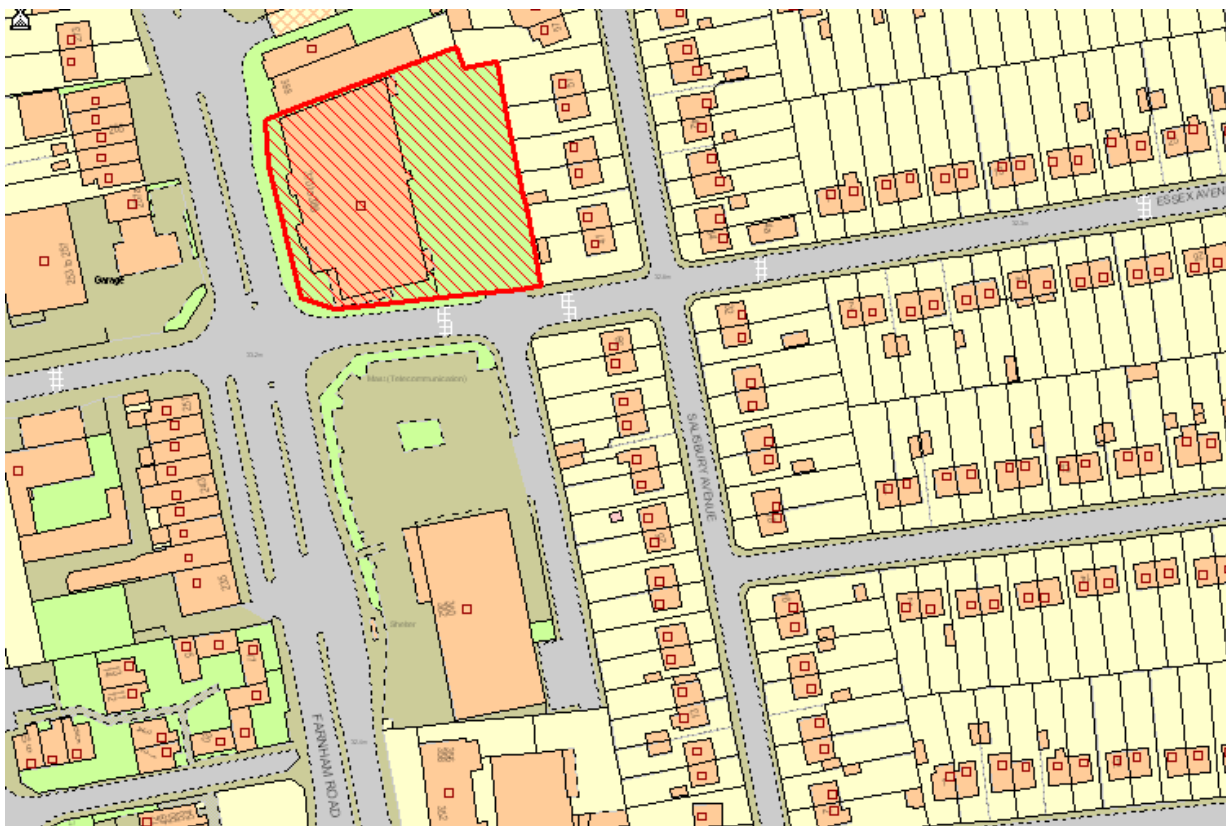


Registration Date:	22-Feb-2012	Applic. No:	P/01049/021
Officer:	Mr. J. Dymond	Ward:	Farnham
Applicant:	Mirenpass Ltd	Applic type:	Major
Agent:	Mr. Christopher Wickham, Christopher Wickham Associates 35, High Street, Highgate, London, N6 5JT	13 week date:	23 rd May 2012
Location:	370-386, FARNHAM ROAD, SLOUGH, BERKSHIRE, SL2 1JD		
Proposal:	ALTERATION, EXTENSION AND CONVERSION OF EXISTING BUILDING TO PROVIDE A1 FOOD SUPERMARKET PLUS ERECTION OF MEZZANINE AND NEW SECOND FLOOR TO PROVIDE 7 NO. TWO BEDROOM FLATS AND 6 NO. ONE BEDROOM FLATS PLUS ASSOCIATED PARKING AND SERVICING VIA ESSEX AVENUE		

