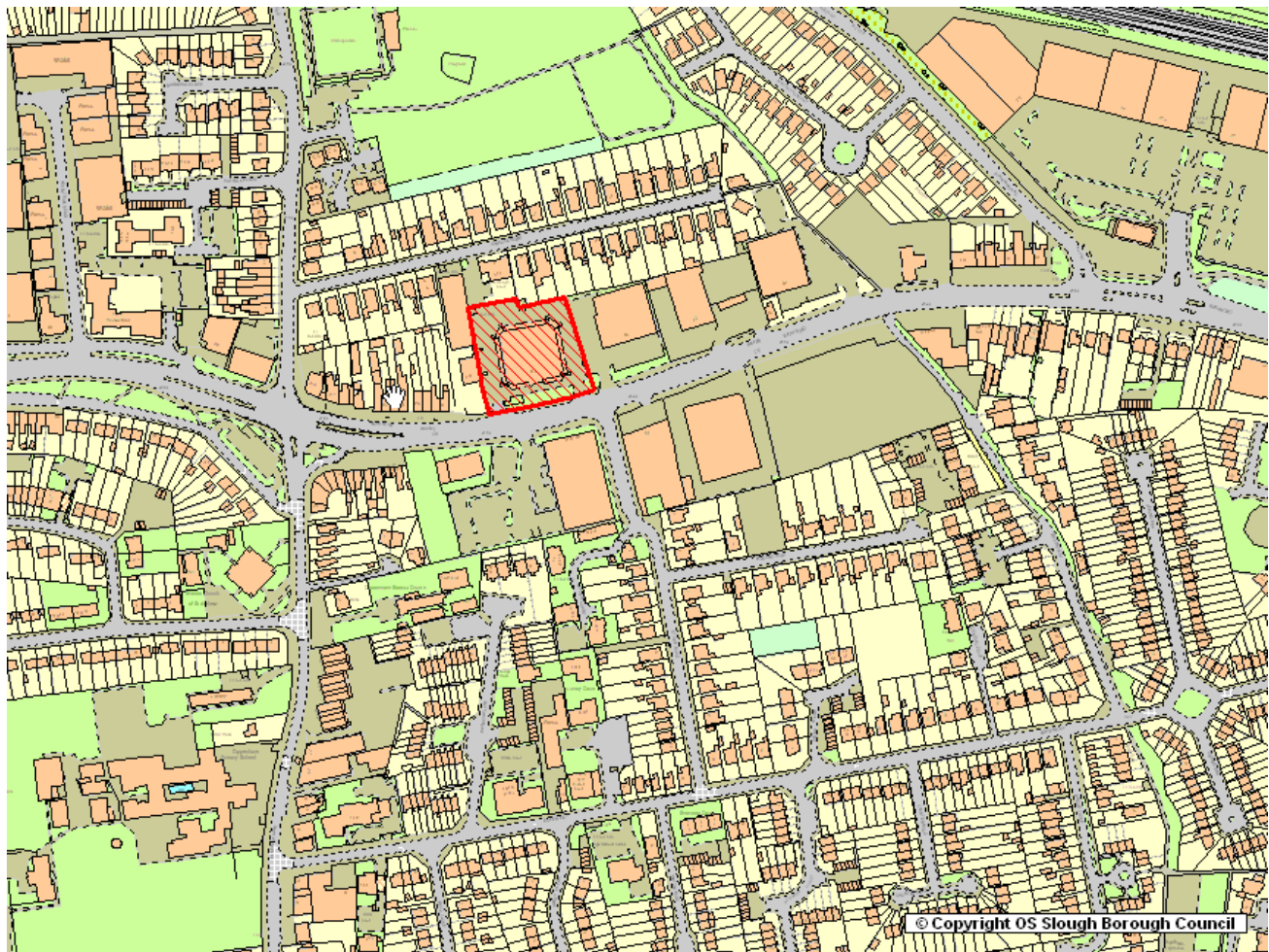


Registration Date:	22-Jan-2015	Applic. No:	P/00176/033
Officer:	Mr. J. Dymond	Ward:	Haymill
		Applic type:	Major
		13 week date:	23rd April 2015
Applicant:	Mr. Charles Slaughter, Trading as Grafise Limited		
Agent:	Ernest Ansah, MEDA The Granary, Church Lane, Steventon, Oxfordshire, OX13 6SW		
Location:	392, Bath Road, Slough, SL1 6JA		
Proposal:	DEMOLITION OF EXISTING BUILDING AND CHANGE OF USE OF SITE, AND ERECTION OF A NEW AUTOMOTIVE RETAIL DEALERSHIP, TO INCLUDE A NEW CAR SHOWROOM, WORKSHOP, MOT, VALETING, VEHICLE DISPLAY AND PARKING FACILITIES.		

