5 The proposed building is sited so that it will be approximately 36m from the new bus station to the west and will not have any detrimental impact to this building or the office building beyond. The other surrounding or proposed uses to the north and south are commercial uses and therefore any impact is not considered to be detrimental to these uses. Although the former Thames Valley University site to the west of the site has been allocated for residential uses, some of which will be provided through tall buildings, no layout has been agreed and therefore the site can be developed.

- 10.6 Impact on the setting of the listed building at Slough Railway Station

The main entrance to Slough station is located 50m to the north of the proposed development. The main volume the proposed building is located approximately 6.4metres from the northern boundary, set back from the line of the new entrance pailion and revised podium treatment that will enclose the vehicle parking garage that runs for the majority of the boundary. The existing garage and ramp access

point is maintained on the north- western corner of the site, with a revised layout to improve pedestrian safety.

The heritage statement sets out the findings and recommendations concerning heritage significances and the anticipated impacts upon the heritage assets of the current proposal.

The statement has been concerned principally with this immediate setting and the setting of the opposite listed buildings. The proposal is principally concerned with the extension and refurbishment of 1 Brunel Way, incurring changes to the facades and the external appearance of the building as well as minor alterations to the surrounding public realm and landscaping. The Heritage Statement accords with the National Planning Policy Framework (Chapter 12) and the Historic Environment Planning Practice Guide (2010).

The following conclusions are made:

The proposed façade improvements and the resulting uplift of the external appearance of 1 Brunel Way will present an improved setting for the listed railway station building and associated public realm

- The improved appearance will enhance the setting of the listed buildings
- The works to the exterior landscape area of the site will complete and extend the environmental improvements already implemented
- The façade treatment responds to the station and reflects a positive interrelationship and active street environment
- The building is a positive and appropriate new land mark as perceived by arriving visitors to the station and the position of the entrance sets up a dialogue with the station buildings.

It is considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.

## **11.0 Transport and Parking**

11.1 The NPPF provides general guidance on issues of transport and parking:

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential



development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

11.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It 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.

11.3 Local Plan Policy T2 requires that there should be no increase in the total number of car parking spaces on-site within permitted commercial redevelopment schemes.

11.4 The site is located adjacent to both the bus station and is also sited within easy and safe walking distance of the rail station. Notwithstanding the increase in office floorspace being proposed, there will be no increase in the overall levels of car parking on site. Secure bicycle parking is provided to serve the offices uses, although the final layout is to be agreed and showers/changing facilities are incorporated into the designs. The applicant will be required to pay a transportation financial contribution towards local highway, transport and road safety schemes commensurate with the additional travel demand generated.

11.5 The access and egress ramp has been relocated to the rear of the building closest to the new Slough Bus Station as requested by the Transport Consultants at the pre application stage. This will reduce conflict with the vehicles using the ramp and pedestrians using the footpath, which can also be improved. A Transport Statement has been submitted which demonstrates that the trip numbers and service vehicle access will not have any detrimental impact with regards to highway safety

11.6 It is therefore considered that the scheme provides a suitable standard of car and cycle parking, the carrying out of essential off site highway works, payment of a financial contribution towards the cost of improving the station forecourt (north of the station) together with pedestrian and cycleway and public realm improvements within the town centre and submission of a sustainable travel plan, no objections are raised on grounds of transport or parking.

## **12.0 Air Quality Management Area**

12.1 The matters raised by the Environmental Quality Team will be discussed with the applicants prior to the Committee Meeting and any update will be given on the

**13.0     Section 106**

13.1     The applicant will be required to enter into a Section 106 Planning Obligation Agreement, the Heads of Terms for which are as follows:

- a) 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.
- d) Pay a Travel Plan monitoring contribution;
- e) Pay a contribution to allow O2 to be reimbursed for the loss of the shelter and the removal costs of the shelter;
- f) Building to achieve BREEAM standard - Very Good

**PART C: RECOMMENDATION**

**14.0     Recommendation**

14.1     Delegate the planning application to the Strategic Lead Planning Policy for completion of a Section 106, finalising conditions and final determination.

**15.0     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 Strategic Lead Planning Policy.

## 15.1 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. Drainage Strategy
22. Means of Access
23. Cycle parking
24. Car Park Management and Servicing Plan
25. No gates or Barriers to open across public highway
26. Development to be carried out in accordance with the recommendations contained within: the energy statement and sustainability statement