

Registration Date: 17-Mar-2014
Officer: Mr. J. Dymond

Applic. No: P/00440/008
Ward: Cippenham Green
Applic type: Major
13 week date: 16th June 2014

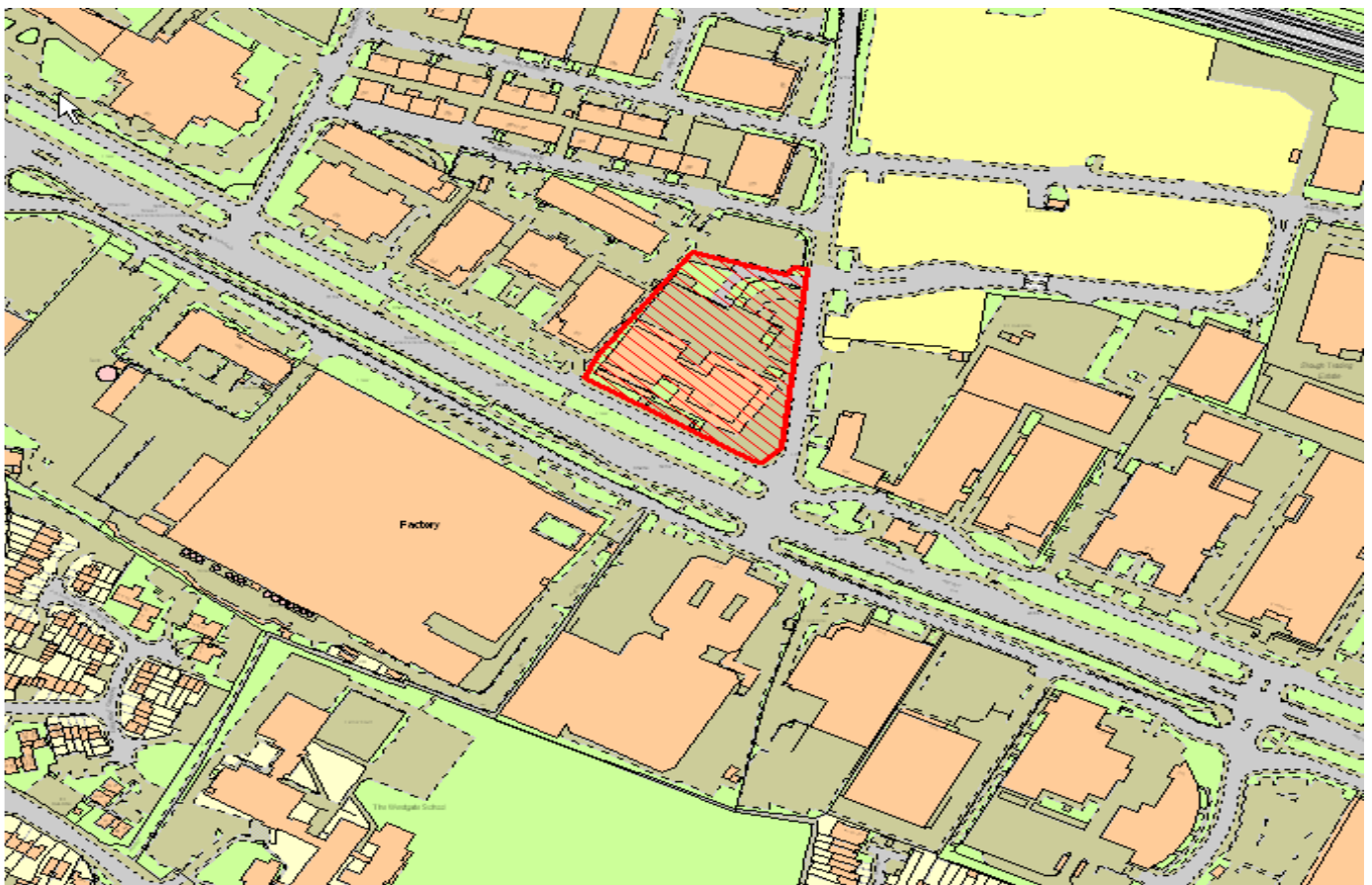
Applicant: Mr. Graeme Steer, Slough Trading Estate Limited

Agent: Mr. Benjamin Taylor, Barton Willmore Regent House, 4, Homer Road, Solihull, B91 3QQ

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

Proposal: PART-REFURBISHMENT AND CONSTRUCTION OF THREE STOREY CLASS B1(A) OFFICES, MEANS OF ACCESS, RE-CONFIGURATION OF SURFACE CAR PARK, CYCLE PARKING FACILITIES, DRAINAGE, LANDSCAPING AND ANCILLARY WORKS.

Recommendation: Delegate to the Acting Planning Manager.



SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

Background

At the Meeting of Planning Committee on 7th May 2014, the Committee resolved to delegate the determination of the application to the Strategic Lead Planning Policy. A copy of the original officer's report to Planning Committee (Appendix A) and associated amendments (Appendix B) are attached for information purposes.

Following this meeting, the applicant has further developed the detailed design of the scheme and amended the proposal. Façade material selection and detailed design options have been rigorously explored.

This amended proposal is being reported to Committee as it is considered that the nature of the changes would constitute material amendments to the scheme, albeit that they are minor in nature. Officers do not consider that the amendments can be pursued as 'non-material' minor amendments. Given that the application has not been formally determined, this supplementary report on the amended proposal has been prepared for Members' consideration.

Assessment of Detailed Design Amendments

Amended plans and a supporting document have been submitted for consideration.

The key aspects of the detailed design amendments are understood to be as follows:

- Small reduction in the roof overhang on the north west elevation of 1.8 metres;
- Amendment to the fin and plinth profile to form 'wedges', whilst maintaining the 'straightened' columns on the South Eastern Facade;
- Omission of single fin to each side of building adjacent to full height glazed area;
- Minor internal alterations to layout.

The overall scale, height and massing of the building remains largely unchanged and it is considered that the revised scheme would still result in a landmark building that reflects its prominent location at the gateway to the Slough Trading Estate. Furthermore, the proposed building would still address the geometry of Leigh Road by 'turning of the corner' in the same way as the previous scheme.

Central to the scheme is the entry colonnade and associated fins and plinths which wrap around the facade. These are considered to create a strong visual identity and are contrasted by full height glazed areas.

It is considered that the robustness of the proposed building would be maintained and enhanced. It is submitted that the proposed tapered edges present a slender profile which strengthens the vertical nature of the design.

It is considered that the amendments would constitute refinements to the architectural detailing of the building which would enhance its appearance. The overall design approach, materials and colouration of the building are consistent with the previous scheme.

It is also submitted that the proposed changes will have no implications in terms of the agreement reached with Thames Water to build over the sewer.