Recommendation: Delegate to Planning Manager



SUPPLEMENTARY REPORT TO PLANNING COMMITTEE

1.0 Background

1.1 At the meeting of the Planning Committee on 1st April 2015, the Committee resolved to delegate the decision to the Planning Manager to negotiate relocation of rear door to east or west boundary. If the relocation of the door was not possible, the application was to be brought back to Planning Committee for further discussion.

1.2 A copy of the officer's report to the Committee on 1st April 2015 (Appendix A) and associated amendments (Appendix B) are attached for information purposes.

2.0 Issues Regarding Relocation Of Rear Door

2.1 Following the Committee meeting on 1st April 2015, the applicant has investigated the relocation of rear door to east or west boundary.

2.2 The applicant has responded confirming that they have explored with their architect the possibility of acceding to this request, whilst at the same time meeting their operational needs, and also those of the manufacturer that they represent.

2.3 An Operational Statement explaining the negative impact of moving the workshop doors has been received, along with a copy of a document explaining the principles upon which the workshop will be run by the operator.

2.4 The applicant considers that the best solution that would achieve the desired change would result in several issues that would be detrimental to the operation of the site and also to the viability of the scheme.

2.5 A copy of the applicant's Operational Statement regarding the relocation of the rear door is attached at Appendix C.

2.6 The applicant has also confirmed the following:

- There is only one MOT bay in a side-by-side configuration within the facility;
- This bay is located 5m from the external wall on the north boundary;
- The noise from MOT testing would not be continuous, only occurring for short periods of time during which the workshop doors would be kept shut.

2.7 The applicant is also agreeable to submitting a Noise Management Plan and it has been recommended that this is secured by condition. The applicant has confirmed that the workshop doors would be kept shut during MOT testing and this could also be secured by condition.

