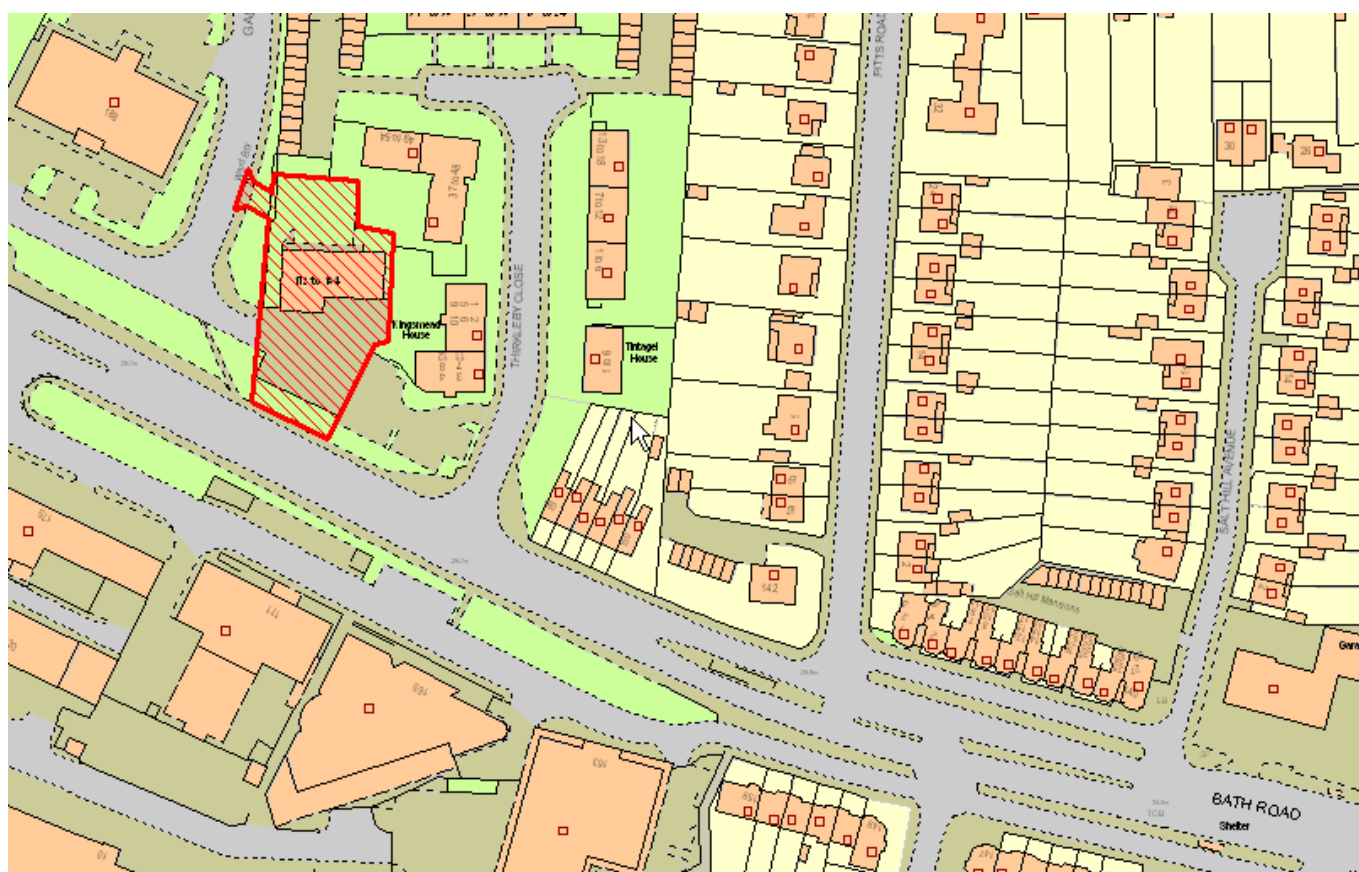


Registration Date:	24-Mar-2014	Applic. No:	P/01766/022
Officer:	Mr. Albertini	Ward:	Cippenham Meadows
Applicant:	Millhouse Group	Applic type:	Major
Agent:	Mr. Ben Willcox, Lewandowski Willcox 130, High Street, Eton, Windsor, Berkshire, SL4 6AR	13 week date:	23 rd June 2014
Location:	172-184, Bath Road, Slough, Berkshire, SL1 3XE		
Proposal:	DEMOLITION OF EXISTING 3 STOREY BUILDING AND CONSTRUCTION OF 6 STOREY MIXED USE HOTEL SCHEME WITH 81 BEDROOMS AND BASEMENT CAR PARK		

Recommendation: Delegate to the Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

Delegate to the acting Planning Manager for completion of a Section 106 agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This proposal involves demolition of the existing 3 storey vacant office and construction of a part 5 part 6 storey hotel for 81 rooms plus a ground floor restaurant and a café (A3 use class – 151 sqm.) both linked to the hotel but with access direct from the street also.
- 2.2 The revised scheme proposes 65 car parking spaces. Most are in a two level basement served by a car lift. The remaining 7 spaces are at ground level on the north side of the site served by a new access to the site off Galvin Road.
- 2.3 The curved frontage of the building wraps around the south west corner of the site facing the Bath Road and Galvin Road. The reception will be on the north side of the building off the entrance area. There will be entrance on the frontage also linked with the café/restaurant area. The restaurant will open out onto a courtyard area on the east side of the site.
- 2.4 The rear of the building includes a deep recess such that most of the rear room windows do not face the existing homes to the east and north. The sixth floor is set back from the main facades.
- 2.5 Trees on the frontage next to Bath Road are not affected by the development. Hedge and small trees are proposed for the east side of the site.