Recommendation: Delegate a decision to the Acting Planning Manager



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 representations received from neighbouring residents and consultees and all other relevant material considerations, it is recommended to delegate a decision to the Acting Planning Manager for Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the alteration, extension and conversion of the existing building to provide a Class A1 food supermarket, plus the erection of a mezzanine floor and a new second floor to provide 7 no. two bedroom flats and 6 no. one bedroom flats. Associated parking and servicing would be accessed from Essex Avenue
- 2.2 At ground floor level, a retail area would be provided. Customers would access the retail area via either the main Farnham Road entrance, or the entrance from the car park to the rear. Part of the ground floor would also be used for storage purposes. Stock would be delivered using the loading bay to the north eastern corner of the building.
- 2.3 The proposed mezzanine floor would be used for storage and preparation, as well as staff facilities including offices, toilets, changing areas and a staff room.
- 2.4 At first floor level, there would be further retail area, a customer café and a crèche facility. Additional storage is also proposed to the rear.
- 2.5 At second floor level, 13 no. flats would be accommodated within the proposed extension. The proposed flats would comprise 7 no. two bedroom units and 6 no. one bedroom units. The proposed flats would be accessed via an independent staircase and lift leading to a central corridor. Flats would face towards Farnham Road and to the rear of the site.
- 2.6 The proposed development has been the subject of pre-application advice. Changes have been undertaken to the proposed development in response to the advice provided by officers. The applicant is agreeable to extending the time period for determination.

3.0 Application Site

- 3.1 The site is 0.3 hectares in area and is situated on the eastern side of Farnham Road. The site is occupied by an existing building in use as retail warehouse with ground floor retail showroom and trade counter.
- 3.2 Planning permission for the existing building was granted in 1983. It is understood that the building was built for MFI, a furniture retailer. Part of the building is understood to be occupied at present by GFE, an electrical wholesaler and retailer. The first floor is currently vacant. There are understood to be 47 no. car parking spaces on the site.
- 3.3 The existing building is of steel portal frame construction, faced with brickwork and brown profiled metal cladding. The south elevation facing Essex Avenue has two large poster hoardings. The building could be described as having a somewhat utilitarian appearance. It is considered to constitute an imposing and dominant feature in the street scene. There are three existing small single storey glass bay projections at ground floor level facing Farnham Road.

- 3.4 To the north of the site is 388-390 Farnham Road. This building is occupied by New AM Electrical Distributors and currently in use as an electrical wholesaler. Beyond this is 392-404 Farnham Road, a three storey mixed use development comprising retail uses at ground floor level with flats above.
- 3.5 To the south of the site is 360-362 Farnham Road. This site is in use as a supermarket and is occupied by Lidl. The supermarket has recently been extended and altered – the associated car park is situated to the north and west of the store. The site is included in the Site Allocations Development Plan Document to extend the supermarket (Site Allocation SSA6).
- 3.6 To the east of the site is Salisbury Avenue. The rear gardens of nos. 41-57 adjoin the rear boundary of the application site. The separation distance between the rear elevation of the existing building and the rear elevation of the properties opposite is around 39 metres. Salisbury Avenue is accessed from Essex Avenue.
- 3.7 To the west of the site is Farnham Road. There are a number of commercial and retail uses opposite the site, including a petrol filling station, hot food takeaway and a beauty salon.
- 3.8 The site falls wholly within the defined shopping centre for Farnham Road, which is identified as a district centre by Policy S1 of the Adopted Local Plan for Slough. Within the district centre, there are primary and secondary retail frontages. The site is situated within a secondary retail frontage.
- 3.9 The site is in a prominent location within the Farnham Road district centre, adjacent to the Farnham Road/Essex Avenue/Furnival Avenue junction.
- 3.10 The site is located within Flood Zone 1 and the site therefore is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- 3.11 There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.

