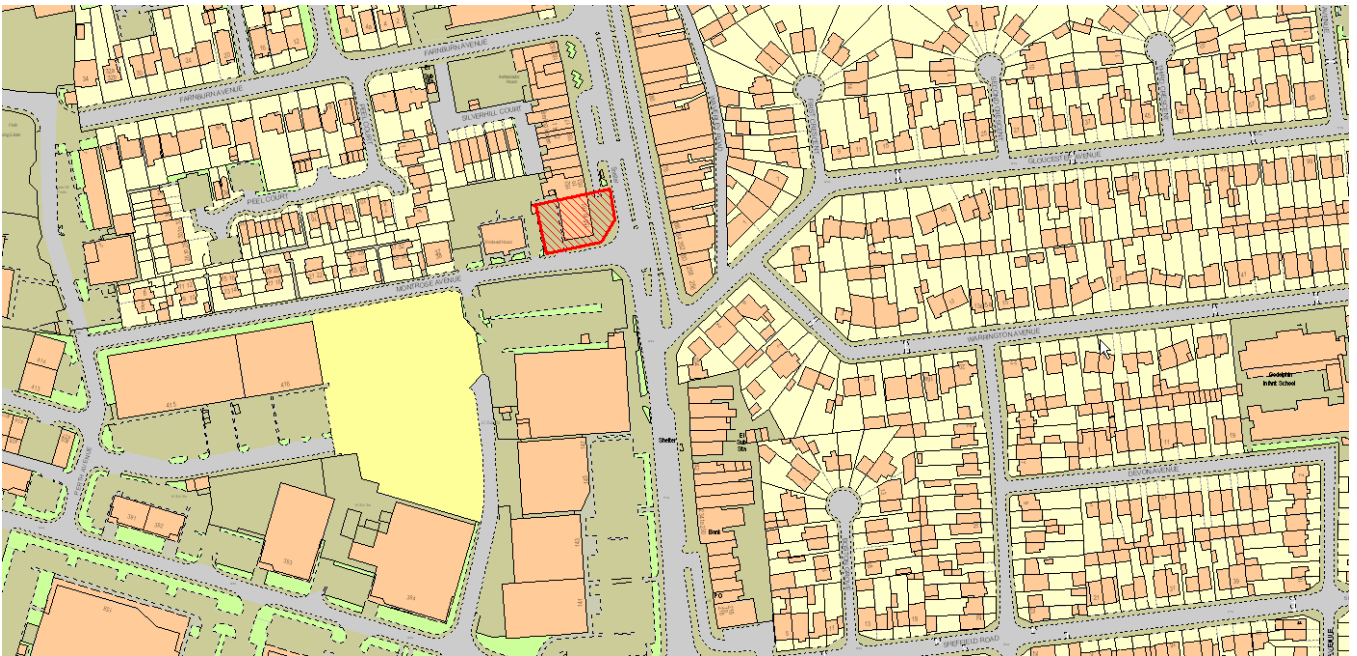


<b>Registration Date:</b>	02-Nov-2015	<b>Applic. No:</b>	P/01077/022
<b>Officer:</b>	Neetal Rajput	<b>Ward:</b>	Farnham
		<b>Applic type:</b>	<b>Major</b>
		<b>13 week date:</b>	<b>1<sup>st</sup> February 2016</b>
<b>Applicant:</b>	Naveed Ahmed, Goldteam		
<b>Agent:</b>	Stefan Zachary, Zachary Design Little Moseley House, Stocking Lane N, High Wycombe, Bucks, HP144RE		
<b>Location:</b>	Montrose House, 155-161, Farnham Road, Slough, SL1 4XP		
<b>Proposal:</b>	Change of use at ground floor from A2 use (Betting Shop) to A3 use (Cafe/Restaurant) and first floor from B1(A) use (Offices) to A3 use (Cafe/Restaurant), retain B1(A) use (Offices) at second floor, three storey rear extension (with provision of a rear car port area at ground floor) and four storey side extension (fronting Montrose Avenue), conversion of roof top to A3 use (Cafe) with roof extensions, external front canopies, retractable awnings, outside seating and associated works.		

**Recommendation: Delegate to Planning Manager for Approval**



## **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to Planning Manager for approval subject to consideration of consultee responses, resolution of outstanding highway and transport matters, sustainable drainage matters, completion of a Section 106 Agreement and finalising of conditions.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a major development.

### **PART A: BACKGROUND**

## **2.0 Proposal**

- 2.1 This is a full planning application for the proposed change of use at ground floor from A2 use (Betting Shop) to A3 use (Cafe/Restaurant) and first floor from B1(A) use (Offices) to A3 use (Cafe/Restaurant), retain B1(A) use (Offices) at second floor, three storey rear extension (with provision of a rear car port area at ground floor) and four storey side extension (fronting Montrose Avenue), conversion of roof top to A3 use (Cafe) with roof extensions, external front canopies, retractable awnings, outside seating and associated works.
- 2.2 As existing there are 13 car parking spaces available to the rear of the building and 7 spaces available at the front of the site. As a result of the proposal, there will be 7 car parking spaces at the rear of the site for the retained B1(A) office use and 2 parking bays at the front to allow for deliveries, a total of 9 spaces. As such, there will be a reduction in 11 spaces. There will be the provision of 5 cycle bays at the front of the building.
- 2.3 Following comments from Highways & Transport Department and Thames Valley Police, amended plans have been received, the proposal includes the following elements:

#### Ground Floor:

- Change of use from A2 use (betting shop) to A3 use (cafe/restaurant), the entrance will be via Farnham Road. There will be the provision internal access available to the first floor via the ground floor.
- Along Farnham Road, there will be a canopy (2m depth and 5.1m wide) and two retractable awnings.
- Provision of outdoor seating area along Farnham Road/Montrose Avenue.
- Deliveries will be via Farnham Road and a service corridor is provided internally to allow access to the rear of the building. There will be provision of parking bay provided at the front to allow for deliveries.
- Car port provision at the rear of the site to provide an area for refuse, fire exit stair and good lift.
- Fronting Montrose Avenue, there will be 'night security grille' to allow access for the 7 car parking spaces.