- 2.6 Regarding the appearance of the building a mixture of brick, metal vertical cladding strips and render arranged in a contemporary style are proposed. Brick will be used at ground floor level. The set back top floor will be cladding and other floors cladding with render frames wrapping round the building. Colours suggested are grey brick and grey and white cladding in various shades.

3.0 Application Site

- 3.1 The 0.6 hectare site lies on the south east corner of the trading estate but it is not part of Segro's ownership. It is less than 2 km to the town centre. To the north are garages for Thirkleby Rd flats with a larger data centre building beyond. To the north east and east are 3 storey flats on Thirkleby Rd. On the frontage is the current site access with large trees in a grass verge next to Bath Road. To the west is the wide verge of Galvin Road with large shrubs/small trees on the boundary.
- 3.2 The existing 3 storey office building has been vacant for many years. It sits in the middle of the site with windows on each elevation. Parking is on the frontage and at the rear. The east flank is 15 metres away from the nearest flats. The rear façade is 20 metres from the façade of flats to the north.

4.0 Site History

- 4.1 Extension and addition of fourth storey for existing office building approved January 2001 but permission has now expired.

Application for 54 flats in a six storey building refused 19 July 2005 (P/1766/19)

Application for 53 flats in a six storey building refused 06 June 2007 (P/1766/20)

Application for 50 flats in six storey building agreed subject to Sec 106 agreement 2008. Agreement not signed. Application treated as withdrawn. (P/1766/21)

5.0 Neighbour Notification

5.1 Thirkleby Close 37 – 54 inclusive, 1 – 12 Kingsmead House.
Bath Road 171, 175, 188

5.2 No observations received re initial submission.
Residential neighbours notified of revised drawings – any observations received will be reported on the amendment sheet.

6.0 Consultation

6.1 Transport/Traffic /Highways

No objections in principle to revised proposal. Further comments expected regarding revised transport assessment and modified layout. Reduction of 81 to 65 car parking spaces requested and agreed by the applicant – revised drawings expected.