4.0 Site History

- 4.1 P/01049/020 PROPOSED CHANGE OF USE FROM A1 (RETAIL) TO B1 (OFFICES) ON THE FIRST FLOOR; AND THE INSTALLATION OF ADDITIONAL WINDOWS ON THE FRONT AND REAR ELEVATIONS
- Withdrawn (Treated As) 04-Nov-2009
- P/01049/019 ERECTION OF THREE ANTENNAS MOUNTED TO EXTERNAL FACE OF BUILDING AND ANCILLARY CABINETS
- Approved Unconditional 10-Jun-2003
- P/01049/018 INSTALLATION OF 3NO. POLAR ANTENNAE, 4 NO. DISH ANTENNAE ON ROOF & 1 NO. EQUIPMENT CABIN WITHIN REAR YARD (AMENDED PLANS 29.9.00)
- Approved with Conditions 24-Nov-2000
- P/01049/017 INSTALLATION OF AN ILLUMINATED HOARDING (AMENDED PLANS 19/09/00)

- Approved with Conditions 02-Oct-2000
- P/01049/016 RETENTION OF NEW LOADING BAY AT SECOND FLOOR LEVEL
(AMENDED PLANS RECEIVED 28.04.97)
- Approved with Conditions 29-May-1997
- P/01049/015 ERECTION OF ILLUMINATED LIGHT BULB SIGN TO FARNHAM ROAD
FACADE.
- Approved with Conditions 27-Nov-1992
- P/01049/014 CHANGE OF USE FROM RETAIL (A1) TO WHOLESALE WAREHOUSE (B8)
WITH GROUND FLOOR RETAIL (A1) ANCILLARY OFFICES AND
ASSOCIATED ELEVATIONAL ALTERATIONS.(AMENDED PLANS 23.03.92).
- Approved with Conditions 03-Aug-1992
- P/01049/013 CHANGE OF USE FROM RETAIL(CLASS A1) TO WHOLESALE WAREHOUSE
(B8) GROUND FLOOR RETAIL (A1) AND ANCILLARY OFFICES MEZZANINE
FLOOR INDEPENDENT OFFICES (B1) AND ASSOCIATED ELEVATIONAL
ALTERATIONS (AMENDED PLANS RECEIVED ON 18.09.89)
- Withdrawn (Treated As) 20-Nov-1991
- P/01049/012 INSTALLATION OF 5 EXTERNALLY ILLUMINATED FASCIA SIGNS.
- Approved with Conditions 22-Mar-1989
- P/01049/011 RELAXATION OF CONDITION NO 7 OF PLANNING CONSENT P/01049/007
DATED 04.05.83
- Approved with Conditions 22-Mar-1988
- P/01049/010 INSTALLATION OF ILLUMINATED SIGNS & ONE FREE STANDING SIGN.
- Approved with Conditions 04-Dec-1984
- P/01049/009 INSTALLATION OF 8 WALL MOUNTED FLAGPOLES
- Withdrawn (Treated As) 01-Apr-1985
- P/01049/008 RELAXATION OF CONDITION 8 OF PLANNING CONSENT P/1049/07 DATED
4/05/83
- Approved with Conditions 11-Jul-1983
- P/01049/007 ERECTION OF NEW SHOWROOM STORAGE AND ANCILLARY FACILITI- ES
- Approved with Conditions 04-May-1983
- P/01049/006 ERECTION OF SUPERMARKET ON GROUND FLOOR AND PART FIRST AND
SECOND FLOOR WITH CAR PARKING AT GROUND AND SEMI- BASEMENT
LEVEL (OUTLIN