Reconsultation has been undertaken on the amendments received and at the time of writing, no representations have been received in response to this.

It is considered that the proposed amendments would be acceptable. The proposed amendments would result in a high quality development which would respond sympathetically to its context through the careful consideration of the layout, scale, appearance and landscaping treatments. Consequently, the scheme is considered to provide improvements to its surroundings, and the building will create a legible landmark at the gateway to the Trading Estate. The proposal is considered to comply with Core Policy 8 of the Core Strategy and Policy EN1 of the Adopted Local Plan for Slough.

Other Issues

Further discussion has taken place with the applicant regarding the recommended planning conditions concerning demolition. Further information has been submitted in the form of a Demolition Protocol and details of loading/unloading. Having regard to this information, and the extant prior notification for proposed demolition, it is considered that the need for and wording of conditions regarding demolition can be reviewed.

In addition, the Section 106 Agreement is currently being progressed and it is therefore recommended that the determination of the application is delegated to the Acting Planning Manager following the completion of this Agreement and finalising of planning conditions.

For completeness, an updated list of recommended planning conditions is set out below.

RECOMMENDATION

Delegate to Acting Planning Manager.

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

Drawing No. Site Location Plan (Drawing PL 000), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Existing Condition: Site Plan (Drawing PL 001), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Existing Condition: Basement Floor Plan (Drawing PL 002), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Existing Condition: Ground Floor Plan (Drawing PL 003), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: Site Plan (Drawing PL 010 Rev 04), Dated 14.03.14, Recd On 11/08/2014

Drawing No. Proposed Condition: Basement Plan (Drawing PL 099 Rev 05), Dated 14.03.14, Recd On 11/08/2014

Drawing No. Proposed Condition: Ground Floor Plan (Drawing PL 100 Rev 05), Dated 14.03.14, Recd On 11/08/2014

Drawing No. Proposed Condition: First Floor Plan (Drawing PL 101 Rev 04), Dated 14.03.14, Recd On 11/08/2014

Drawing No. Proposed Condition: Second Floor Plan (Drawing PL 102 Rev 03), Dated 14.03.14, Recd On 11/08/2014

Drawing No. Proposed Condition: Roof Plan (Drawing PL 103 Rev 04), Dated 14.03.14, Recd On 11/08/2014
 Drawing No. Proposed Condition Section AA (Drawing PL 200 Rev 01), Dated 14.03.14, Recd On 06/08/2014
 Drawing No. Proposed Condition Section BB-CC (Drawing PL 201 Rev 02), Dated 14.03.14, Recd On 06/08/2014
 Drawing No. Proposed Condition: North East & South West Elevations (Drawing PL 300 Rev 03), Dated 14.03.14, Recd On 06/08/2014
 Drawing No. Proposed Condition: North West & South East Elevations (Drawing PL 301 Rev 02), Dated 14.03.14, Recd On 06/08/2014
 Drawing No. Proposed Condition: Detailed Elevation Section Plan (Drawing PL 400 Rev 05), Dated 14.03.14, Recd On 06/08/2014
 Drawing No. Landscape Proposals Plan (Drawing ASA-415-DR-001 Rev B) Dated March 2014, Recd On 30/04/14
 Drawing No. Foul and Surface Water Drainage Strategy (Drawing 018975-CA-0-B01-DSP-SE-015), Dated Mar 2014, Recd On 19/03/2014

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

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

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

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five 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.

6. No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) in accordance with BS5837:2012 Trees in relation to Design Demolition and Construction have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period

of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

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

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

8. Notwithstanding the provisions of Schedule 2, Part 41, Class A of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), no extension or alteration to the office building shall take place without the express permission of the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the building shall only be used for office purposes falling within Class B1(a) of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In the interests of ensuring that there is no loss of the defined Existing Business Areas to non-employment generating uses in accordance with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Prior to the first occupation of the development hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

11. Before the northern access to Leigh Road is stopped up, full details of the means of access to the basement car park from the surface car park (which shall include plans, elevations, sections and swept path analysis) shall be submitted to the Local Planning Authority and approved in writing. Once approved, the means of access to the basement car park shall be constructed and made available for use before the northern access to Leigh Road is stopped up.

REASON In the interests of providing access to the basement car park in light of future highway alterations in the vicinity of the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

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

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

13. At least 10% of the energy supply of the new build area of the development shall be secured from renewable and low carbon energy (as described in the glossary of the National Planning Policy Framework). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document.

14. The development shall not commence until a Construction Method Statement has been submitted to and approved by the Local Planning Authority. This shall include measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste; and
- (c) Dispose of unavoidable waste in an environmentally acceptable manner.

The approved details shall be implemented during the course of building operations and the subsequent use of the building.

REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. Prior to the first occupation of the development hereby approved, details of refuse storage, refuse collection and recycling facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and made available for use prior to the development hereby approved first being brought into use.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. A Service Management Plan shall be submitted to and approved in writing prior to the occupation of the development hereby permitted. The Service Management Plan shall be carried out in accordance with the approved details.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

17. The development shall not take place until a plan showing the new CCTV locations within the site has been submitted to and approved by the Local Planning Authority. Thereafter no occupation of the development shall take place until details of the new CCTV within the site, if any, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. This shall include details of:

- The specification, transmission and monitoring of the CCTV cameras to be installed;
- The method of connecting the CCTV cameras to the existing SEGRO CCTV Network; and

- The ongoing maintenance of the CCTV cameras.

REASON To reflect the permitted CCTV locations in the Adopted Simplified Planning Zone, November 2004. To ensure the public's safety throughout all stages of the development in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

18. Full details of the surface water collection and conveyance for all hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development, excluding any demolition works. The development shall be carried out in accordance with the approved details.

REASON In the interest of the safety and amenity of both public highway and adjoining properties in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

19. Demolition and construction shall be carried out in accordance with the following documents and plans, unless otherwise agreed in writing with the Local Planning Authority:

- (a) Document Title: R.Collard Demolition Protocol, Received 07/08/2014
- (b) Document Title: Demolition Method Statement for the Traffic Management, Received 04/07/2014;
- (c) Drawing No. Wates/Slough2, Dated 30/06/14, Received 04/07/2014;
- (d) Drawing Title: Site Set Up, Dated 30-06-14, Received 04/07/2014;
- (e) Drawing Title: Traffic Routes, Dated 30-06-14, Received 04/07/2014;
- (f) Drawing Title: Traffic Plans, Dated 30-06-14, Received 04/07/2014.

REASON In the interests of highway safety and the amenities of the area in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

20. Phase 1 Desk Study

Development works shall not be commenced until a phased risk assessment shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. Phase 1 shall incorporate a Desk Study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM). The Desk Study shall be submitted to and approved in writing by the Local Planning Authority prior to development commencement.