First floor:

- Change of use from B1a use (offices) to A3 use (cafe/restaurant), this will be linked with the ground floor.
- There will also be back of house facilities for the A3 use, for example staff toilets and changing rooms.

Second Floor:

- As existing there are offices on this floor and these will be retained. There will be ancillary facilities for the offices in terms of toilets and cleaners store.

Roof Top:

- The roof will be converted to an open A3 use, including a staff area, cleaners store and toilets.
- There will be the provision of a 1.8m high frameless glass wall which will be set back from all elevations by 0.4m.
- There will some areas of the roof top that will benefit from a canopy area and open roof deck.
- There will also be enclosed structures to accommodate back of office facilities, these will measure 2.4m in height and will be glazed fronting Farnham Road.

The operators of the A3 (cafe/restaurant) use is currently unknown and there are to be three individual A3 hospitality operators.

- 2.4 The proposal also includes a three storey rear extension, measuring 12m in depth and 21m wide. At ground floor this forms a car port area for the rear car parking spaces.
- 2.5 There will also be a side extension, fronting Montrose Avenue, this will provide access to all floors via a lift and staircase. This element of the extension will measure 10.5m wide, 2.8m in depth and 11.6m in height.
- 2.5 The proposal is considered to be mixed use in nature and the proposed floorspace would be as follows:

Floor	Existing Floorspace (sq m gross)	Proposed Floorspace (sq m gross)	Use
Ground Floor	316	382.57	A3 use (cafe/restaurant)
First Floor	320	598	A3 use (cafe/restaurant)
Second Floor	320	598	B1a Offices
Roof Top	320 (Plant Equipment)	585.38	A3 use (cafe)
Sub-Total	1276	2163.95	Mixed Use

2.6 The stated hours of opening of the proposed uses would be as follows:

Use	Monday to Friday		Saturday		Sunday and Bank Holiday	
A3	Start 06:00	End 02:00	Start 06:00	End 02:00	Start 08:00	End Midnight
B1a	Start 08:00	End 18:00	Start 08:00	End 18:00	Start 08:00	End 18:00

2.7 The existing full time employees is 45 and the proposed full time employees is 110 as stated on the application form.

2.6 The proposed development has been the subject of pre-application advice.

### **3.0 Application Site**

3.1 The application site is three storey corner building, situated adjacent to the junction with Montrose Avenue and Farnham Road.

3.2 At ground floor the building is occupied by Betfred (A2 Use Class) and the first and second floor are occupied by offices (B1 Use Class), namely Goldteam, a firm that specialise in recruitment.

3.3 Farnham Road is identified as a district centre under Policy S1 of The Adopted Local Plan for Slough. The site falls within the Farnham Road District Shopping Centre, forms part of the Primary Shopping Frontage. Farnham Road District Shopping Centre is a thriving centre, which is demonstrated by a low vacancy rate. Farnham Road District Shopping Centre is characterised by a mix of uses at ground floor, including specialised independent retail units, restaurants and cafes which cater for the local community. The neighbouring buildings along Farnham Road are mainly three storey with the first and second floors occupied by residential units.

3.4 To the rear of the site is the Al Quaim Mosque which benefits from a car park and adjacent to the site is Sainsbury's supermarket.

3.5 No's. 162 – 183 have residential accommodation and first and second floor and access is available from Montrose Avenue.

3.6 The application site is adjacent to but not located with Slough Trading Estate Existing Business Area and is not within the area covered by the Slough Trading Estate Simplified Planning Zone Scheme.

3.7 Car parking access to the site is via Montrose Avenue.

3.8 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 Relevant Planning History:

P/01077/013 INSTALLATION OF ILLUMINATED FASCIA SIGNS.

Approved with Conditions 01-Aug-1980

P/01077/014 INSTALLATION OF ILLUMINATED PROJECTING BOX SIGN

Approved with Conditions 03-Feb-1983

P/01077/015 INSTALLATION OF ILLUMINATED LOGO SIGN.

Approved with Conditions 07-Apr-1989

P/01077/016 CHANGE OF USE OF FIRST AND SECOND FLOORS TO HEALTH CLUB

Withdrawn (Treated As) 07-May-1998

P/01077/018 INSTALLATION OF AN ILLUMINATED FIXED LETTERING SIGN

Approved with Conditions 27-Sep-2000

P/01077/017 REPLACEMENT OF ENTRANCE CANOPY WITH A NEW STEEL AND GLASS STRUCTURE

Approved with Conditions; Informatives 27-Sep-2000

P/01077/019 CHANGE OF USE OF GROUND FLOOR FROM A1(RETAIL) TO A2 (FINANCIAL AND PROFESSIONAL SERVICES)

Approved with Conditions 14-Dec-2001

P/01077/020 VARIATION OF CONDITION NO.8 OF PLANNING PERMISSION P/1077/19 TO ALLOW OPENING HOURS 09.00 - 22.00 MONDAY TO SATURDAY & BANK HOLIDAYS, AND 11.00 - 17.00 ON SUNDAYS

Approved with Conditions 20-Feb-2002

P/01077/021 ERECTION OF TWO FASCIA SIGNS ON FRONT ELEVATION

Approved with Conditions; Informatives 14-Sep-2006

#### **5.0 Neighbour Notification**

5.1 19, Montrose Avenue, Slough, SL1 4TN, 419, Montrose Avenue, Slough, SL1 4TJ, Ambassador House, Farnburn Avenue, Slough, SL1 4ZA, 3a, Farnburn Avenue, Slough, SL1 4XU, 292a, Farnham Road, Slough, SL1 4XL, Karlstorz Endoscopy Uk