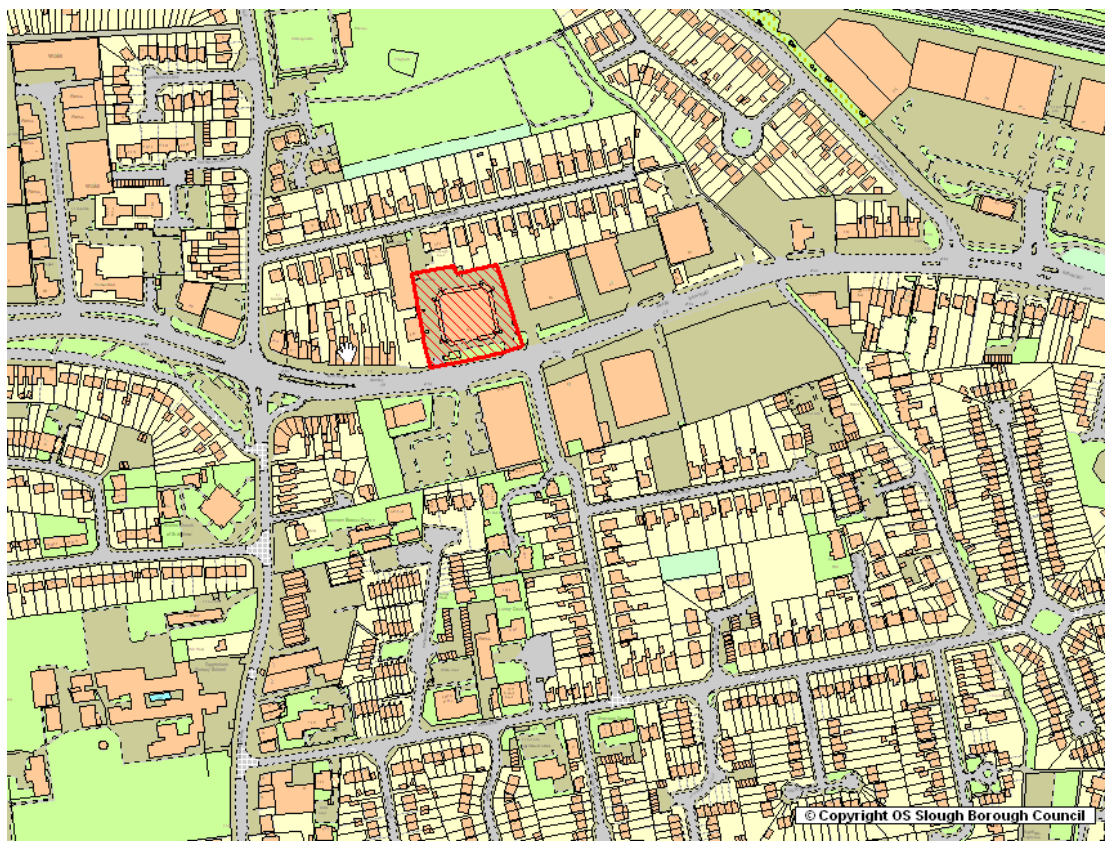
3.0 RECOMMENDATION

3.1 Delegate a decision to the Planning Manager to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

Appendix A

Registration Date:	22-Jan-2015	Applic. No:	P/00176/033
Officer:	Mr. J. Dymond	Ward:	Haymill and Lynch Hill
		Applic type:	Major
		13 week date:	23 rd April 2015
Applicant:	Mr. Charles Slaughter, Trading as Grafise Limited		
Agent:	Ernest Ansah, MEDA The Granary, Church Lane, Steventon, Oxfordshire, OX13 6SW		
Location:	392 Bath Road, Slough, SL1 6JA		
Proposal:	DEMOLITION OF EXISTING BUILDING AND CHANGE OF USE OF SITE, AND ERECTION OF A NEW AUTOMOTIVE RETAIL DEALERSHIP, TO INCLUDE A NEW CAR SHOWROOM, WORKSHOP, MOT, VALETING, VEHICLE DISPLAY AND PARKING FACILITIES.		

Recommendation: Delegate to 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 comments and representations received, and all other relevant material considerations, it is recommended to delegate a decision to the Planning Manager for Section 106.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 The proposal is for the demolition of existing building and change of use of site, and erection of a new automotive retail dealership, to include a new car showroom, workshop, MOT, valeting, vehicle display and parking facilities.

3.0 **Application Site**

- 3.1 The site is 0.4 of a hectare in area and is broadly square in shape. The existing building on the site has a floor area of 2,665 square metres and is two storeys in height. The building fronts Bath Road. The nature of the surrounding uses when viewed from Bath Road is generally commercial in nature. There are residential properties beyond the rear boundary of the site.
- 3.2 Marlborough Court is situated beyond the north western corner of the site and the properties of Iona Crescent (nos. 26-30) are situated to the rear and to the north east. Iona Crescent is a cul-de-sac which is accessed off of Station Road to the west.
- 3.3 To the east of the site is 380 Bath Road. This building is currently occupied by Halfords, a retailer selling cycle and motoring products. To the west of the site is 396 Bath Road. This unit is used for the sale of carpets. On the opposite side of the road to the south is 383-389 Bath Road. This building is in use for retail purposes, and the unit adjacent to Bath Road is a bed superstore.
- 3.4 The site has two access points onto Bath Road. There are car parking spaces surrounding the building and abutting the northern, eastern and western boundaries.
- 3.5 The boundary treatment is timber fencing to the rear and sides. There is a wall along the front boundary.

4.0 **Site History**

- 4.1 Recent applications relating to the site are as follows:

P/00176/034 ADVERTISEMENT CONSENT FOR DISPLAY OF SIGNAGE
COMPRISING 1NO. FREE-STANDING ILLUMINATED PYLON, 1NO.

WALL-MOUNTED ILLUMINATED PANEL SIGN, 3NO. FREE-STANDING FLAGS, 7NO. POST-MOUNTED NON-ILLUMINATED PARKING SIGNS, 1NO. FREE-STANDING INTERNALLY ILLUMINATED DIRECTIONAL SIGN, 1NO. FREE-STANDING COMMUNICATIONS PANEL, 3NO. FREE-STANDING INFORMATION TOTEMS, 2NO. WALL-MOUNTED APPLIED VINYL INFORMATION SIGNS.

Application under consideration

P/00176/032 CHANGE OF USE FROM OFFICES (CLASS B1A) TO RESTURANT (CLASS A3), WITH SEATING AT GROUND FLOOR ONLY AND STORAGE/ FOOD PREPARATION AT FIRST FLOOR, INSTALLATION OF NEW SERVICE ENTRANCE, MINOR ENTENAL WORKS TO PROVIDE CYCLE PARKING AND CHANGES TO PARKING LAYOUT.