REASON To ensure that the site is adequately risk assessed for the proposed development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

21. Phase 2 Intrusive Investigation Method Statement

Should the findings of the desk study identify the potential for contamination, then the development shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be designed in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site

investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

22. Phase 3 Site Specific Remediation Strategy

The remediation works shall not commence until a Site Specific Remediation Strategy (SSRS) has been submitted to and approved by the Local Planning Authority. The SSRS shall, as a minimum, contain details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM), the precise location of the remediation scheme and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON To ensure that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

23. Remediation Validation

No development (within or adjacent to any area(s) subject to remedial work) shall be commissioned and/or occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON To ensure that remedial work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

24. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON In accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008. Given the industrial history of the development site, there is a potential for contamination to be present. Infiltrating surface water can remobilise contaminants present in shallow soils/made ground that could ultimately enter the underlying groundwater resulting in pollution.

25. No impact piling or any other foundation designs using penetrative methods shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON In accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008. The proposed works will be in

close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. Piling also has the potential to create migration pathways for contaminants which could increase the risk to the groundwater in the Major Aquifer.

26. No development, excluding any demolition works, shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles, assessment of the hydrological and hydrogeological context of the development and risks to ground water from historical contamination, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON To prevent the increased risk of flooding and to additional risks to groundwater by considering the risks due to infiltration of surface water grounds where both land and groundwater may be contaminated in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

27. No development, excluding any demolition works, shall commence until a drainage strategy detailing any on and off-site works to the public and private sewerage system together with any phasing arrangements, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No phase of the development shall be occupied until any associated drainage diversion and/or upgrade works recommended by the strategy has been completed.

REASON To ensure that sufficient capacity is made available to cope with new development and in order to avoid adverse environmental impact upon the community in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
3. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
4. Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

5. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
6. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.
7. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
8. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
9. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the comments from consultees received to date and all other relevant material considerations, it is recommended that the application be:

Delegated to Strategic Lead Planning Policy for final determination following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the proposed part-refurbishment and construction of a high quality B1(a) office building which will form an important gateway to the Trading Estate.
- 2.2 The proposed building is three storeys in height and includes a triple height glazed atrium. The proposed building will have a Gross External Area (GEA) of 8,434m² with a Gross Internal Area (GIA) of 7,746m².
- 2.3 The proposal involves the re-use of the existing floor plates of the western building. The eastern building would be demolished as the applicant considers that it is unsuitable and does not meet modern office requirements.
- 2.4 The proposed building has been designed to provide efficiency and flexibility to accommodate the needs of future occupiers.
- 2.5 The office floors would be laid out in an arrangement that will provide for either a single occupier or multiple tenants.
- 2.6 The proposal also involves the upgrading of the existing surface car park access on to Leigh Road and the reconfiguration of this car park, the provision of cycle parking facilities, drainage, landscaping and ancillary works.
- 2.7 The proposed development has been the subject of pre-application advice. Changes have been undertaken to the proposed development during the course of pre-application discussions in response to the advice provided by officers.

3.0 Application Site

- 3.1 The site comprises 0.91 hectares of land situated within Slough Trading Estate, which is located approximately 1.6 kilometres to the west of Slough Town Centre. The 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 Trading Estate.
- 3.2 The site lies in the central southern part of the Trading Estate, on the corner of Leigh Road

and Bath Road. Leigh Road provides one of five accesses into the Trading Estate from Bath Road.

- 3.3 The site is bounded to the north by office car parking (occupied by LG), to the south by Bath Road and corresponding Service Road; to the east by Leigh Road and to the west by office buildings (the adjacent building is currently occupied by Fiat).
- 3.4 The site comprises two office buildings of three storeys in height, with a glazed reception area linking the two. Both eastern and western buildings were occupied by the applicant and have now both been vacated. The existing basement and surface level car parks provide a total of 223 spaces. Hard and soft landscaping surrounds the building.
- 3.5 It is considered that the predominant character of office buildings located on the northern side of Bath Road are typified by grand entrances created by substantial open space, soft and hard landscaping, as well as canopies supported on full height columns.
- 3.6 The immediate surroundings of the site, to the west, north and east, comprise Slough Trading Estate which include primarily industrial and warehouse uses. There are commercial uses on the southern side of Bath Road
- 3.7 It is understood that the Estate currently accommodates approximately 17,500 employees working within around 400 companies.
- 3.8 The site is considered to benefit from good pedestrian and cycle links. Pedestrian access to the application site is currently provided by two metre footways on the service road and Leigh Road, which flank the southern and eastern boundaries of the site, respectively. The opportunity to walk and cycle on Bath Road is good, with two shared footway/cycle-ways provided along the southern and northern side of Bath Road. There are signalised pedestrian and cycle crossings provided across Bath Road.
- 3.9 A cycle hire hub has recently been provided by Slough Borough Council opposite the application site on Bath Road. This provides the opportunity to hire bicycles to link with journeys via Burnham and Slough railway stations. The nearest bus stops to the application site are located on Bath Road, with eastbound and westbound stops both within a 170 meter walk.
- 3.10 Burnham Station is the nearest railway station to the application site and is located approximately 1.6 kilometres to the west of the site.

4.0 Site History

- 4.1 Previous applications of relevance to the site and the surrounding area are considered to be as follows:

P/14515/007 SUBMISSION OF DETAILS PURSUANT TO CONDITION 6 (DETAILS OF THE NEW BRIDGE) OF OUTLINE PLANNING PERMISSION P/14515/003 DATED 18/06/ 2012 FOR 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.

Conditions Complied With 23-Dec-2013

P/14515/006 SUBMISSION OF DETAILS TO DISCHARGE CONDITION 16 OF PLANNING PERMISSION P/14515/003, DATED 18/06/2012 RELATING TO ARCHAEOLOGICAL EVALUATION

Conditions Complied With; Informatives 05-Aug-2013

P/14515/005 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.

Approved with Conditions; Informatives 10-Sep-2013

P/14515/004 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, 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).

Approved with Conditions; Informatives 23-Jan-2013

P/14515/003 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.