Ltd, 415, Perth Avenue, Slough, SL1 4TQ, Segro Plc, 416, Perth Avenue, Slough, SL1 4TQ, Classic Cleaners, 278, Farnham Road, Slough, SL1 4XL, Music Station, 270, Farnham Road, Slough, SL1 4XL, Viola, 258, Farnham Road, Slough, SL1 4XL, Babyboom, 274, Farnham Road, Slough, SL1 4XL, Exotic Superstore, 282, Farnham Road, Slough, SL1 4XL, Ashburn Estate Agents, 254, Farnham Road, Slough, SL1 4XE, Sun Lounge, 175, Farnham Road, Slough, SL1 4XP, Goldteam Ltd, Montrose House 155-161, Farnham Road, Slough, SL1 4XP, Fred Done Bookmaker, 159, Farnham Road, Slough, SL1 4XP, The Private Shop, 165, Farnham Road, Slough, SL1 4XP, Britvic Ltd, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Heycrest Ltd, 183, Farnham Road, Slough, SL1 4XP, Contract Cleaning Services, 183, Farnham Road, Slough, SL1 4XP, Grooms, 183, Farnham Road, Slough, SL1 4XP, C C C S Ltd, 294, Farnham Road, Slough, SL1 4XL, 21, Peel Court, Slough, SL1 4YA, 9, Waverley Road, Slough, SL1 4XN, 4, Waverley Road, Slough, SL1 4XN, 3, Waverley Road, Slough, SL1 4XN, 25, Waverley Road, Slough, SL1 4XN, 8, Waverley Road, Slough, SL1 4XN, 7, Waverley Road, Slough, SL1 4XN, 6, Waverley Road, Slough, SL1 4XN, 5, Waverley Road, Slough, SL1 4XN, 20, Waverley Road, Slough, SL1 4XN, 2, Waverley Road, Slough, SL1 4XN, 18, Waverley Road, Slough, SL1 4XN, 17, Waverley Road, Slough, SL1 4XN, 24, Waverley Road, Slough, SL1 4XN, 23, Waverley Road, Slough, SL1 4XN, 22, Waverley Road, Slough, SL1 4XN, 21, Waverley Road, Slough, SL1 4XN, 11, Waverley Road, Slough, SL1 4XN, 10, Waverley Road, Slough, SL1 4XN, 1, Waverley Road, Slough, SL1 4XN, 16, Waverley Road, Slough, SL1 4XN, 15, Waverley Road, Slough, SL1 4XN, 13, Waverley Road, Slough, SL1 4XN, 12, Waverley Road, Slough, SL1 4XN, 31, Peel Court, Slough, SL1 4YA, 32, Montrose Avenue, Slough, SL1 4TN, 31, Montrose Avenue, Slough, SL1 4TN, Blockbuster Video Express, 169, Farnham Road, Slough, SL1 4XP, 30, Montrose Avenue, Slough, SL1 4TN, 29, Montrose Avenue, Slough, SL1 4TN, 5, Montrose Avenue, Slough, SL1 4TN, Bedtime, 300, Farnham Road, Slough, SL1 4XL, 20, Montrose Avenue, Slough, SL1 4TN, Kwik Photo, 298, Farnham Road, Slough, SL1 4XL, 18, Montrose Avenue, Slough, SL1 4TN, 17, Montrose Avenue, Slough, SL1 4TN, F M C Measurement Solutions, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Haines Watts, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, 10, Peel Court, Slough, SL1 4YA, Salvation Army Care & Share Shop, 179, Farnham Road, Slough, SL1 4XP, Golden Globe Phone Clinic, 177, Farnham Road, Slough, SL1 4XP, Sava Centre, 183, Farnham Road, Slough, SL1 4XP, Five Star Nails, 171, Farnham Road, Slough, SL1 4XP, 28, Peel Court, Slough, SL1 4YA, 27, Peel Court, Slough, SL1 4YA, 26, Peel Court, Slough, SL1 4YA, 29, Peel Court, Slough, SL1 4YA, 22, Peel Court, Slough, SL1 4YA, 25, Montrose Avenue, Slough, SL1 4TN, 26, Montrose Avenue, Slough, SL1 4TN, 8, Montrose Avenue, Slough, SL1 4TN, 7, Montrose Avenue, Slough, SL1 4TN, 5, Peel Court, Slough, SL1 4YA, Age Concern, 278-280, Farnham Road, Slough, SL1 4XL, 6, Montrose Avenue, Slough, SL1 4TN, Allchem, Westward House, 39, Montrose Avenue, Slough, SL1 4TN, 18, Peel Court, Slough, SL1 4YA, 3, Farnburn Avenue, Slough, SL1 4XU, 304, Farnham Road, Slough, SL1 4XL, Marian & Son, 250, Farnham Road, Slough, SL1 4XE, Coral, 244, Farnham Road, Slough, SL1 4XE, 244a, Farnham Road, Slough, SL1 4XE, 246, Farnham Road, Slough, SL1 4XE, 246a, Farnham Road, Slough, SL1 4XE, 19, Peel Court, Slough, SL1 4YA, Going Places, 284, Farnham Road, Slough, SL1 4XL, The Loft Shop, 288, Farnham Road, Slough, SL1 4XL, 11, Peel Court, Slough, SL1 4YA, 12, Peel Court, Slough, SL1 4YA, Les Smith Motorists & Cycle Supercentre, 262-264, Farnham Road, Slough, SL1 4XL, Universal Security Group, 260, Farnham Road, Slough, SL1 4XL,