5.0 Neighbour Notification

- 5.1 41, Salisbury Avenue, Slough, SL2 1AG, 59, Salisbury Avenue, Slough, SL2 1AG, Lidl Uk Gmbh, 360-362, Farnham Road, Slough, SL2 1BT, 57, Salisbury Avenue, Slough, SL2 1AG, New A & M Electronics, 390, Farnham Road, Slough, SL2 1JD, Flat, 388, Farnham Road, Slough, SL2 1JD, Airport Cars, Burnham House, 269, Farnham Road, Slough, SL2 1HA, Its Pizza Time, 263, Farnham Road, Slough, SL2 1HA, 251a, Farnham Road, Slough, SL2 1DE, M B Fabrics, 251, Farnham Road, Slough, SL2 1DE, Golden City, 265, Farnham Road, Slough, SL2 1HA, 51, Salisbury Avenue, Slough, SL2 1AG, 245a, Farnham Road, Slough, SL2 1DE, Cake Box, 245, Farnham Road, Slough, SL2 1DE, 247a, Farnham Road, Slough, SL2 1DE, Super News, 247, Farnham Road, Slough, SL2 1DE, 261, Farnham Road, Slough, SL2 1HA, 249a, Farnham Road, Slough, SL2 1DE, Peking Cuisine Express, 249, Farnham Road, Slough, SL2 1DE, 49, Salisbury Avenue, Slough, SL2 1AG, 241-243, Farnham Road, Slough, SL2 1DE, 243a, Farnham Road, Slough, SL2 1DE, 47, Salisbury Avenue, Slough, SL2 1AG, Flat, 390, Farnham Road, Slough, SL2 1JD, 59a, Salisbury Avenue, Slough, SL2 1AG, 59c, Salisbury Avenue, Slough, SL2 1AG, 59b, Salisbury Avenue, Slough, SL2 1AG, 45, Salisbury Avenue, Slough, SL2 1AG, 43, Salisbury Avenue, Slough, SL2 1AG, B P Service Station, 257a, Farnham Road, Slough, SL2 1HA, Tote Ltd, 269, Farnham Road, Slough, SL2 1HA, 267, Farnham Road, Slough, SL2 1HA

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. Reconsultation has been undertaken on the ammended plans received.

- 5.2 A petition was received from the residents of Salisbury Avenue, both in response to the initial application consultation and the subsequent reconsultation, objecting to the application on the following grounds in summary:
- 5.3
1. A substantial increase in traffic;
 2. Increase in the air and noise pollution due to extra traffic;
 3. Health risks of elderly residents enjoying spending times in their garden;
 4. The proposed second floor development of 13 flats would overlook many homes and would result in a loss of privacy;
 5. The existing electrical wholesaler is mostly used by trade customers and has low trade volumes. The car park is currently gated and is locked at 6pm Mon-Sat and closed Sundays. By allowing the development, the car park would no longer be gated and would be used late into the evening 7 days a week;
 6. The area has massive anti-social behaviour problems and by opening the car park would add to these problems;
 7. There is a large supermarket across the road (Lidl), which has been massively increased in size in the last 2 years. Furthermore, there is Sainsbury's 200m away as well as the Exotic Supermarket. There is no need for another supermarket to serve the local area.

Matters relating to transport and highways, environmental protection and impact on neighbour amenity are assessed below.

6.0 Consultation

6.1 Environmental Protection

- 6.2 Conditions recommended.

- 6.3 Transport and Highways
- 6.4 No objections subject to conditions and a Section 106 Agreement.

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 3 – Housing Distribution
Core Policy 4 – Housing
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy H14 – Amenity Space
Policy S1 – Retail Hierarchy
Policy S3 – Major Non-Food Retail Development
Policy S6 – Food Superstores
Policy S18 – Security Shutters
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities
Policy EMP2 – Criteria for Business Developments
Policy EMP7 – Slough Trading Estate
Policy EMP12 – Remaining Existing Business Areas

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.

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

- 1) Principle of development (including Impact on the vitality and viability of existing centres);
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Parking and highway safety;
- 5) Planning obligations.

8.0 Principle of Development

8.1 Retail use

8.2 Core Policy 6 of the Core Strategy relates to retail, leisure and community facilities. This policy states that all new major retail, leisure and community developments will be located in the shopping area of the Slough town centre. Policy S1 of the Adopted Local Plan for Slough sets out a retail hierarchy for the Borough. Farnham Road is identified as a district centre under this policy. Appendix 3 shows the extent of primary and secondary shopping frontages within this district centre.