Approved with Conditions; Informatives 18-Jun-2012

P/00440/006 APPLICATION FOR PRIOR NOTIFICATION OF PROPOSED DEMOLITION OF 234 BATH ROAD

Prior Approval Not Required 29-Jul-2011

P/14515/000 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION AND ACCESS AND REALIGNMENT OF LEIGH ROAD), DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTEL (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAYS (A5), CONFERENCE FACILITY, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1), HEALTH CLUB/GYM (D2), TRANSPORT HUB, NEW LEIGH ROAD BRIDGE, PARKING HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 30-Sep-2010

P/00440/005 ERECTION OF EXTENSION TO EXISTING BUILDING. (AMENDED PLANS 16.8.95)

Approved with Conditions; Informatives 08-Sep-1995

5.0 Neighbour Notification

5.1 Citroen Uk Ltd, 221, Bath Road, Slough, SL1 4BA, Lonza Biologics Plc, 224-230, Bath Road, Slough, SL1 4DX, Artemis Management Systems Ltd, Artemis House, 219, Bath Road, Slough, SL1 4AA, Matalan Retail Ltd, 217a, Bath Road, Slough, SL1 4AA, L G Electronics, 250-252, Bath Road, Slough, SL1 4DX, 275, Leigh Road, Slough, Berkshire, 240, Bath Road, Slough, Berkshire, 816, Leigh Road, Slough, SL1 4BD, Unilever, 225, Bath Road, Slough, Berkshire, SL1 4AA

In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site and the application has been advertised in The Slough Express.

5.2 No representations received.

6.0 Consultation

6.1 Thames Water

No comments received.

6.2 Environmental Protection

No comments received.

6.3 Tree Officer

I would not object to the application but to ensure the survival of the existing landscaping and to insure the new landscaping is enforceable I would recommend that if planning permission is granted that conditions are applied to require full details of the proposed landscaping and to require detail of tree protection methods which should be in accordance with BS5837:2012 Trees in relation to Design Demolition and Construction and include a plan.

6.4 Transport/Highway Safety

Trip Generation

Trip rates have been agreed and they show that the development will generate an additional 319 vehicle movements per day of which 96 will fall within the AM and PM peak periods.

Car Parking

The existing site has 223 car parking spaces and there is no proposed increase, which is in accordance with Slough Local Plan Policies. The existing office has parking provision of 1 space per 28m² and the new building will provide parking at 1 space per 38m², which is still below the 1 space per 40m² which is the adopted parking standard for new B1 office. So on the assumption there is no overspill parking created then this can be considered as a benefit of the development.

Revisions to aisle widths and the location of disabled spaces are required.

Access

Revised drawings are required in relation to the proposed alterations to the northern access point. Landscaping should be reinstated and a smaller overrun should be incorporated. It is important not to forget the importance of the Leigh Road as a pedestrian corridor and therefore a high quality pedestrian route is necessary and therefore the access does not need to be this large.

Details will be required of internal car park access arrangements – PBA Drawing 17563/478/002 shows that the northern access will be completely removed if the LRCC2 Masterplan improvements are implemented along Leigh Road.

The increased width of the existing accesses serving the ground floor car park is acceptable.

Cycle Parking

68 cycle parking spaces are shown which is in accordance with the Slough Local Plan cycle parking standard of 1 space per 125m² of floor area. The racks are spaced 0.9m to 1m apart which is considered acceptable. There is also space to increase cycle parking provision if required. 8 showers and 32 lockers are proposed at basement level and this provision is welcomed.

Travel Plan

The travel plan does not currently meet the standard required and must be updated. Should

the application be approved, it is recommended that a £6,000 Travel Plan Contribution is sought.

Mitigation

Whilst there is an increase in vehicle and person trips related to this development, it is recognised that this development forms part of the LRCC2 floor area and therefore will in due course trigger the wider mitigation package and therefore further mitigation aside from the travel plan is not required in this instance.

Conclusion

In summary, the following revisions are required:

- Modifications to the northern access bellmouth;
- Revised drawings showing 6m wide car park aisle widths;
- Revised drawings showing LRCC2 layout with stopping up of northern access and car ramp between ground floor and basement car park;
- Clarification on disabled parking;
- Clarification on access barrier location;
- Clarification on car parking on access;
- Revised drawings showing cycle ramp to basement;
- Updated and revised travel plan to meet acceptable standard.

6.5 Berkshire Archaeology

No objection.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

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

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EMP2 – Criteria for Business Developments

Policy EMP7 – Slough Trading Estate

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN34 – Utility Infrastructure
Policy T2 – Parking Restraint
Policy T7 – Rights of Way
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

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

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

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

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

Other Relevant Documents/Guidance

Local Development Framework Site Allocations Development Plan Document
Slough Borough Council Developer's Guide Parts 1-4

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Parking and highway safety;
- 4) Heads of terms.

8.0 Principle of Development

8.1 A presumption in favour of sustainable development lies at the heart of the National Planning Policy Framework. It is recognised that sustainable development has economic, social and environmental dimensions that are mutually dependent. The National Planning Policy Framework also sets out 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.

8.2 Development plan policies relevant to the consideration of the principle of the proposed development are as follows:

- 8.3 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.
- 8.4 Core Policy 5 of the Core Strategy states:
- Intensive employment-generating uses such as B1(a) offices will be located in the town centre in accordance with the spatial strategy.
- 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.
- 8.5 Policy EMP2 sets out criteria for business developments and Policy EMP7 relates to the Slough Trading Estate. This policy states:
- 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:
- a) 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
- b) there being no overall increase in the number of car parking spaces within the estate.
- 8.6 The Trading Estate is identified as an Existing Business Area. Whilst a Simplified Planning Zone Scheme is in operation for the Trading Estate, the proposed development would fall outside of the scope of this and as such planning permission is required.
- 8.7 Demolition of eastern building**
- 8.8 There is considered to be no objection to the demolition of the existing eastern building. A Certificate of Immunity was issued in respect of this building at 234 Bath Road in February 2012. The effect of the certificate is to preclude the Secretary of State from listing 234 Bath Road (East Building) as a building of special architectural or historic interest for a period of five years (i.e. till 29th February 2017), and to preclude the Local Planning Authority from serving a Building Preservation Notice on the building during that time.
- 8.9 Proposed part-refurbishment and construction**
- 8.10 In assessing the acceptability of the principle of the proposed development, regard should be had to the relevant policy context set out above and the recent planning history. It is important to note that the Trading Estate is identified as an area for comprehensive regeneration in the Core Strategy to enable it to continue to attract inward investment, create jobs and offer opportunities for improving skills and training to local people.
- 8.11 Outline planning permission was granted in September 2010 for the re-development of the core area of the Trading Estate, known as the Leigh Road Commercial Core (LRCC1) under application P/14515/000.
- 8.12 Following this approval, the Site Allocations Development Plan Document was adopted in November 2010. The site falls within site allocation SSA4 as set out in the Site Allocations Development Plan Document. This allocation seeks to ensure that the comprehensive regeneration of the Trading Estate takes place in accordance with the masterplan and

continues to provide employment opportunities and inward investment. A site planning requirement is for 130,000 square metres (GIA) of additional new B1 (a) offices to be built out in the Leigh Road Central Core area.