21, Montrose Avenue, Slough, SL1 4TN, 22, Montrose Avenue, Slough, SL1 4TN, 1, Peel Court, Slough, SL1 4YA, 2, Peel Court, Slough, SL1 4YA, 10, Montrose Avenue, Slough, SL1 4TN, 9, Montrose Avenue, Slough, SL1 4TN, Stobys Fish & Chips, 161-163, Farnham Road, Slough, SL1 4XP, The Blind Spot Ltd, 163d, Farnham Road, Slough, SL1 4XP, 163c, Farnham Road, Slough, SL1 4XP, 163b, Farnham Road, Slough, SL1 4XP, 163a, Farnham Road, Slough, SL1 4XP, HERBIES LTD, 290, Farnham Road, Slough, SL1 4XL, 34, Peel Court, Slough, SL1 4YA, 17, Peel Court, Slough, SL1 4YA, 24, Peel Court, Slough, SL1 4YA, 7, Farnburn Avenue, Slough, SL1 4XU, Superdrug Stores Plc, 292, Farnham Road, Slough, SL1 4XL, 9, Peel Court, Slough, SL1 4YA, 36, Peel Court, Slough, SL1 4YA, 20, Peel Court, Slough, SL1 4YA, 24, Montrose Avenue, Slough, SL1 4TN, 23, Montrose Avenue, Slough, SL1 4TN, 11, Montrose Avenue, Slough, SL1 4TN, 12, Montrose Avenue, Slough, SL1 4TN, 38, Peel Court, Slough, SL1 4YA, 13, Peel Court, Slough, SL1 4YA, 38a, Montrose Avenue, Slough, SL1 4TN, 37a, Montrose Avenue, Slough, SL1 4TN, 145, Farnham Road, Slough, SL1 4XB, Dana Health & Beauty Salon, 256a, Farnham Road, Slough, SL1 4XL, Mayling Jewellers, 250a, Farnham Road, Slough, SL1 4XE, Saab Jewellers, 248, Farnham Road, Slough, SL1 4XE, 25, Peel Court, Slough, SL1 4YA, Cash For Cheques Ltd, 296, Farnham Road, Slough, SL1 4XL, 276, Farnham Road, Slough, SL1 4XL, Staples Ltd, 143, Farnham Road, Slough, SL1 4XB, 14, Peel Court, Slough, SL1 4YA, Head Chef, 173, Farnham Road, Slough, SL1 4XP, 6, Peel Court, Slough, SL1 4YA, 39, Peel Court, Slough, SL1 4YA, The Bakers Oven, 268, Farnham Road, Slough, SL1 4XL, 35, Peel Court, Slough, SL1 4YA, 37, Peel Court, Slough, SL1 4YA, THE CARD & PARTY SHOP, 272, Farnham Road, Slough, SL1 4XL, 266, Farnham Road, Slough, SL1 4XL, 38, Montrose Avenue, Slough, SL1 4TN, 37, Montrose Avenue, Slough, SL1 4TN, Black Horse Ltd, Montrose House 155-161, Farnham Road, Slough, SL1 4XP, D I S Water, 167, Farnham Road, Slough, SL1 4XP, 16, Peel Court, Slough, SL1 4YA, Sainsburys Supermarkets Ltd, Farnham Road, Slough, SL1 4XP, 15, Peel Court, Slough, SL1 4YA, 3, Peel Court, Slough, SL1 4YA, 7, Peel Court, Slough, SL1 4YA, 8, Peel Court, Slough, SL1 4YA, 256, Farnham Road, Slough, SL1 4XL, 28, Montrose Avenue, Slough, SL1 4TN, 27, Montrose Avenue, Slough, SL1 4TN, 14, Montrose Avenue, Slough, SL1 4TN, 13, Montrose Avenue, Slough, SL1 4TN, 248a, Farnham Road, Slough, SL1 4XE, 4, Peel Court, Slough, SL1 4YA, 1, Farnburn Avenue, Slough, SL1 4XU, 1b, Farnburn Avenue, Slough, SL1 4XU, 1a, Farnburn Avenue, Slough, SL1 4XU, 16, Montrose Avenue, Slough, SL1 4TN, 15, Montrose Avenue, Slough, SL1 4TN, L G Electronics, 252, Farnham Road, Slough, SL1 4XE, 254a, Farnham Road, Slough, SL1 4XE, B Simmons & Son, 306, Farnham Road, Slough, SL1 4XL, 30, Peel Court, Slough, SL1 4YA, 33, Peel Court, Slough, SL1 4YA, 32, Peel Court, Slough, SL1 4YA, The Bazaar, 286, Farnham Road, Slough, SL1 4XL, Family Fashion Centre, 302, Farnham Road, Slough, SL1 4XL, 23, Peel Court, Slough, SL1 4YA

- 5.2 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 27<sup>th</sup> November 2015. The application was advertised in the 20<sup>th</sup> November 2015 edition of The Slough Express.
- 5.3 No representations have been received at the time of writing this report. Please note that given the amended plans received, we have re-consult with neighbouring proprietaries Should for a further 14 days and any representations will included on the Amendment Sheet.

## 6.0 Consultation

### 6.1 Environmental Protection

6.2 No comments received. An update will be provided on the Committee amendments sheet if necessary.

### 6.3 Environmental Quality

6.4 “There are a few relevant points I wish to highlight within this application. The building will effectively have 4 Uses, but this is unclear from the application description - because the applicant intends to use the first floor for offices as well, they intend to sub-divide the 1<sup>st</sup> floor into B1(A) and A3 use. The ground floor and top floor will also be A3 Uses, the applicant does not advise who the final operators will be.

There are statements regarding employment figures that I have no idea how they are derived they seem excessively high for the Rooftop Café and 1<sup>st</sup> floor restaurant? Existing employees on site is currently 45 and proposed employees is 110. There will be a net increase in additional gross internal floorspace following redevelopment of 1148 (square metres) consisting of (additional 544 square metres of office B1(A) space) and (920 square metres of A3 Use) and a (loss of 316 square metres of A2 space but reported as A1 space in the application!)

The proposed hours of opening raises significant concerns with respect to impact on neighbouring amenities.

- The B1(A) Use 08.00 – 18.00 (Monday to Sunday) is fine
- The A3 Uses (06.00 – 02.00 Monday to Saturday) and (08.00-00.00 Sunday) raise concerns about disturbance and noise impacts to neighbouring residential premises. Why do these A3 Uses require such long opening hours? You may wish to impose hours of opening conditions to protect residential amenities.

There will be a net reduction of 8 car park spaces, with a total provision of 12 car park spaces. Trip generation as a result of this development will be greater due to the Change of Uses to A3, but is not a material concern from an air quality viewpoint as the site lies over a 1000m from the Tuns Lane AQMA. There will also be service vehicles supplying the A3 Uses, it would be advisable in order to protect the neighbouring residential amenities to place a restriction on the hours of deliveries.

The applicant indicates there will be some music, live and electronic music and this needs to be controlled. The development would require a premises licence and the Licensing Team would be able to impose conditions to control excessive amplified music from the venue. You may wish to impose noise conditions on this development with respect to:

- 1.1 The development installing appropriate sound insulation and ventilation within the building to control the egress of sound; and
- 1.2 The operator to install and operate a noise limiter device to control amplified sound emanating from the venue.