Withdrawn (Treated As)

P/00176/031 CHANGE OF USE OF EXISTING BUILDING FROM CLASS B1 (BUSINESS) TO PART SUI GENERIS (BANQUETING) AT FIRST FLOOR AND PART CLASS A3 (RESTAURANT) AT GROUND FLOOR. MINOR EXTERNAL ALTERATIONS TO IMPROVE STAIR ESCAPE WIDTHS FROM FIRST FLOOR

Withdrawn (Treated As)

P/00176/030 VARIATION OF CONDITION 3 AND 4 OF PLANNING PERMISSION P/00176/021 TO ALLOW UNRESTRICTED USE WITHIN THE B1 USE CLASS

Approved with Conditions; Informatives 21-Feb-2007

5.0 **Neighbour Notification**

5.1 9, Stowe Road, Slough, SL1 5QE, Halfords Ltd, 380, Bath Road, Slough, SL1 6JA, H S S Hire Group Plc, 375, Bath Road, Slough, SL1 5QA, 15, Stowe Road, Slough, SL1 5QE, 23, Iona Crescent, Slough, SL1 6JH, 29, Burnham Lane, Slough, SL1 6LH, 14, Masons Road, Slough, SL1 5QJ, 5, Iona Crescent, Slough, SL1 6JH, Flat 3, Compton Court, Brook Crescent, Slough, SL1 6LL, 25, Stanhope Road, Slough, SL1 6JR, 17, Stowe Road, Slough, SL1 5QE, 43, Iona Crescent, Slough, SL1 6JH, Wyeth Research, 392, Bath Road, Slough, SL1 6JA, 4, Stowe Road, Slough, SL1 5QF, Himiliya Carpet, 396, Bath Road, Slough, SL1 6JA, 22, Stowe Road, Slough, SL1 5QF, 35, Iona Crescent, Slough, SL1 6JH, 30, Iona Crescent, Slough, SL1 6JH, 24, Stowe Road, Slough, SL1 5QF, 7, Iona Crescent, Slough, SL1 6JH, Jag Dev Autos, 398, Bath Road, Slough, SL1 6JA, 383-389, Bath Road, Slough, SL1 5QA, 23, Stanhope Road, Slough, SL1 6JR, 28, Iona Crescent, Slough, SL1 6JH, 42, Iona Crescent, Slough, SL1 6JH, 19, Iona Crescent, Slough, SL1 6JH, 17, Burnham Lane, Slough, SL1 6LH, 33, Iona Crescent, Slough, SL1 6JH, 34, Iona Crescent, Slough, SL1 6JH, 21, Suffolk Close, Slough, SL1 6JN, 16a, Stowe Road, Slough, SL1 5QF,

39, Stanhope Road, Slough, SL1 6JR, 26, Iona Crescent, Slough, SL1 6JH, 16, Balmoral Close, Slough, SL1 6JP, 25, Iona Crescent, Slough, SL1 6JH, Flat 4, 24, Iona Crescent, Slough, SL1 6JH, Flat 5, 24, Iona Crescent, Slough, SL1 6JH, Flat 6, 24, Iona Crescent, Slough, SL1 6JH, Flat 7, 24, Iona Crescent, Slough, SL1 6JH, Flat 1, 24, Iona Crescent, Slough, SL1 6JH, Flat 2, 24, Iona Crescent, Slough, SL1 6JH, Flat 3, 24, Iona Crescent, Slough, SL1 6JH, Flat 8, 24, Iona Crescent, Slough, SL1 6JH, Flat 9, 24, Iona Crescent, Slough, SL1 6JH, 11, Masons Road, Slough, SL1 5QJ, Flat 9, Marlborough Court, Iona Crescent, Slough, SL1 6JH, Flat 6, Marlborough Court, Iona Crescent, Slough, SL1 6JH, 17, Jupiter Court, Slough, SL1 5QG

5.2 One objection has been received from a resident of Marlborough Court, Iona Crescent, and the concerns raised in summary are as follows:

5.3 – Proposal has not made adequate access arrangements – the dealership may exacerbate the existing traffic levels and give rise to a build-up of traffic;

Response: The assessment of trips shows that the development will lead to a reduction in traffic flows during the peak periods compared to office trips.

– Loss of privacy and glare from signage;

Response: The rear elevation of the building is proposed to be solid with no window openings. It is therefore considered that the proposal would not give rise to any potential overlooking issues to the rear. A condition is to be recommended to state that no windows should be formed in this elevation. The signage is to be sited to the front of the building facing Bath Road and it is not considered that glare from signage would have an adverse impact on the privacy of occupiers to the rear.