- 8.13 Outline planning permission was subsequently granted under application P/14515/003 in June 2012 to provide a hub for the Trading Estate. This planning permission is known as LRCC2 and included an amended masterplan. This masterplan comprises a series of development plots. The development of each plot is underpinned by an approved Parameters Plan that was the subject of a Non Material Amendment (P/14515/004) that was approved in January 2013.
- 8.14 The approved LRCC1 and LRCC2 applications have established the principle of delivering a gateway office building at the entrance to the regeneration area.
- 8.15 Whilst the application under consideration is a full planning application, it should be noted that the proposed building falls within the approved parameters for the plot established by the LRCC2 outline planning permission.
- 8.16 Under this outline permission, the parameters for the approved office building on this site (referred to as 'OB 01') were as follows:

8.17	Max area	25,000 sqm GIA
	Ground	+31.2 m AOD
	Min height	+ 43.5 m AOD (3 storey)
	Max height	+ 54.7 m AOD (5 storey + plant)

- 8.18 The building proposed under this current application is considered to accord with these parameters. The proposed ground floor level would be set at +31.740 m AOD and the height of the building, including plant screen would be + 49.360 m AOD.
- 8.19 The recent reserved matters approval in September 2013 under application P/14515/005 approved the detailed design of a five storey 'V' shaped gateway building on this site which would have been occupied for office purposes.
- 8.20 The applicant has marketed the approved five storey 'V' shaped building unsuccessfully for a period of three years. The applicant is therefore considering alternative options that provide the flexibility to respond to current market conditions. The current proposal is considered to constitute a sustainable, practical and deliverable response to current market and economic signals.
- 8.21 Whilst smaller in scale, it is accepted that the proposal would better respond to current market conditions and would assist in improving the attractiveness of the site through a deliverable, high quality landmark building, which would ensure that the site is utilised and this strategic location is enhanced.
- 8.22 Furthermore, it is considered that the proposed development would provide direct and indirect employment opportunities for the local area, during both the construction and end user phases.
- 8.23 The applicant, Slough Trading Estate Limited formerly occupied the site; however they have relocated to their new premises at 258 Bath Road in January 2014. The existing buildings on the site are therefore currently vacant and bringing forward the redevelopment of this site with a building of high quality is considered to be desirable.

- 8.24 It is considered that the proposal would play a key part in the comprehensive regeneration of the Trading Estate, as sought by development plan policies, and also assist in attracting inward investment, creating jobs and offering opportunities for improving skills and training to local people. The principle of the proposal is thus considered acceptable.
- 8.25 In light of recent changes to permitted development rights, a condition is recommended to ensure that the building shall only be used for office purposes in the interests of ensuring that there may be no loss of the defined Existing Business Area to non-employment generating uses in the future.

9.0 Design and Impact on the Street Scene

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed development should be of a high standard and should reflect the character and appearance of the surrounding area. Policy EN1 of the Adopted Local Plan for Slough sets out detailed design criteria which development proposals are required to comply with and Core Policy 8 of the Core Strategy states the following:

High Quality Design:

All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

- 9.2 The National Planning Policy Framework recognises the indivisibility of good planning and good design. Development proposals should be of a high quality and be inclusive.

- 9.3 The Planning Practice Guidance acknowledges that good quality design is an integral part of sustainable development. The Guidance states:

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

Good design responds in a practical and creative way to both the function and identity of a place.

Layout

- 9.4 The applicant submits that the layout of the building has been influenced by a number of factors, including the on-site constraints and opportunities, as well as the character of existing buildings along the Bath Road frontage.
- 9.5 It has been stated that the site layout is designed to maximise the prominent gateway location of the site and is responsive to the geometry of Leigh Road with an angled return on Leigh Road including a triple height glazed pedestrian entrance and canopy feature. Locating

the entrance on the south east elevation will make it visible to visitors. It also provides an opportunity for making a grand architectural gesture towards the junction and enhances the gateway to the Trading Estate.

- 9.6 The Design and Access Statement sets out that the roof line of the proposal along the Bath Road has been studied carefully throughout the design process. The current proposal is positioned on the site so as to not significantly breach the existing building line.
- 9.7 The south western corner of the proposed glazed façade would be inline with the position of the existing fin feature forming the south western corner of the western building. The proposed building is considered to be acceptable in terms of the impact on the Bath Road building line. Furthermore, it would appear that the proposed development would be set back from the building line established by the LRCC2 parameters plan and the reserved matters approval.
- 9.8 Whilst the entrance is built over the main sewer, the scheme has been designed in such a way that access to it is maintained. It is understood that this matter has been agreed with Thames Water prior to the submission of the application. Thames Water have been consulted and no objections have been received.
- 9.9 The proposal maintains car parking and areas of landscaping to the rear and the proposed layout is considered to be acceptable.

Scale

- 9.10 The building is three storeys in height and includes a triple height glazed atrium, which creates a functional and visual link across all floors.
- 9.11 It is considered that the scale of the triple height glazed entrance and canopy feature would provide a striking pedestrian entrance. It is considered that the continuation of the canopy parapet and surfacing within the glazed entrance would appear seamless and architecturally impressive. A freestanding staircase from ground to second floor is proposed which will be both functional and would provide a strong sculptural element.
- 9.12 The building will have a Gross External Area (GEA) of 8,434m² with a Gross Internal Area (GIA) of 7,746m². As noted above, the proposed building would accord with the parameters established by the outline planning permission for LRCC2. In this context, the proposal is therefore considered to be of an acceptable scale.
- 9.13 It is also considered that the relationship of the proposed development with a future development on the site of 230 Bath Road, located on the opposite side of Leigh Road would likely be acceptable.
- 9.14 The parameters for 230 Bath Road established by the outline planning permission for LRCC2 were for either an office building of between three storeys and five storeys plus plant (maximum height of +54.7 m AOD); or for a hotel development between two storeys and seven storeys plus plant (maximum height of +59.4 m AOD).
- 9.15 It is considered that the scale of the proposal under consideration would relate well to the likely scale of development on this adjacent plot and that a gateway relationship would be achieved.

Appearance

- 9.16 The applicant submits that the building represents a functional, aesthetic and sustainable

design solution that incorporates high quality architecture and appropriate materials.

9.17 The Design and Access Statement states that proposed materials would be as follows:

- Vertical fins, parapets and plinths to be clad in panels mounted on a concealed steel frame. Colour to be white;
- Aluminium Curtain walling system. Colour to be dark grey;
- Backpainted glass over insulated spandrel panel;
- Glass to be Guardian Sunguard HP (or similar). Neutral.

9.18 Aluminium horizontal louvers coloured dark grey were initially proposed, however amendments have been undertaken to the scheme and these have since been omitted. The vertical emphasis provided by the white fins would remain and this design feature is supported.