The seating arrangements (covers) for the A3 use is as follows: ground floor café 40 covers; 180 covers (over ground and 1<sup>st</sup> floor restaurant) and 80 covers roof top café. The applicant suggests each A3 Use will have its own individual operator.

The applicant advises that the kitchen cooking extract system will be installed in all hot food cooking kitchen areas serving the A3 facilities. The system will have stainless steel extraction hoods, removable grease filters with removable carbon filters connected to vertical ducting rising through the building, with no bends via purpose designed shafts to terminate min 1m above mansard roof level and with anti-vermin grilles to discharge horizontally. There will be need for the operator to have accessible inspection covers built into the ducting and shafts to enable inspection and cleaning, otherwise there is a potential fire risk through the build-up of grease over time. It appears from the basic design details that the ducting and filtration proposed will be sufficient to meet good practice for noise and odour control.

The applicant is advised to follow DEFRA guidance 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems and fully report all details contained with Annex B of this guidance. A cooking odour, noise and filtration condition should be imposed on the consent. There should be an informative advising the applicant to submit the relevant details contained within Annex B in order to meet the condition. The condition should also require ongoing cleaning and maintenance of the cooking extract system to maintain its effectiveness.

Based on the proximity of residential receptors, the number of covers, worse case (high grease cooking style) and flue outlet a high level of odour control is required."

The Agent has provided a response with regard to the questions raised by the Council's Environmental Quality Manager on 21<sup>st</sup> December 2015:

"The hours of operation are stated for each unit as possible targets but we have not yet discussed them with potential operators so they may need to be varied at that stage and b. we would not be averse to aligning them with what you consider to be normal and acceptable for the locality, bearing in mind that operations of this type do not yet exist here.

We do not know who the operators will be at this stage other than the occupants for the 2nd floor, which will be Goldteam Recruitment Limited

The employee figures are estimated and subject to the individual operator needs, however 2nd floor figures are an accurate reflection for Goldteam, the only known operator so far. These are also total estimated number of employees and not number of employees on site each day, these may also have combination of part time/full time workers etc.

We are not averse to being restricted on hours for deliveries.

We are happy to comply with any reasonable noise restrictions reaching outside the premises.

We are happy to comply with any requirement for accessible inspection / cleaning points in the extraction ductwork, and to follow DEFRA's guidance on the Control of Odour and Noise.

You ask if we intend different operators for each A3 operation - we have not decided that yet and will need flexibility when we begin discussions with suitable firms.

You referred to the glass stair / lift enclosure and security of access for each floor: while to stair/lift well is for the common use of tenants, access to each floor will be segregated by locked doors (with emergency exit fittings) to prevent casual or unauthorised access. At night we envisage a camera and remote control for the street doors to admit only persons who are legitimate visitors to the stairwell."

## 6.5 Transport and Highways

### 6.6 *Scope of Assessment*

"A planning application and supporting Transport Statement have been submitted for a change of use and three story rear and side extension to the existing betting shop and offices located at Montrose House, 155-161 Farnham Road. The proposals are to change the use of the building from A2 use (betting shop) on the ground floor to A3 use Café / Restaurant and from B1 office use on the first floor to A3 restaurant while retaining office B1 use on the second floor and introducing a roof top café. The extension will extend onto the rear car park and towards Montrose Avenue.

#### *Pre-application Advice*

Very detailed pre-application advice was provided to the applicant in the Autumn of 2014 and early 2015. At the pre-application stage the applicant and the owner of the site was made aware that this site is affected by a highway widening line and that the proposed development would necessitate the request for the land to be dedicated to the local highway authority free of charge to be maintained at the public expense.

#### *Widening Line*

The Farnham Road widening line, which was declared in 1978 affects this site. The applicant and the agent were made aware of this widening line during pre-application discussions and it was made clear to them that land (marked blue) would be sought as part of a redevelopment of this site. In addition to the land marked blue, the local highway authority has sought some additional land from the applicant (marked green) and this land has been sought in order for the local highway authority to be able to implement a junction improvement scheme at the Montrose Avenue/A355 Farnham Road junction that would benefit both this proposed scheme and the wider area. Whilst the applicant has acknowledged these discussions in the application, by including a drawing within the application, showing this land, the land has not been offered for dedication as of yet.

#### *Local Highway Authority (LHA) Assessment using TRICS*

In order to gain a better understanding of the likely multi-modal trips to the proposed development I have interrogated the TRICS database to derive trips rates for the existing and proposed development. There are no existing cafés or betting shops within the TRICS database so I have made the following assumptions:

- the betting shop and the ground floor café will generate the same number of trips

per day per m<sup>2</sup>;

- the justification for this is that some people will walk into a betting shop, place a bet and then leave, others will stay in for longer periods either watching a few races or playing the fixed odds terminals;
  - with a café some people will sit down and have a drink and some food and others purchase a takeaway drink or snack;
- the ground floor café trip rates have been derived from takeaway restaurants category in TRICS, which includes three sites a Fish & Chip, a Pizza Hut and a Subway;
- the ground floor restaurant, first floor restaurant and roof top café/restaurant have been based on Pub/Restaurant category in TRICS; and
- trip rates output files will be attached to the comments.