– Noise disturbance as a result of motor workshop, deliveries and associated noise, valet service and machinery;

Response: The Council's Environmental Protection section has been consulted. The applicant has submitted a noise assessment and this has been considered. Conditions have been recommended to address potential noise issues and a noise management plan will also be required to address operational matters.

– Car fumes;

Response: It is not considered that the proposal would give rise to unacceptable impacts on neighbour amenity as a result of fumes. In this regard it is noted that there is an existing car park around the building at present which has in the past, and could indeed potentially today be used as a car park.

– Light pollution;

Response: The glazed showroom element of the proposal is to be located to the front of the building facing Bath Road. A lighting scheme will be required by condition.

- Effect on trees;

Response: The Council's Tree Officer has been consulted and has not raised an objection on tree grounds. It is however considered that it would be desirable to have some further vegetation on the site where possible and it is recommended that a detailed landscape plan is required by condition to mitigate the loss of the existing vegetation.

- Inadequate landscaping/means of enclosure;

Response: The Council's Tree Officer has been consulted and has recommended that a detailed landscape plan is required by condition to mitigate the loss of the existing vegetation. A condition regarding boundary treatment will also be recommended.

- Design of means the building and signage appearance will have a negative effect on the surrounding area;

Response: The design and appearance of the building is considered to be acceptable and inkeeping with the surrounding area. Signage is to be assessed under a separate advertisement consent application.

- Impact of the proposed dealership works against relevant planning policies.

Response: In summary, the proposal is considered to be acceptable and in accordance with the aims of relevant planning policies.

6.0 **Consultation**

6.1 **Transport and Highways**

No objections subject to conditions and Section 106 obligations. Comments as follows in summary:

- The assessment of trips shows that the development will lead to a reduction in traffic flows during the peak periods compared to office trips;
- Access to the site will be managed by signage and road markings;
- Both existing access points will be improved to facilitate large vehicles turning left in and left out of the site onto Bath Road;
- The transporter that will deliver the cars that are to be sold to the public will visit the site only once every one to two weeks. Cars to be used in the showroom will be delivered at a lower frequency;
- The deliveries will be scheduled to allow time for customer parking to be managed effectively;
- Visibility from the site egress should meet 2.4m x 90m and this should be secured by a planning condition;
- The proposed number of spaces is considered appropriate for the sui generis use;

- A framework travel plan has been submitted with the transport statement – this was not compulsory but the efforts are welcomed.

6.2 **Environmental Protection**

No objections subject to conditions.

6.3 **Tree Officer**

No objections subject to a condition. Comments as follows in summary:

- The application proposes to remove the vegetation on the Bath Road; this vegetation would soon be lost to road widening in any case;
- It is considered desirable to have some vegetation on the Bath Road boundary to soften the view of the proposed development and it is considered that this can be achieved;
- There is enough space for vegetation on the eastern boundary to be retained or replaced;
- It would be desirable to have some further vegetation on the site where possible;
- It is recommended that a detailed landscape plan is required by condition to mitigate the loss of the existing vegetation.

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 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy EMP2 – Criteria for Business Developments

Policy EMP12 – Remaining Existing Business Areas

Slough Local Development Framework Site Allocations Development Plan Document **Selected Location for Comprehensive Regeneration – SKL1**

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;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Parking and highway safety;
- 5) Heads of terms;
- 6) Other issues.

8.0 **Principle of Development**

- 8.1 The building fronts Bath Road and the nature of the surrounding uses when viewed from Bath Road is generally commercial in nature. There are residential properties beyond the rear boundary of the site.
- 8.2 The building was formerly in use for B1(a) office purposes however it is understood to be currently vacant.
- 8.3 The site is located within an existing business area as illustrated on the Core Strategy Key Diagram.
- 8.4 The site is identified as an Area of Major Change in the Core Strategy. The western

end of the A4 Bath Road is identified in paragraph 7.98 as having the potential to accommodate some alternative uses or mixed use developments.