9.19 The Design and Access Statement provides some design precedents taken from the local area which have been reinterpreted to provide an appropriate response to the local distinctiveness. Consequently, the building form is considered to be well proportioned and responds to the adjacent buildings in terms of height and colour.

Landscaping

9.20 A proposed landscaping scheme has been submitted in support of the application.

9.21 The Council's Tree Officer has raised no objection to the application. It has been recommended that if planning permission is granted that conditions are applied to require full details of the proposed landscaping and to require detail of tree protection methods which should be in accordance with BS5837:2012 Trees in relation to Design Demolition and Construction and include a plan.

9.22 The proposal is considered to comply with Policy EN3 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

Sustainability

9.23 The Energy Analysis submitted in support of the application states that a BREEAM Pre-Assessment has been undertaken and that the development can achieve a BREEAM rating of 'Very Good'. It has also been stated that there will be considerable building efficiency and fabric improvements. Further information is to be provided with respect to renewable and low carbon technology – the submitted Energy Statement states that photovoltaic's and biomass are to be considered. The revised plans received show the indicative location of photovoltaic's at roof level. The Developer's Guide states that major developments must include renewable or low carbon energy equivalent to 10% of the developments carbon emissions.

9.24 Core Policy 8 requires that developments must be designed and constructed in a sustainable manner to help reduce carbon emissions, pollution, flooding and limit depletion of natural resources, etc. Whilst further information will be submitted and considered in relation to sustainability and an update will be provided regarding this on the Committee amendment sheet, it is considered that the development would comply with this policy in terms of BREEAM rating, subject to a planning obligation.

Summary

- 9.25 In summary, it is considered that the proposed development has been designed to a high quality which responds sympathetically to its context through the careful consideration of the layout, scale, appearance and landscaping treatments. Consequently, the scheme is considered to provide improvements to its surroundings, and the building will create a legible landmark at the gateway to the Trading Estate.

10.0 Parking and Highway Safety

- 10.1 Development plan policies relevant to the assessment of these matters is as follows:
- 10.2 Core Policy 5 of the Core Strategy states that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and Transport Strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons.
- 10.3 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 10.4 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 10.5 Policy T8 of The Adopted Local Plan for Slough relates to Cycling Network and Facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.
- 10.6 The applicant has submitted a Transport Statement and Framework Travel Plan in support of their application. The Council's Transport consultant has been consulted.
- 10.7 There will be no overall increase in parking provision as the 223 existing spaces will be retained as part of the proposals. No overall increase in spaces is therefore proposed and the new building will provide parking at 1 space per 38m², which is still below the 1 space per 40m² which is the adopted parking standard contained within the Adopted Local Plan for Slough for new B1(a) office development. It is therefore considered that parking provision would be acceptable and compliant with Development Plan policies.
- 10.8 A total of 68 cycle parking spaces will be provided. This level of provision is considered to be acceptable and would accord with Policy T8 of the Adopted Local Plan for Slough. The provision of lockers and shower facilities is welcomed.
- 10.9 The existing basement car park is to be retained and the proposal also involves the upgrading of the existing surface car park access on to Leigh Road and the reconfiguration of this car park. Whilst revisions and clarification has been requested regarding access and layout, it is considered that the proposal is generally acceptable.
- 10.10 The Transport Statement includes a plan showing the proposed accesses to the site in the context of the highway alterations that will be undertaken in the vicinity of the site through the LRCC2 permission.
- 10.11 The northern access to the site from Leigh Road would be stopped up and access to the site would be via the southern access points. Details will therefore be required of the proposed means of access to the basement car park from the surface car park. It is understood from

pre-application discussions that this may be achieved through the construction of a new vehicular ramp adjacent to the western boundary of the site, however details will be required to be submitted for approval.

- 10.12 Turning to the Travel Plan, it has been commented that this does not currently meet the standard required and must be updated. Should the application be approved, it is recommended that a £6,000 Travel Plan Contribution is sought. Revisions to this document are required.

11.0 Other Issues

- 11.1 The applicant has submitted a written scheme of investigation for a programme of archaeological evaluation in support of their application. Berkshire Archaeology have been consulted and a response has been received raising no objections to the proposal. It is considered that the proposal would have no adverse impacts on archaeology and would comply with Core Policy 9 of the Core Strategy.

12.0 Heads of Terms

- 12.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.
- 12.2 The developer has indicated that they are willing to enter into a Section 106 Agreement and a draft Heads of Terms has been submitted as part of the application. Relevant matters are considered to be as follows:
- 12.3
- Travel Plan Monitoring fee of £6,000;
 - Mechanism to deduct the floorspace created as result of the development from that approved under the LRCC1 and LRCC2 Outline Planning Permissions (The GIA of the building would count towards the overall floorspace threshold);
 - Enter into Section 278 Agreement/Minor Highways Works Agreement for modifications to the accesses;
 - BREEAM rating of at least 'Very Good'.
- 12.4 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

The need for relevant obligations will be reviewed in light of any further comments received and any updates will be provided on the Committee Amendments Sheet.

13.0 Process

- 13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. Pre-application advice has been provided and the applicant amended the proposal in light of this advice. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy

Framework.

14.0 Summary

- 14.1 Having considered the relevant policies set out below, the comments from consultees received to date and all other relevant material considerations, it is recommended that the application be:

Delegated to Strategic Lead Planning Policy for final determination following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and completion of a Section 106 Agreement.

PART C: RECOMMENDATION

15.0 Recommendation

- 15.1 Delegate to Strategic Lead Planning Policy for final determination following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and completion of a Section 106 Agreement.

PART D: CONDITIONS

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

Drawing No. Site Location Plan (Drawing PL 000), Dated 14.03.14, Recd On 19/03/2014
Drawing No. Existing Condition: Site Plan (Drawing PL 001), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Existing Condition: Basement Floor Plan (Drawing PL 002), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Existing Condition: Ground Floor Plan (Drawing PL 003), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: Site Plan (Drawing PL 010), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: Basement Plan (Drawing PL 099), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: Ground Floor Plan (Drawing PL 100), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: First Floor Plan (Drawing PL 101), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: Second Floor Plan (Drawing PL 102), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition: Roof Plan (Drawing PL 103 Rev 01), Dated 14.03.14, Recd On 17/04/2014

Drawing No. Proposed Condition Section AA (Drawing PL 200), Dated 14.03.14, Recd On 19/03/2014

Drawing No. Proposed Condition Section BB-CC (Drawing PL 201 Rev 01), Dated 14.03.14, Recd On 17/04/2014

Drawing No. Proposed Condition: North East & South West Elevations (Drawing PL 300 Rev 01), Dated 14.03.14, Recd On 17/04/2014

Drawing No. Proposed Condition: North West & South East Elevations (Drawing PL 301 Rev 01), Dated 14.03.14, Recd On 17/04/2014

Drawing No. Proposed Condition: Detailed Elevation Section Plan (Drawing PL 400 Rev 01), Dated 14.03.14, Recd On 17/04/2014

Drawing No. Landscape Proposals Plan (Drawing ASA-415-DR-001) Dated 14.03.14, Recd On 19/03/2014

Drawing No. Foul and Surface Water Drainage Strategy (Drawing 018975-CA-0-B01-DSP-SE-015), Dated Mar 2014, Recd On 19/03/2014

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

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme

is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

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

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five 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.