8.3 The site falls wholly within the defined shopping centre for Farnham Road. The site is situated within a secondary retail frontage.

8.4 The principle of a proposed retail use in this location is considered to be acceptable. In terms of the National Planning Policy Framework, the proposal is considered to constitute a main town centre use that is in an existing centre and is in accordance with an up-to-date Local Plan. On this basis, the proposal would likely have a positive impact on the vitality and viability of the existing centre.

8.5 Whilst it is noted that the site is in close proximity to other supermarkets, namely Lidl and Sainsbury's, there is considered to be no planning objection to another supermarket in this location.

8.6 The proposed retail use is therefore considered to be acceptable in principle and compliant with Core Policy 6 of the Core strategy and Policies S1 and S6 of the Adopted Local Plan for Slough.

8.7 Residential use

8.8 The proposal includes the creation of 13 no. flats at second floor level.

8.9 Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This policy states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of

the location, and the availability of existing and proposed local services, facilities and infrastructure.

- 8.10 Whilst the site is located outside of the town centre, it is situated within the Farnham Road district centre. There are a number of surrounding developments on Farnham Road comprising commercial uses at ground floor level with flats above.
- 8.11 The site is considered to be a sustainable location for a mixed use development including flats. It would be of a scale commensurate with its surroundings and would be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 8.12 The size of the units is considered to be acceptable, and the provision of amenity space in the form of balconies is also considered to be appropriate in this context.
- 8.13 The proposed flats would be acceptable in principle and would comply with Core Policy 4 of the Core Strategy.
- 8.14 Employment
- 8.15 Core Policy 5 of the Core Strategy relates to employment. It is considered that the proposal would bring employment benefits through the creation of a significant number of jobs. The proposed development would be acceptable in terms of employment and compliant with Core Policy 5 of the Core Strategy.

9.0 Design and Impact on the Street Scene

- 9.1 As noted above, the existing building is considered to constitute an imposing and dominant feature in the street scene. The scale and proportions of the building could be described as somewhat monolithic. The facing brick and brown profiled metal cladding further result in the building appearing utilitarian.
- 9.2 It is submitted that these shortcomings can be addressed through a comprehensive refurbishment together with the range of extensions proposed to the existing building.
- 9.3 The scope of the proposed external changes can be summarised as follows:
1. Construction of a new second floor extension to the roof;
 2. The erection of a three storey glass bay with travelators visible from Farnham Road;
 3. The erection of a new stair and lift block;
 4. Corner entrance feature;
 5. New external cladding throughout;
 6. Improvements to hard and soft landscaping.
- 9.4 The assessment of these elements is as follows:
- 9.5 Construction of a new second floor extension to the roof
- 9.6 The new residential floor would be partially hidden behind the parapet wall and set back from the front elevation of the building. As such, it is considered that the visual impact of the additional height of around half a storey above the current parapet height would be minimised. The applicant has amended the design of the roof of this addition which has further lessened its visual impact.
- 9.7 Whilst buildings in the vicinity of the site are typically no higher than three storeys in height, it is

not considered that the additional height proposed would appear unacceptably out of scale. The submitted street scene elevation is considered to demonstrate this. It is also noted that a fourth storey has previously been permitted at 235 Farnham Road, on the opposite side of Farnham Road to the south.