Table 1 – Existing and Proposed Land Uses and Floor Areas

Land Use	GFA (existing)	GFA (proposed)
Betting Shop	316m <sup>2</sup>	-
Office	640m <sup>2</sup>	598m <sup>2</sup>
Café (ground floor)	-	95m <sup>2</sup>
Restaurant (ground + 1 <sup>st</sup> floor)	-	689m <sup>2</sup>
Rooftop Café (3 <sup>rd</sup> floor)	-	586m <sup>2</sup>
Service area/ car park/bins		196m <sup>2</sup>
Total Floor area m <sup>2</sup>	957m <sup>2</sup>	2,164m <sup>2</sup>

Table 2 - Daily Multi-Modal Person Trips (existing use)

	Arrivals	Departures	Total
Betting shop (ground floor)	320	318	638
Office (1 <sup>st</sup> + 2 <sup>nd</sup> floor)	82	80	162
Total Trips	402	398	800

Table 3 - Daily Multi-Modal Person Trips (proposed use)

	Arrivals	Departures	Total
Café (ground floor)	96	96	192
Restaurant (ground + 1 <sup>st</sup> floor)	357	354	711
Office (2 <sup>nd</sup> floor)	77	75	152
Rooftop Café (3 <sup>rd</sup> floor)	304	301	605
Total Trips	834	826	1660

Table 4- Net Daily Multi-Modal Person Trips

	Arrivals	Departures	Total
Total Daily Trips	432	428	860

The operation of the existing site and proposed site will both have linked and pass-by trips, but it is difficult to estimate what proportion of trips will be linked. It is likely that a large proportion of the betting shop trips will be linked but not the office trips. The café at ground floor trips are likely to be linked but the restaurant and roof top café trips are less likely to be linked. So potentially there may be a similar number of

linked trips between the existing use and the proposed use, although the proportion of trips linked with the existing development will be higher than that for the proposed.

The important aspect of the proposed development is to ensure that the right infrastructure is in place to meet the needs of the development and mitigate the impact of the development.

#### *Development Impact*

The trip generation analysis has demonstrated that there will be a significant increase in multi-modal trips to the site. The applicant was not asked to undertake a junction modelling assessment of the Montrose Avenue/ A355 Farnham Road junction, because the local highway authority is already aware that this junction is operating at capacity during the peak hours when taking account of existing traffic flows and committed development. The applicant has already made public his concern about traffic impact in this part of the town as he objected to the application for proposed retail developments on Montrose Avenue due to increased traffic impact. But prior to this, the applicant had been made aware through the pre-application discussions of the local highway authority's request for the land referred to above to assist with the junction improvement scheme.

The site will be reliant on off-site parking, which is acceptable in a shopping area and therefore there will be a lot of pedestrian movements to the site from all directions. The pedestrian trips will be from:

- nearby car parks (presumably e.g. Sainsburys and the new retail units on Montrose Avenue);
- on-street parking bays on both sides of Farnham Road;
- pedestrian movements from the local residential areas and business areas, which will be accessing the site along footways and crossing the busy A355 Farnham Road;
- pedestrian movements from bus stops on both sides of the road; and
- cycle movements along Farnham Road and Montrose Avenue.

Therefore as a result of this development there will be increased pressure on the existing Montrose Avenue/ Farnham Road junction both in terms of increased pedestrian movements and in terms of traffic turning in and out of this junction. This will worsen the operational performance of this junction and it will increase the highway safety risk of further accidents occurring as there will be double the number of person trips to the site than currently occurring. In order to mitigate the impact of the development the local highway authority has previously requested that land marked blue and green is dedicated to the local highway authority free of charge for the maintenance of the public expense. This would enable the local highway authority to take forward a junction improvement scheme at this location once full funding is available. It is considered that this would be suitable mitigation for this proposed development as it would allow a major junction improvement to be implemented that all would benefit all modes of transport.

#### *Mitigation*

As set out earlier in these comments mitigation is requested as part of this application in the form of dedication of land both within and adjacent to the highway widening line. In addition to this a contribution of £3,000 should be secured to the

implementation of a TRO for amendments to waiting restrictions to facilitate loading from the front of the site and to prevent the obstruction of Montrose Avenue.

It is recommended that the applicant amends the drawings to:

- remove the glass canopy;
- the parking spaces at the front;
- makes amendments to the proposed table locations; and
- relocate the short stay cycle parking.

### *S106*

The applicant will need to enter into a section 106 agreement, which will obligate the developer to enter into a deed of dedication and secure the works set out in the transport and highways schedules.

The highways schedule includes:

- Dedication as highway maintainable at the public expense, free of charge, of land shown as green and blue on drawing no. SBC/T/IT/00249/000/03;
- Agree a pedestrian route through the front forecourt to be kept clear of obstruction at all times; and
- Agree paving materials and public realm scheme for the front forecourt.

The transport schedule includes:

- TRO contribution of £3,000.

### *Recommendation*

Subject to the applicant agreeing to the S106 package to which the applicant has been aware of since the pre-application discussions I would not raise a highway objection.”

## 6.7 Land Contamination

6.8 “I have reviewed the information submitted by the applicant, together with our database of potentially contaminated sites.

The site is not considered to be potentially contaminated. However, historical mapping indicates that the proposed development is located within 250m of numerous potentially contaminated land sites. Among these potential off-site sources of contamination there are two sites which had Disused Tank entries. Although the tanks were removed sometime in the past the risk for off-site volatiles migration towards the proposed development still exists. Because of the proposed groundworks preferential migration pathways may become active, thus the remaining uncertainty must be further assessed.”

No objection has been raised subject to pre-commencement conditions.

## 6.9 Thames Valley Police

6.10 “Having reviewed the plan supplied I do have some concerns regarding the open roof top designs and security of the proposed development. And therefore believe opportunities to design out crime and/or the fear of crime and to promote community safety are present. I supply the following comments to assist the authority and the

prospective applicants in creating as safe a development as possible:

It is noted that the Design and Access Statement (DAS) does contain references to the national policy and guidance below, or demonstrate how the development will address crime and disorder and community cohesion. In conclusion, I feel the applicants have not addressed crime prevention nor community cohesion comprehensively within the plans or the accompanying documentation:

- The National Planning Policy Framework 2012 (Part 7, Sect 58; 'Requiring good Design' and Part 8, Sect 69; Promoting Healthy Communities') where it is stated that development should create '*Safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion*'.
- DCLG's Planning Practice Guidance in relation to design, where it states '*Although design is only part of the planning process it can affect a range of economic, social and environmental objectives... Planning policies and decisions should seek to ensure the physical environment supports these objectives. The following issues should be considered: ...safe, connected and efficient streets, ... crime prevention, ...security measures, ...access and inclusion, ...cohesive & vibrant neighbourhoods.*' It also states that '*Planning should promote appropriate security measures. Taking proportionate security measures should be a central consideration to the planning and delivery of new developments...*'