- 8.5 The site therefore forms part of site allocation SKL1 in the Site Allocations Development Plan Document. The allocation allows for the loss of the existing business area and seeks to achieve the comprehensive regeneration of the Trade Sales site which is to the east of the application site, and surrounding sites.
- 8.6 There is considered to be no objection to the loss of the office use. It is understood that this building has been vacant for some time. The principle of the proposed use is considered to be acceptable as the proposal would constitute an employment generating use and would be inkeeping with the commercial nature of this Bath Road frontage location.
- 8.7 The submitted application form states that the proposal would provide 30 full time jobs and the proposal would therefore provide employment opportunities and would accord with Core Policy 5 of the Core Strategy. Furthermore, the proposal would accord with the aims of the identified Area of Major Change.
- 8.8 The proposal would be consistent with its location and would comply with Core Policies 1, 5 and 6 of the Core Strategy and Policy EN1 of the Adopted Local Plan for Slough.

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 of design and should reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would have a height of 7.4 metres and would contain the following:
- Ground Floor; Gross external area of 1130 sq m, zoned into three sections, to include internal areas of;
 - Showroom display, customer lounge area and front-of-house environment – 350 sq m
 - Offices, customer facilities and back-of-house environment – 85 sq m
 - Parts Stores, and Workshop facilities including 7 workbays, 2 Mot Bays and valeting facilities – 640 sq m
 - First Floor; Gross external area of 240 sq m (2, 583 sq ft) will house offices, staff and Mechanics' facilities, taking up an internal floor space of 230 sq m.
- 9.3 The proposed building would be broadly rectangular in shape and would be sited in a similar position on the site to the existing building.
- 9.4 Proposed materials are considered to be acceptable and inkeeping with the surrounding area. An application for advertisement consent is also currently under consideration.

- 9.5 The proposal has been subject to a BREEAM pre-assessment in which a “Very Good’ rating has been identified.
- 9.6 It is considered that the proposal would be acceptable in design terms and compliant with Core Policy 8 of the Core Strategy and Policy EN1 of The Adopted Local Plan for Slough.
- 10.0 **Potential Impact on Neighbouring Properties**
- 10.1 Concerns have been raised in the representation received regarding the potential impact of the proposal on the amenity of nearby neighbouring residents. There are neighbouring properties beyond the northern boundary of the site and rear gardens back onto the rear of the existing car park.
- 10.2 Core Policy 8 of the Core Strategy states that development will respect its location and surroundings, and respect the amenities of adjoining occupiers.
- 10.3 Policy EMP2 of the Adopted Local Plan states that proposals for business developments will only be permitted if there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, and overlooking.
- 10.4 The proposed building is not considered to give rise to a loss of light, overshadowing or overlooking to neighbouring properties.
- 10.5 **With regard to hours of use, the applicant has stated that these would be as follows for each element of the proposal:**

	Monday to Friday		Saturday		Sunday and Bank Holidays	
	Start Time	End Time	Start Time	End Time	Start Time	End Time
A1 (Showroom)	08:00	18:00	08:00	18:00	10:00	16:00
B1A (Office)	08:00	18:00	08:00	18:00	10:00	16:00
B1C (Workshop)	08:00	18:00	08:00	18:00	Closed	Closed

- 10.6 It is considered that these hours of use would be consistent with other similar commercial uses in the surrounding area and would be acceptable in amenity terms.
- 10.7 Turning to other neighbour impact issues, the Council’s Environmental Protection section have been consulted. The applicant has submitted a noise assessment and this has been considered. Conditions have been recommended to address potential noise issues. The cladding to be used would also have sound reduction properties.
- 10.8 With regard to operational noise, the noise assessment recommends that must be

addressed by suitable management control, and a statement to that effect is to be completed by the users. A condition is recommended regarding this.

- 10.9 With regard to hours of deliveries, no deliveries will take place outside of recommended working hours, with no deliveries to be made on Saturday afternoons after 1pm, Sundays and bank holidays.
- 10.10 The workshop would be accessed from the rear however most customer vehicular movements would take place within the forecourt to the front.
- 10.11 On this basis and subject to appropriate planning conditions, it is considered that the proposed development would not give rise to unacceptable neighbour impacts and would be acceptable in planning terms. It is therefore considered that the proposal would be acceptable in terms of amenity and compliant with Core Policy 8 of the Core Strategy and Policy EMP2 of the Adopted Local Plan for Slough.

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 The Bath road widening line affects the front of the site, and this has been incorporated into the scheme. Tracking drawings for transporters also indicates that all servicing can take place on site. Circulation on the site is proposed as a one-way system with access via the west, and the exit to the east. The existing east exit has been relocated to improve visibility and to accommodate transporter manoeuvres out of the site onto the Bath road.
- 11.4 The Council's Transport consultant has been consulted. No objections have been raised subject to conditions and Section 106 obligations. These matters are set out in detail in the section below.
- 11.5 It is therefore considered that the proposal would comply with Core Policy 7 of the Core Strategy and policies T2 and T8 of the Adopted Local Plan for Slough.