- 9.8 Given this context, and the fact that the visual impact of the proposed second storey has been reduced through amendments to the roof, this element of the scheme is considered to be acceptable in design and street scene terms.
- 9.9 The erection of a three storey glass bay with travelators visible from Farnham Road
- 9.10 The proposed glass bay addition would extend out from the front of the building and would accommodate a proposed escalator. The proposed escalator would allow customers to travel between the two trading floors of the proposed supermarket.
- 9.11 Concerns were raised regarding the possible impact of this bay projection in terms of dominance and impact on the street scene. It was questioned whether the proposed escalators could be accommodated within the envelope of the existing building.
- 9.12 It is understood that this has been looked into, however the incorporation of the travelators within the existing building envelope is not feasible without radical and expensive structural alterations.
- 9.13 A letter from a structural engineer explains that with such an 'internal' installation, the cost of the scheme would exceed the costs of complete demolition and rebuilding; it would no longer be viable to undertake a sustainable re-use of the existing structure.
- 9.14 In addition, the applicant has also submitted that there is a varied front building line along both sides of this stretch of Farnham Road – there is no established front building line to adhere to. Furthermore, the existing building already includes a ground floor front projection.
- 9.15 Taking these factors into account, and noting the applicant's intention to provide deliberately dramatic extensions and alterations to transform the building and provide vitality, the proposed three storey glass bay is considered to be acceptable in design and street scene terms.
- 9.16 The erection of a new stair and lift block
- 9.17 The new stair and lift block would be sited on the south elevation of the building facing Essex Avenue. This addition would be three storeys in height and would provide an independent access for occupiers of the proposed flats as well as a means of escape. Cladding is proposed which would wrap around the elevation towards the corner entrance feature. There is considered to be no objection to this proposed addition.
- 9.18 Corner entrance feature
- 9.19 The proposed corner entrance feature would comprise a glazed spherical addition with cladding. This feature is considered to be acceptable in design terms as it marks the pedestrian entrance to the building and provides visual interest.
- 9.20 New external cladding throughout
- 9.21 The building would be clad throughout and a condition is recommended regarding the submission of samples of materials for approval. The design and access statement indicates that the colours being considered would be light which would complement the Lidl supermarket.

- 9.22 Improvements to hard and soft landscaping
- 9.23 Improvements to hard and soft landscaping would be undertaken to complement the proposed extensions and alterations.
- 9.24 Summary
- 9.25 In summary, the proposed conversion has been designed around the existing frame of the building. Whilst the proposed development would increase the height and scale of the building, this increase is considered to be acceptable in this context.
- 9.26 The applicant submits that by remodelling the existing façades with new materials and a number of carefully placed extensions, the development aims to create an attractive and vibrant retail development at a key location on the Farnham Road.
- 9.27 The proposed external changes have been described as being deliberately dramatic in appearance. It is submitted that the comprehensive refurbishment will transform the building, add vitality and a point of focus to the retail streetscape. The applicant has highlighted the fact that the National Planning Policy Framework supports innovative designs which help to raise the standard of design more generally in the area.
- 9.28 The proposal is considered to constitute a significant enhancement to the appearance of the existing building and the street scene.
- 9.29 It is considered that the proposed development would comply with Core Policy 8 of the Core Strategy and Policies EN1 and EN3 of The Adopted Local Plan for Slough.

10.0 Potential Impact on Neighbouring Properties

- 10.1 It is considered that the main areas for consideration in relation to the potential impact on neighbouring occupiers would be with respect to the separation distances, hours of operation and noise; and light pollution. The petition received raises a number of concerns relating to potential impact on neighbouring properties.;
- 10.2 Separation Distance
- 10.3 The separation distance between the rear elevation of the existing building and the rear elevation of the properties opposite is around 39 metres.
- 10.5 It is considered that the proposed second floor extension would not give rise to unacceptable impacts in terms of overshadowing, overdominance and loss of light.
- 10.6 Turning to overlooking, whilst a residential use would be introduced at second floor level, it is not considered that this arrangement would give rise to undue overlooking. It should be noted that the new residential floor would be partially hidden behind the parapet wall and set back. The provision of privacy screens can also be considered and a condition is recommended regarding the submission of details.
- 10.7 Hours of Operation, Noise and Air Pollution
- 10.8 The proposed hours of opening have not been stated, however it is considered appropriate in the first instance to recommend that hours are limited in order that they are commensurate with the nearby supermarket in the interests of neighbour amenity. It is understood that Lidl is open 8am to 8pm Monday to Friday and 8am to 7pm on Saturdays. On Bank Holidays and Sundays, the store is not open for business except during the hours of 10 am to 4pm. With

regard to hours of deliveries, it is recommended that these are limited as per the condition recommended by Environmental Protection.