6. No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) in accordance with BS5837:2012 Trees in relation to Design Demolition and Construction have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

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

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

8. Notwithstanding the provisions of Schedule 2, Part 41, Class A of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), no extension or alteration to the office building shall take place without the express permission of the

Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the building shall only be used for office purposes falling within Class B1(a) of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In the interests of ensuring that there is no loss of the defined Existing Business Areas to non-employment generating uses in accordance with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Prior to the first occupation of the development hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

11. Before the northern access to Leigh Road is stopped up, full details of the means of access to the basement car park from the surface car park (which shall include plans, elevations, sections and swept path analysis) shall be submitted to the Local Planning Authority and approved in writing. Once approved, the means of access to the basement car park shall be constructed and made available for use before the northern access to Leigh Road is stopped up.

REASON In the interests of providing access to the basement car park in light of future highway alterations in the vicinity of the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

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

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

13. At least 10% of the energy supply of the development shall be secured from renewable and low carbon energy (as described in the glossary of the National Planning Policy Framework). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local

Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document.

14. The development shall not commence until a Construction Method Statement has been submitted to and approved by the Local Planning Authority. This shall include measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste; and
- (c) Dispose of unavoidable waste in an environmentally acceptable manner.

The approved details shall be implemented during the course of building operations and the subsequent use of the building.

REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. The development shall not commence until details of refuse storage, refuse collection and recycling facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. A Service Management Plan shall be submitted to and approved in writing prior to the occupation of the development hereby permitted. The Service Management Plan shall be carried out in accordance with the approved details.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

17. The development shall not take place until a plan showing the new CCTV locations within the site has been submitted to and approved by the Local Planning Authority. Thereafter no occupation of the development shall take place until details of the new CCTV within the site, if any, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. This shall include details of:

- The specification, transmission and monitoring of the CCTV cameras to be installed;
- The method of connecting the CCTV cameras to the existing SEGRO CCTV Network; and
- The ongoing maintenance of the CCTV cameras.

REASON To reflect the permitted CCTV locations in the Adopted Simplified Planning Zone, November 2004. To ensure the public's safety throughout all stages of the development in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

18. Full details of the surface water collection and conveyance for all hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development, excluding any demolition works. The development shall be carried out in accordance with the approved details.

REASON In the interest of the safety and amenity of both public highway and adjoining properties in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

19. Details of loading/unloading and turning areas of demolition vehicles shall be submitted to and approved in writing by the Local Planning Authority before demolition is commenced on site and the works shall be carried out in accordance with the details approved.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

20. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall include details of the loading/unloading and turning area of construction vehicles, wheel wash facilities, arrangements for construction worker parking and a HGV routeing strategy. The development shall be carried out in accordance with the approved details.

REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

21. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- control of noise;
- control of dust (a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust);
- smell and other effluvia;
- control of surface water run off;
- site security arrangements including hoardings;
- proposed method of piling for foundations;
- construction and demolition working hours, and
- when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

22. Phase 1 Desk Study

Development works shall not be commenced until a phased risk assessment shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and

approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. Phase 1 shall incorporate a Desk Study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM). The Desk Study shall be submitted to and approved in writing by the Local Planning Authority prior to development commencement.

REASON To ensure that the site is adequately risk assessed for the proposed development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

23. Phase 2 Intrusive Investigation Method Statement

Should the findings of the desk study identify the potential for contamination, then the development shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be designed in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

24. Phase 3 Site Specific Remediation Strategy

The remediation works shall not commence until a Site Specific Remediation Strategy (SSRS) has been submitted to and approved by the Local Planning Authority. The SSRS shall, as a minimum, contain details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM), the precise location of the remediation scheme and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON To ensure that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

25. Remediation Validation

No development (within or adjacent to any area(s) subject to remedial work) shall be commissioned and/or occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON To ensure that remedial work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

26. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON In accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008. Given the industrial history of the development site, there is a potential for contamination to be present. Infiltrating surface water can remobilise contaminants present in shallow soils/made ground that could ultimately enter the underlying groundwater resulting in pollution.

27. Piling or any other foundation designs using penetrative methods shall only be permitted with the express written consent of the Local Planning Authority, where it has been demonstrated by the developer that there is no resultant unacceptable risk to groundwater.

REASON In accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008. Piling has the potential to create migration pathways for contaminants which could increase the risk to the groundwater in the Major Aquifer.

28. No development, excluding any demolition works, shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles, assessment of the hydrological and hydrogeological context of the development and risks to ground water from historical contamination, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON To prevent the increased risk of flooding and to additional risks to groundwater by considering the risks due to infiltration of surface water grounds where both land and groundwater may be contaminated in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

29. No development, excluding any demolition works, shall commence until a drainage strategy detailing any on and off-site works to the public and private sewerage system together with any phasing arrangements, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No phase of the development shall be occupied until any associated drainage diversion and/or upgrade works recommended by the strategy has been completed.

REASON To ensure that sufficient capacity is made available to cope with new development and in order to avoid adverse environmental impact upon the community in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVES:

10. The applicant is reminded that an Agreement under Section 106 of the Town and Country

Planning Act 1990 has been entered into with regards to the application hereby approved.

11. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Consultation:

Transport/Highway Safety:

It has been commented that the applicant should be given another opportunity to reflect on the need for a cycle ramp to the building.

It has been commented that this is a key site where commitment to sustainable travel is needed as part of the wider LRCC2 development and expecting cyclists to carry bikes downstairs into a restricted area with doors, one of which opens outwards is unsatisfactory and will lead to damage to bicycles. Wheeled ramps do not work well on steep staircases as proposed. They form a trip hazard to pedestrians and inconvenient in terms of people using the hand rail.

It has also been commented that just because one is provided in Winnersh it does not mean that this a good way of getting cyclists down into the car park far from it. For a largely new building (with brand new occupiers) this is not acceptable, especially given the commitments to providing a high quality facility at pre-app.

The applicant has been asked as to whether changes could be made to address these concerns.

It is considered that any issues regarding the Travel Plan could be resolved.