12.0 **Heads of Terms**

- 12.1 The applicant will need to enter into a Section 106 Agreement with Slough Borough Council; this will obligate the developer to enter into a Section 278 Agreement under the Highways Act 1980 for the satisfactory implementation of the works identified in the highways schedule.

The highways schedule includes:

- Installation of crossover / junction
- Reconstruct the footway fronting the application site
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications (as necessary)
- Drainage connections (as necessary)
- Dedication as highway maintainable at the public expense, free of charge, land within the widening line
- Lining and signing of accesses with western access as 'In' only and eastern access as 'Out' only.

12.2 A financial contribution will also be sought towards the implementation of a loading ban on the A4.

12.3 The development will also be required to achieve a BREEAM rating of 'Very Good'.

12.4 These obligations are considered to comply with Regulation 122 of the Community Infrastructure Levy Regulations 2010 in that the matters which will be covered are:

- (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.

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. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments and representations received, and all other relevant material considerations.

14.2 It is recommended to delegate a decision to the Planning Manager to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART C: RECOMMENDATION

15.0 **Recommendation**

15.1 Delegate a decision to the Planning Manager to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART D: LIST OF CONDITIONS

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

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

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

- (a) Drawing No. P-0001, Dated 14/DEC/14, Recd On 22/01/2015
- (b) Drawing No. P-0002, Dated 14/NOV/14, Recd On 22/01/2015
- (c) Drawing No. P-1010_PH1, Dated 14/NOV/14, Recd On 22/01/2015
- (d) Drawing No. P-1010_PH2, Dated 14/NOV/14, Recd On 22/01/2015
- (e) Drawing No. P-1015, Dated 14/NOV/14, Recd On 22/01/2015
- (f) Drawing No. P-1020, Dated 14/NOV/14, Recd On 22/01/2015
- (g) Drawing No. P-1100, Dated 14/NOV/14, Recd On 22/01/2015
- (h) Drawing No. P-1110, Dated 14/NOV/14, Recd On 22/01/2015
- (i) Drawing No. P-1120, Dated 14/NOV/14, Recd On 22/01/2015
- (j) Drawing No. P-1170, Dated 14/NOV/14, Recd On 22/01/2015
- (k) Drawing No. P-1190, Dated 14/NOV/14, Recd On 22/01/2015

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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. The showroom and associated office use hereby permitted shall not be open to members of the public / customers outside the hours of 08:00 hours to 18:00 hours on Mondays-Thursdays, 08:00 hours to 18:00 on Fridays and Saturdays, and 10:00 hours to 16:00 hours on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site from noise and disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11. The workshop and MOT and valeting use hereby permitted shall not be open to members of the public / customers outside the hours of 08:00 hours to 18:00 hours on Mondays-Thursdays, 08:00 hours to 18:00 on Fridays and Saturdays, and at no times on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site from noise and disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12. There shall be no commercial deliveries visiting the site outside the hours of 0800 - 1800 Monday to Friday 08:00 - 13:00 on Saturdays and at no times on Sundays or Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site from noise and disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

13. All deliveries and servicing to be undertaken from within the site; no servicing shall be undertaken from the public highway.

REASON To minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

14. No development shall commence until a noise management plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall be implemented on site prior to the first occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON To protect the amenity of nearby occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

15. Unless otherwise agreed in writing, the western access shall only be utilised as an entrance to the site from Bath Road, and the eastern access shall only be utilised as an exit from the site onto Bath Road. The gate to the western access shall remain open at all times whilst the use is in operation and shall be kept free from obstruction.

REASON In the interests of the free flow of traffic and to prevent instances in queuing on Bath Road in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

17. No part of the development shall be occupied until the redundant access has been removed and the footway reinstated and constructed in accordance with Slough Borough Council's Design Guide.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

REASON In order to minimise danger, obstruction and inconvenience to users of the

highway and of the development in accordance with Core Policy 7 of the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Core Policy 7 of the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

20. No part of the development shall begin until visibility splays have been provided on both sides of the eastern access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 90 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Core Policy 7 of the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

21. No windows other than those hereby approved shall be formed in the rear or flank wall elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

Appendix B

P/00176/033 - 392 Bath Road

Consultation

Comments have been received from Environmental Quality.