10.9 Sources of noise which could potentially impact nearby residential properties would include vehicular traffic entering and exiting the site and manoeuvring in the car park, and pedestrian activity. Given the existing use of the site and relationship of the car park to neighbouring properties, it is not considered that the proposal would constitute an unacceptable intensification and as such the proposed development would not likely have a significant adverse impact on amenity through increased noise. This is similarly the case for air pollution.

10.10 Light Pollution

10.11 The proposed three storey bay addition to the front elevation would be glazed. Given that there is the potential for light spill to impact on occupiers of first floor flats opposite the site, a condition regarding the submission of a lighting scheme is recommended.

10.12 The lighting scheme for the site should also include the car park area, as the design of external lighting will be important in ensuring that any potentially light pollution is controlled.

10.13 Signage would be subject to control under the Town and Country Planning (Control of Advertisements) Regulations 2007.

10.14 It is not considered that the proposal would have the potential to give rise to noise or light pollution levels that would be undue and as such, subject to conditions, these matters should give rise to the refusal of the application.

10.15 Other issues

10.16 Whilst concerns have been expressed in the petition received regarding anti-social behaviour problems and potential issues concerning the car park, this is considered to be principally an issue concerning management. There is an existing car park at the site and whilst the applicant could provide physical measures to restrict access, a requirement to provide details of CCTV is considered to be appropriate. A condition is also recommended requiring that any measures to minimise the risk of crime shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

11.0 Parking and Highway Safety

11.1 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.

11.2 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.

11.3 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.

11.4 A Transport Assessment has been submitted in support of the proposal. The Council's Transport consultant has been consulted and comments have been received.

- 11.5 Subject to conditions and a Section 106 Agreement, no objection is raised.
- 11.6 Car parking
- 11.7 It is proposed that 58 car parking spaces be provided, 3 spaces of which would be for disabled users for the Class A1 retail store. Whilst this exceeds the 'nil parking' specified in the Adopted Parking Standards for Class A1 uses, it has been agreed in pre-application discussions that nil parking would not be satisfactory for this development due to a likely parking shortfall on residential streets. The provision of 58 spaces is acceptable. The parking accumulation assessment carried out, based on the site trip generation, shows the car park would be nearing capacity during Saturday afternoon (with only 6 spaces available). The parking layout has been checked and this is considered to be appropriate. The disabled bays are located adjacent to the store entrance.
- 11.8 It is proposed that customer parking will be limited to a two hour maximum stay, which would potentially be managed by a ticket reimbursement scheme.
- 11.9 For the residential development, Adopted Parking Standards state that for dwellings located within a 'Shopping Area' nil car parking should be provided. It is proposed that no specific parking would be provided for the residential units, but that the residents could use the retail car park out of hours.
- 12.0 Cycle parking**
- 12.1 It is proposed to provide 6 cycle parking stands (Sheffield style or equivalent) for the proposed Class A1 retail unit located at the main pedestrian entrance in the south west corner of the building. Slough parking standards state that for Class A1 shops, 1 space should be provided per 125 sq.m. Based on 900 sq.m. this would equate to 7-8 spaces. It is considered that the proposed provision is acceptable and should be continually reviewed as part of the Travel Plan.
- 12.2 In terms of cycle parking for the residential units, this can be accommodated on the balconies for each unit.
- 12.3 Access
- 12.4 Vehicular access to the proposed site will be provided via the existing vehicle crossover from Essex Avenue, which is located at the south eastern corner of the site. It is stated that minor widening and resurfacing will be undertaken where necessary. The visibility is considered to be sufficient at this junction
- 12.5 Deliveries
- 12.6 The transport assessment states that there would be a maximum of five deliveries per weekday to the site. Nine car parking spaces would have to be cordoned off during deliveries
- 12.7 It is proposed in the car park management plan that these spaces would be cordoned off during weekday periods of less demand, whilst during busier periods they would be occupied by staff who would move vehicles when a delivery is expected.
- 12.8 Whilst this may not seem very practical, it is accepted that it is in the interest of the developer to make it work. However, it is requested that the developer funds the cost of a Traffic Regulation Order to introduce a loading ban on Farnham Road and Essex Avenue to ensure that loading does not occur in these locations.