Frontage of site is a highway widening line. Require agreements for access works on Galvin Road highway land and construction of any basement under highway widening area. Request dedication of land for highway widening (bus rapid transit scheme currently proposed).

Travel Plan requested. Financial contribution for travel plan monitoring and change to existing parking controls and possibly extension of Bath Rd cycleway across frontage of site.

6.2 Environmental Protection - Request standard soil quality conditions.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The site is not allocated for development and has no land use restriction in the Local Plan. The loss of an office in this location is not significant and the Core Strategy provides for offices beyond designated employment areas to be replaced with either residential development or another employment use. The hotel is an employment use. A hotel use will help support trading estate and local businesses. The proposal complies with strategic and land use Core Strategy and Local Plan policies. The Café and restaurant use, if available to visitors not staying at the hotel, will provide a useful small scale facility for this part of the town.

8.0 Design Matters

8.1 The building will be 3 storeys higher and deeper than the existing one. For some flats it will be slightly further away than the existing building. The new building will be a similar size to the building agreed in 2008 for flats but not progressed to planning permission stage. However it will have a slightly different effect on nearby flats than the 2008 agreed scheme which had a different footprint, various step backs and more windows.

- 8.2 The key issue is the affect of the building on nearby residential flats to the east and north east in terms of overlooking, light to habitable rooms and any overbearing effect.
- 8.3 The existing flats are about 10 metres high to eaves level and 13.5 metres to ridge line. The new building will be 16.5 metres high (to the fifth storey) and 18.5 metres high to sixth storey which is set back 3 metres. The five storey element at its closest point to west facing facades of the adjacent 6 flats immediately to the east varies between 15.4 metres and 19.5 metres. For 3 flats to the south east the view from their side windows will be partially obscured by the corner of the new building 14 metres away. The flats to the north will be 27 metres away although slightly closer if measured at 45 degrees for other flats.
- 8.4 The originally submitted scheme would have created some overlooking problems but the revised scheme is acceptable. The arrangement of hotel room windows in the east side and rear of the building has been changed and the few that remain are distant enough from existing homes not to be a problem - 26 metres at an oblique angle from windows of 3 flats. Corridor windows can be obscure glazed.
- 8.5 Some flats will see less sky than now but the overall effect on light is unlikely to be so great as to be a significant problem in planning terms. A light study is expected prior to the Planning Committee meeting and an update on this matter will be on the meeting amendment sheet.
- 8.6 As the building will be quite close to habitable room windows and higher than the existing building it will appear quite overbearing when seen from those windows. This would not be an issue in a town centre location. It is also not an unusual situation in some parts of the town where there are tower blocks or other large buildings. The previously agreed scheme of 2008 had a similar effect on many of the flats. In addition it had a greater degree of overlooking than the current proposal. It is also unlikely that the a viable redevelopment can take place without a substantial increase in size.
- 8.7 Bearing in mind the size of the 2008 proposal, which was considered acceptable in terms of relationship to existing homes, and the benefits of redeveloping the long vacant site the height of the building in relation to nearby homes is considered acceptable.
- 8.8 The detail of the eastern edge boundary treatment and planting will be important to help soften the appearance of the building at the ground floor level. These can be controlled by condition.
- 8.9 The appearance of the building and materials to be used are acceptable. It will tie in with the contemporary but varied architecture of commercial buildings on the Bath Road. It will contrast with the domestic brick and tile appearance of adjacent homes however this site is the edge of the trading estate area.
- 8.10 Because Bath Road buildings west of the site are set back the site is quite prominent in the view from the west along the A4. Consequently the new building will provide a pleasant landmark block at the end of this view to improve the appearance of the area.
- 8.11 Overall the proposal complies with Core Strategy policy 8, sustainability and environment and 9 natural and built environment plus Local Plan policy EN1 and EN3 design and landscape.