Private Residential rear of building (7 spaces): The DAS states that "*The private car parking at the rear of the building (7 spaces) and in front (5 spaces) plus 5 cycle bays will be available to the customers of the restaurants after office hours as the office on the second floor will primarily only operate during normal office hours of 8 am – 6 pm*" this parking facility appears to be a confused space. Is this parking facility public (for customers of the restaurant) or private for office staff?. Crime and anti-social behaviour is more likely to occur where it is unclear who has authorised access or what behaviour is intended within a space. In addition, Car parks that aren't secure, are extremely vulnerable to criminal activities and attract anti-social behaviour, street drinking and a place for the homeless to sleep or shelter. The fear of crime will may result in the occupants abandoning the parking facilities preferring to leave their vehicles on public roads, potentially leading to neighbourhood disputes. Poor access control, surveillance, and management practices can facilitate criminal activity in specific sites. I note that a light security shutter is mentioned, However I would ask that this parking facility is secured after 6pm by open lath electronic gates or shutters (LPS1175 SR2 or equivalent). I would ask that a condition is placed on this public car park to achieve the safer parking park mark award and maintain that award for the life time of the facility.

Condition: No development shall commence until measures detailing how the public car park(s) will achieve the Safer Parking Park Mark award have been submitted to and approved in writing by the Local Planning Authority.

External doors (including fire doors): It is important that effective and realistic levels of physical security, appropriate to risk, are incorporated into the buildings construction. For this development to meet the minimum physical security requirements all external doors (including fire exits) shall be to BS PAS 24 or LPS

1175 SR 2 or 3, with any glass therein being laminate glass, or if double glazed just one of the double glazed panes with a locks to BS 3621 or their equivalent

Alarm: The premises should be alarmed when closed to the public, it is recommended that a suitably designed, fit for purpose, monitored alarm intruder alarm system be installed to BS.EN 50131: 2009, at this location. The client must carry out their own risk assessment, but as minimum all external doors, fire doors; security shutters must include alarm contact sensors.

Cycle/ bin stores: All cycle and bin storage should be secure and follow SBD guidance

Access control to private staff areas: all internal doors providing access to private staff only areas shall be to BS PAS 24 or LPS 1175 SR 2 or 3, self closing, fob activated electronically controlled with a glazed unit where they open out into the public realm.

Lighting: Lighting should promote a feeling of safety (meeting SBD recommended levels and methods of control). External lighting should be uniform and cover the entire property, including the rear goods access and publicly accessible roof terrace.. The emphasis should be on installing low glare/high uniformity lighting levels in line with British Standard (BS) 5489-1. In general, the objective of security lighting is to deny criminals the advantage of being able to operate unobserved. Note, however, that if an area cannot be overlooked or viewed at night, then lighting will only help a criminal see what they are doing, not deter them. I would ask the applicant to ensure that light levels are appropriate for the users, activities and tasks of an area. Higher lighting levels may be required for vulnerable areas.

Rooftop Boundary treatments: I have concerns regarding the height of this treatment Ground floor, the glazed boundary must be at least 1.8m in height and laminated this will deter individuals from accidentally or deliberately dropping litter or other object over the side of the building.

CCTV: Consideration should be given to the provision of a CCTV system. At a minimum CCTV (formal surveillance) should be considered within the areas listed below, it should be noted that this is not an inclusive list, the number of cameras and their location should be determined by the clients CCTV operational requirements study which shall be carried out prior to a scheme being finalised. This will help to gain an understanding as to what the role of each camera is and to what standard (category) they must achieve. TPV Licensing Officer can assist on the camera location and surveillance category. Further assistance in respect of the operational requirements study can be found via the Home Office Scientific Development Branch's CCTV Operational Requirements Manual 2009 f [http://www.nactso.gov.uk/SiteCollectionDocuments/ManagingTheRisk/28\\_09\\_CCTV\\_OR\\_Manual2835.pdf](http://www.nactso.gov.uk/SiteCollectionDocuments/ManagingTheRisk/28_09_CCTV_OR_Manual2835.pdf)

- The front door area and where the door staff will operate within the front door. The image quality for this area should be such that people are able to be identified. It maybe that two cameras are required in this area. One to capture every person entering the premises to record them for

identification purposes (see below for definition of screen image size).  
Another which monitors the area at observation category

- The area along the bar area should be covered by CCTV as this is where conflict can occur. Again depending on layout and size depends on how many CCTV cameras will be required in this area. The image size should be between observation category and recognition category.
- The toilet entrance area can be another area of conflict and should be covered by CCTV. Again should be an image size that is at observation category,
- The general public floor area should also be covered by CCTV as again is another area where conflict can occur. The image for this area can be at detection category,
- Other areas where conflict can be reasonably expected to occur.”

The Agent has advised that the access to the rear parking will be secured after 6pm by an electronic gate or shutters, this will be conditioned.

The glazed roof top boundary will be 1.8m in height.

There will be the implementation of CCTV and fob active access to staff only.

## **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 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 S1 – Retail Hierarchy

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

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.

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4th December 2015 to 15th January 2016.

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) Planning obligations;
- 6) Other issues.

**8.0 Principle of Development**

8.1 Impact on the vitality and viability of Farnham Road Shopping Centre

- 8.2 The site forms part of the Farnham Road Shopping Centre and falls within a primary shopping frontage. There will be the loss of the A2 use at ground floor by the proposed A3 café / restaurant. The change of use at ground floor is considered to be acceptable as it would provide a vital active frontage at ground floor to ensure footfall to the area, maintaining viability and vitality of the district centre.
- 8.3 It has been noted on the drawings that there is a proposed canopy and awning's fronting Farnham Road with the provision of outdoor seating, it should be noted that a Highways License for these works would be required. Furthermore, subject to the Highways & Transport Section accepting the principle of outdoor seating area, the tables and chairs would be required to be taken inside the premises when the ground floor use is not operational, this would be secured by a condition.
- 8.4 Given the sites close proximity to Slough Trading Estate, the loss of offices at second floor is considered to be acceptable. Paragraph 7.89 of the Core Strategy recognises that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as "employment" uses for the purposes of this policy, as provided by the A3 café / restaurant. It should be noted that at second floor, the B1a offices will be retained and these will be occupied by the existing recruitment company, Goldteam.
- 8.5 In terms of the roof top café, this is considered to be acceptable subject to the potential impact on neighbouring occupiers in terms of noise and disturbance and it is considered that suitable mitigation in terms of noise and disturbance, hours of operation and light spillage.
- 8.6 It is considered that the A3 use at ground floor and the roof top will encourage the local community, visitors and those that work in the area to use the facilities. The use is considered to attract more footfall and viability to the area than the existing A2 use, betting shop and the B1a offices.
- 8.7 The key issue in considering the acceptability of the principle of the proposal is considered to be the extent to which this proposed development would achieve relevant aims and enhance the offer of the Farnham Road Centre. It is considered that opportunities for linked trips and pedestrian movements can be provided.