12.9 Road widening

12.10 There is an adopted highway widening line covering part of the site. The Council is still committed to a widening scheme in this location. It is recommended that the developer dedicates safeguarded land to the Local Highway Authority as highway maintainable at the public expense, free of charge.

12.11 Oversailing

12.12 In the south west corner above the new pedestrian entrance to the store, there will be floors oversailing the public highway. An oversailing licence will be required.

13.0 **Planning obligations**

13.1 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.

13.2 Transport and Highways

13.3 In light of the transport and highway issues and the need for mitigation, heads of terms have been negotiated and agreed as follows:

1. Pedestrian crossing facilities on Essex Avenue;
2. Loading ban on Essex Avenue;
3. RTPI at bus stops on A355 Farnham near the site;
4. ITS contribution for ITS improvements associated with the Farnham road corridor and Farnham Road /Essex Avenue junction;
5. Dedication of land within the widening line;
6. Enter into S278 agreement to transfer land and undertake re-paving of land to be dedicated as appropriate;
7. Car Park and Delivery Management Plan;
8. Two hour parking restriction on the store car park; and
9. Residents excluded from future residents parking scheme.

13.4 In addition, the Developer's Guide sets out that achieving a BREEAM rating of at least Very Good for commercial development of 1,000 or more square metres gross floorspace will be sought. In addition, where at all feasible, development of 1,000 or more square metres gross floorspace should include some such energy generating capacity. An appropriate amount is 10 % of the developments carbon emissions.

13.5 It is considered that these obligations would be reasonable and would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that it would 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.

14.0 **Process**

14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

15.0 Summary

- 15.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received and representations received from residents living near the site, and all other relevant material considerations.
- 15.2 It is recommended to delegate a decision to the Acting Planning Manager for Section 106 Agreement.

PART C: RECOMMENDATION

16.0 Recommendation

- 16.1 Delegate a decision to the Acting Planning Manager for the signing of a satisfactory Section 106 Agreement, to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART D: LIST OF CONDITIONS - HEADINGS

1. Commencement within three years from the date of this permission;
2. Development to be carried out in accordance with approved plans;
3. Submission of materials for approval;
4. Submission of details of surfaces for approval;
5. Submission of details of boundary treatment;
6. Submission of details of cycle parking;
7. Submission of details of bin storage;
8. Definition of permitted use;
9. Removal of permitted development rights for alterations and extensions;
10. No extension, mezzanine floor or sub-division;
11. No storage of goods or materials in the open air;
12. No external security shutters to be installed without planning permission;
13. Hours of use (8am to 8pm Monday to Friday and 8am to 7pm on Saturdays, excluding Bank Holidays which together with Sundays, the store shall not open for business except during the hours of 10 am to 4pm);
14. Hours of deliveries (Deliveries to the site shall take place Mondays to Fridays between 8am and 6pm and between 8am and 1pm on Saturdays. No deliveries are to take place on Sundays or other public holidays);
15. Use of the car park;
16. Parking, manoeuvring and loading/unloading shall be laid out
17. Protection of noise climate;
18. Lighting scheme;
19. Provision of independent access for residential/commercial uses;
20. Secured by Design;
21. Details of CCTV;
22. Privacy screens to balconies;
23. Details to reduce transmission of noise between residential units;
24. Submission of details of plant and machinery;
25. Filtration equipment – suppression of fumes and odours;
26. Submission of details of landscaping scheme;
27. Submission of details of lighting scheme;
28. Submission of details of drainage;
29. Hours of construction;
30. Submission of Working Method Statement;
31. Submission of measures to control waste during construction.