9.0 Access and Transport Matters

- 9.1 The new access off Galvin Road is acceptable. It will involve the loss of some shrubs.
- 9.2 The lift access to the basement rather than a ramp is unusual but it saves space. A minor

adjustment is needed to ensure cars do not reverse out of lifts at ground level into the hotel entrance area for safety reasons.

- 9.3 Car parking is sufficient at 1 space per room as in the second revision. However this is quite generous for the type and location of hotel and 65 spaces have been suggested and agreed by the owner. A smaller number is preferred to limit the traffic generated and encourage use of non-car modes of travel. 81 spaces would generate more traffic than the previous office use. Hotel occupancy is rarely 100% and the site is well served by public transport. Cycle storage is proposed but a minor alteration has been requested.
- 9.4 The frontage of the site is within a highway widening line. The Bath Road service road was once to be extended east many years ago. However the current highway scheme is to use the land for a bus rapid transit scheme. Consequently the frontage cannot be developed or used for car parking and the Council will need the land to be dedicated to the Highway Authority when required. The second level basement, if it extends under the widening line, will need to be approved in terms of details of its construction.
- 9.5 The hotel will generate more traffic than the previous office use so it will be important to encourage use of non-car modes of travel. A travel plan will be required. If 65 parking spaces are agreed no financial contribution to mitigate the effect of extra traffic on the network is needed. The precise package is still under discussion as a result of a revised transport assessment and an update will be given at the Committee meeting.
- 9.6 Subject to review of the revised transport assessment the proposal complies with Core Strategy policy 7 Transport.

10.0 Section 106 Matters

- 10.1 For the development to be acceptable a Section 106 Planning Obligation is needed for the following :

Dedication of land for highway widening.
Approval of construction of basement under widening land
Signing of Sec 278 highway agreement re access.
Financial contribution towards changing parking controls.
Financial contribution towards traffic impact mitigation (dependent upon review of transport assessment and car park spaces) including cycleway extension on frontage.
Implementation of a Travel Plan
Pay cost of Travel Plan monitoring
Sustainable development

The above may be adjusted pending review of the revised transport assessment.

PART C: RECOMMENDATION

11.0 Recommendation

- 11.1 Delegate a decision to the acting Planning Manager :
- for the signing of a satisfactory Section 106 planning obligation
 - to agree revised drawings requested

- to consider any further observations from neighbours / consultees.
- to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

12 **PART D: LIST OF CONDITIONS**

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

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

2. Samples of materials

Details of external materials (and samples of bricks and cladding) to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

3. Bin Stores

The bin stores shown on the approved drawings shall be provided prior to the occupation of the development.

REASON In the interest of public health and visual amenity of the area.

4. Cycle parking

No development shall be begun until details of the cycle parking provision (cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

5. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The boundary treatment shall be implemented on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and accordance with Policy

EN3 of The Adopted Local Plan for Slough 2004.

6. Landscaping Scheme

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

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

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

7. Tree protection

No development shall commence until the tree protection measures in the Arboricultural and Planning Integration Report 3rd March 2014 submitted with the application have been implemented on site. No hardstanding within the tree protection zone shall be removed until a method statement has been submitted to and approved in writing by the local planning authority. Any removal of hardstanding within the tree protection zone shall be carried out in accordance with the approved details. The approved tree protection measures shall be maintained in accordance with the approved details during the period of construction works.

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

8. Obscure Glazing

The building shall not be occupied until obscure glazing has been installed in corridor windows in the east elevation of the building at first floor level and above. Obscure glazing shall shall been maintained thereafter.

REASON In the interest of the living conditions of residents with west facing windows in flats in Kingsmead House to the east of the development.

9. Surface Water Drainage

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

REASON In the interest of prevention of flooding in the area or downstream in accordance with The Core Strategy 2006 - 2026 policy 8.

10. Soil Contamination

To be completed

11. Access

The building shall not be occupied until the access has been completed including associated works within the public highway of Galvin Road.

REASON In the interest of the free flow of traffic and conditions of general safety on the adjoining highway.