Thames Water:

No objections have been raised and conditions and informatives are recommended. It has been noted that there are easements and way leaves running to the east of the proposed development. These are Thames Water Assets and assurance will be sought that these will not be affected by the proposed development.

Design and Impact on Street Scene:

Landscaping:

Amendments have been undertaken to the proposed landscaping scheme and a revised plan has been received. It is considered that the proposed amendments are acceptable and compliant with Core Policy 8 of the Core Strategy and Policy EN3 of The Adopted Local Plan.

Sustainability:

Further information has been received regarding sustainability matters. The applicant has provided details as to how they consider the proposal would comply with Core Policy 8 of the Core Strategy in respect of sustainable design and construction principles. With respect to the generation of electricity from renewables; 10% of the building's energy (for new build area of 4,770m² only) is to be met by using onsite renewables. It is submitted that the limiting factor to installation will be the ability of the roof to safely bear the load of a proposed array. Further details have also been provided with respect to minimising energy consumption, recycling waste, and incorporating sustainable design and construction.

Having regard to Core Policy 8 of the Core Strategy, it is considered that the proposal would be acceptable on balance. Whilst the Developers Guide states that major developments must include renewable or low carbon energy equivalent to 10% of the developments carbon emissions, the applicant is proposing to provide 10% of the building's energy for the new build area only. Whilst it could be argued that the 10% should relate to the total floorspace of the building, the scheme involves the retention of existing fabric. The development is described as being for part-refurbishment and construction and the existing floors of the western building are to be retained. Given that the proposal would provide other sustainability benefits

as well as achieving BREEAM rating of 'Very Good', as required, it is not considered that it would be reasonable to raise an objection to the proposal on sustainability grounds having regard to the requirements of Core Policy 8 of the Core Strategy. The wording of Condition 13 is to be amended accordingly.

Parking and Highway Safety:

Further/revised details have been received regarding transport and highway matters. The response received includes the following:

- A revised drawing has been provided showing a reduction in the width of the junction bell-mouth and overrun area;
- The basement car park aisle widths are to remain as existing;
- A drawing has been provided which illustrates an alternative basement access arrangement;
- A revised drawing has been provided showing additional disabled parking spaces and a re-configuration of the basement area to accommodate new columns that are required for the new building;
- Access to the basement car park will be controlled via the existing sliding gates;
- A revised drawing has been provided which demonstrates that the parking spaces on the access ramp do not obstruct cars entering the basement car park;
- A 'cycle channel' will be provided;
- A revised and updated Travel Plan has been provided;
- Sheffield style cycle stands are to be provided at the east end of the landscape break out area located under a covered, pagoda-type structure.

The Council's Transport consultant has assessed this information and further comments have been received, as summarised above.

The main concern remains with the access arrangements to the cycle store. Whilst the applicant is proposing to provide a cycle channel, this is not considered acceptable. The arrangement of doors is also not considered satisfactory. It has been commented that the applicant should be given another opportunity to reflect on the need for a cycle ramp to the building.

Conditions:

The applicant has commented on the recommended conditions. It has been requested that certain conditions are either omitted or reworded and consideration has been given to these comments, as follows:

Condition number 2 setting out the approved plans has been updated to include the revised plans received;

Conditions 8 and 9 are considered reasonable and necessary. Any proposed alterations, extensions or changes of use would be assessed against development plan policies;

Condition 12 relating to cycles is to remain as a pre-commencement condition. Given the above comments from the Council's Transport consultant regarding the need for a commitment to sustainable travel at this key site, it is considered that this is an appropriate trigger for these details to be provided (the access issues discussed above will be considered prior to formal determination);

Condition 13 relating to sustainability is reworded to make it clear that the 10% requirement relates to the new build area;

Condition 15 relating to refuse is amended to require details to be submitted prior to occupation;

Condition number 27 regarding piling has been updated in light of comments received from Thames Water. This condition is considered reasonable and necessary;

Conditions 28 and 29 are considered reasonable and necessary.

Further Information:

The applicant has submitted the attached “Summary Design Note” in support of the application.

NO CHANGE TO RECOMMENDATION

Planning Application Ref: P/00440/008

**SUMMARY DESIGN NOTE ON THE REFURBISHMENT AND EXPANSION OF 234 BATH ROAD,
SLOUGH.**

1. SEGRO welcome the Officer's recommendation, which reflects the outcome of detailed pre-application discussions and meetings with Planning and Highways Officers, as well as a public consultation exercise.
2. SEGRO have marketed the larger approved scheme for the site for a period of 3 years without success. This consent remains alive. SEGRO have explored alternative options that are more responsive to the current market conditions, meet the needs of future occupiers and will form an important gateway to the Slough Trading Estate.
3. The design approach has involved the re-use of the existing floor plates of the western building with some modifications where as the eastern building will be demolished as it is unsuitable and does not meet modern office requirements.
4. The key factors influencing the layout of the building include the shape of the site and fact that it is a corner plot, the reuse of the general access locations, the location of the mains sewer running along the western side of Leigh Road, the building line on Bath Road (the proposed building will not extend beyond the existing building line) and provision of amenity space. Scale was also an important consideration in the design response, together with the site's relationship to the opposite side of Leigh Road. In our view there is no need for the two sides of Leigh Road to 'mimic' each other, but rather the opportunity to create two statement buildings, which add to this prominent gateway location. 230 Bath Road is different in shape and this will influence the design response to this site. The two buildings can be complementary to each other.
5. The design response is in our view a significant improvement on the first scheme presented to you at the pre-application stage, in December last year. The site layout is designed to maximise the prominent gateway location of the site and is responsive to the geometry of Leigh Road with an angled return to Leigh Road including a triple height glazed pedestrian entrance and canopy feature. We have located the entrance on the south east elevation to make it visible to visitors from Bath Road and Leigh Road. It is an inviting entrance, drawing on existing examples along Bath Road. It also provides an opportunity for making a grand architectural statement towards the junction and would enhance the gateway to the Training Estate.
6. The scale of the building can be appreciated when looking at the model and CGI's provided.

7. In our view the design is predicated on a strong rationale underpinned by a good understanding of the site's constraints and opportunities, and an appreciation of the character of the surrounding townscape, and need to deliver a high quality, prominent gateway building. This is further explained in the submitted Design and Access Statement.

8. In conclusion, the proposals seek to transform and modernise the two existing buildings of disparate design under a unified enclosure. This is a sustainable response to the reuse of this site. The new building has been designed to be highly efficient and sufficiently flexible to accommodate the needs of future occupiers and will form an important gateway to the Slough Trading Estate. Subject to planning permission being given, SEGRO would look to start on site as soon as practicable and construct the office space speculatively, in the knowledge that this building better responds to the market.