It has been recommended that a noise management plan is submitted. Condition 14 would require the submission of a noise management plan and this has therefore been addressed.

With regard to plant, it is recommended that this is conditioned to require details to be submitted to the Local Planning Authority prior to the commencement of the development. A further condition is therefore recommended as follows to address this:

Prior to the commencement of the development hereby approved, details of all plant and machinery to include times of operation shall be submitted to the Local Planning Authority for approval in writing. The details shall include an assessment of the plant and machinery undertaken in compliance with BS4142:2014. Once approved, the approved details shall be implemented on site and not subsequently altered without the prior permission of the Local Planning Authority.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policies 6 and 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

Further Information

The applicant has submitted a further statement to support the application:

“In response to the objections raised by the resident, we wish to state that potential impact on neighbours has been diligently addressed by engaging with Slough Borough Council’s Planning Department at pre-application stage and by procuring specialist advice and reports that have been submitted in support of the application. These have been duly considered, and as highlighted in the officer’s report, properly address the concerns raised in the objection. We would ensure all the recommendations and conditions for the development will be implemented and discharged in accordance with the Council’s Approval process.”

NO CHANGE TO RECOMMENDATION



Squire Furneaux

Authorised Volvo Cars
Dealer & Service Centre

Mr Jonathan Dymond
Area Team Leader
Planning & Building Service
Slough Borough Council
St Martins Place
51 Bath Road
Slough
SL1 3UF

20th April, 2015

Dear Mr Dymond

Re: Planning Ref P/00176/033

We are writing in respect of the above application following the decision of the Planning Committee to delegate the approval of this application to the Planning Manager. We can confirm our willingness to accommodate several relatively straightforward requests in connection with this other than the desire to reposition the workshop door to one of either of the side elevations.

We have explored with Meda (our architects) the possibility of acceding to this request, whilst at the same time meeting our operational needs, and also those of the manufacturer (Volvo) that we represent.

Unfortunately the best solution that would achieve the desired change would result in several issues that would be detrimental to the operation of the site and also to the viability of the scheme. These are:-

- 1 - The loss of a productive bay within the building.
- 2 - A change to the configuration to the MOT bay to an in-line arrangement which due to accessing ramp and brake tester is a far less efficient layout resulting in less potential throughput.
- 3 - The change in access to the workshop and manoeuvring required both externally to gain entry and internally to easily access the bays to load vehicles would be far more awkward and as a consequence less safe. Access from the rear in the centre as originally proposed would allow straightforward and easy access to all bays.

Cont.

4 - The franchise we represent has a vision for the future which involves a change to our previous workshop practices with a concept designed to take advantage of "leaner" more efficient operations intended to provide higher levels of personal service to our customers with less time and visits taken by them. It relies upon well planned layouts to customer reception areas, parts access and workshop layout in terms of both flow of vehicles in and out and also easy access to tools and equipment. The changes necessary to the layout could bring the suitability of this into doubt.

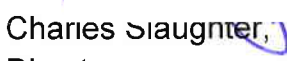
As a background to this application we sought an early meeting with the Planning Department in order to hopefully achieve the best acceptable outcome for all parties. Changes were incorporated into the plan to provide an attractive scheme that took into account the location in terms of both nearby businesses and residents, to allow easier vehicle access, the accommodation of potential future A4 road-widening schemes, vehicle parking etc. Significantly also and largely as a result of the meeting an early decision was taken not to even attempt to rehouse the current Accident Repair Workshop that we operate in our current premises in this proposal. This was due to a number of factors such as parking and storage requirements but also noise levels.

We consider the application we submitted took into account and addressed all the points discussed and feel that the detrimental impact on the scheme that the relocation of the rear door would create for the questionable improvement in terms of noise are very difficult for us to accept. We are happy to enter into a firm commitment to implement any noise management plan that is agreed.

We have represented Volvo at our current site in Petersfield Avenue since 1979 and been a privately owned local business and employer since well before that time. Much has changed in Slough over that period and the locations of businesses in the town. To remain competitive for the future both Volvo and ourselves have agreed that our business should be relocated closer to where most other car dealers and businesses can be found and nearer to or on a main road, If we are unable to produce a suitable, viable scheme the potential future for the business in town may be brought into question. The approval of this scheme would enable us to move forward with confidence for the future.

We would be pleased to attend the meeting on Thursday 23rd April to answer any questions that the Committee may have.

Yours sincerely 


Charles Slaughter,
Director.