8.8 Employment

8.9 The applicant has stated that the proposal would provide employment for 110 full time equivalent employees. The break down of employees is provided below, extracted from the submitted Design & Access Statement:

<u>Floor</u>	<u>Proposed Full Time Employees</u>
Ground Floor - A3 use	5
Ground & First Floor - A3 use	20-40
Second Floor - B1a Offices	35 – 40

- 8.10 Core Policy 5 of the Core Strategy relates to employment. The site is just located with the Slough Trading Estate Existing Business Area. This policy recognises that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as “employment” uses for the purposes of this policy.
- 8.11 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 Core Policy 8 of The Slough Local Development Framework and Policies EN1 and EN2 of The Adopted Local Plan for Slough require that development shall be of a high quality design which shall respect its location and surroundings and provide amenity space and landscaping as an integral part of the design. The National Planning Policy Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 9.2 The proposed rear extension will measure 12m in depth, 21m wide. The height of the proposed building would be 9.5 metres to parapet level and 11.7 metres high to the ridge of the glazed boundary wall. At ground floor the extension will form a car port area for the rear car parking spaces and this will have a louvred screening adjacent to Al Quaim Centre.
- 9.3 There will also be a side extension, fronting Montrose Avenue, this will provide access to all floors via a lift and staircase. This element of the extension will measure 10.5m wide, 2.8m in depth and 11.7m in height. The side extension will be fully glazed.
- 9.4 There will be an increase in the height of the building as a result of the roof conversion into an A3 café, the height will be an additional 2.4m, this would alter the ridge height along this stretch of Farnham Road, however given that the materials will be fully glazed as shown on the elevation drawings and the prominent corner location of this site, the extension is considered to be acceptable.

In addition, the extension to house the staff areas does not cover the whole roof area and the majority of the extension will be screened by the 1.8m glazed wall. The entrance lobby will be in brick as such this element will be viewed from the street scene. The roof top will also benefit from a sheltered permanent flat canopy and a retractable canopies.

- 9.5 Given the conversion of the existing roof top into a café, a glazed wall will be provided which will be set back from the building line by 0.4m. The conversion of the roof area into an A3 use is considered to be acceptable in terms of design and impact

on the street scene, given the prominent corner location of the site, it will enhance the overall appeal of the district centre and seek to attract footfall.

- 9.6 The proposed building would have three customer entrances, one on Montrose Avenue and two on Farnham Road. The entrances are required to serve different parts of the building, for example the Montrose Avenue entrance will give access to the B1a offices, the access to the offices should be segregated to provide appropriate physical security. A condition will be attached to help ensure that the physical security of the development achieves the highest standards of design in terms of safety and security.

With respect to the shop front, there will be the introduction of more glazing, this will open up the façade which is currently obscured by vinyl posters for the 'Betfred' betting shop. The front elevation of the building will have a proposed canopy, awning's and outdoor seating, this is subject to Highways and Department having no objection to these works.

- 9.7 The proposed materials to should be to match the existing building and the glazing for the roof top should be a high quality finish. It is considered that the proposed building would be in keeping with surrounding development in terms of the materials to be used and the appearance of the proposed building. Furthermore, the form, scale, height and massing of the proposal is considered to be acceptable.

- 9.8 In this context, it is considered that the design of the proposal would be acceptable. There is an opportunity to provide landscaping in terms of trees to soften the appearance of the roof top area, as such these will be viewed from both Montrose Avenue and Farnham Road and a condition will be recommended regarding the submission and approval of a landscaping scheme.

- 9.9 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 conversion of the building into an A3 use and the proposed depth of the rear extension in terms of overshadowing, overdominance and loss of light; hours of operation and noise; and light pollution.

### **10.2 Impact of the rear extension**

- 10.3 The proposed rear extension will extend 12m in depth from the existing rear building line, as existing the building extends 5.2m from the rear elevation of the adjoining neighbouring properties, No's. 162 – 163 Farnham Road. As a result of this proposal, there will now be a rearward projection of 17.2m in depth. The adjoining neighbour's (No's. 162 – 163 Farnham Road) window closest to the application site serves a bathroom which is of obscure glass.

- 10.4 Given the extent of the proposed rear extension, the Agent has undertaken a

Daylight and Sunlight Study and this shows that the windows of the residential units closest to the application will still meet nationally accepted guideline standards.

10.5 It is considered that the siting of the proposed building would not give rise to unacceptable impacts in terms of overshadowing, overdominance and loss of light.

10.6 Hours of Operation, Noise and Odour

10.7 The stated hours of opening of the proposed uses would be as follows:

Use	Monday to Friday		Saturday		Sunday and Bank Holiday	
A3	Start 06:00	End 02:00	Start 06:00	End 02:00	Start 08:00	End Midnight
B1a	Start 08:00	End 18:00	Start 08:00	End 18:00	Start 08:00	End 18:00

The hours of operation for the B1a use are considered to be acceptable.

10.8 There is a concern regarding the hours of operation into 2am in the morning on weekday and Saturday's for the A3 use in terms of noise and disturbance to adjoining occupiers, the hours of operation will be amended to be in line with other commercial units along Farnham Road. Thames Valley Police have been consulted and will advise on suitable hours of operation for this use.

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 activity from the A3 use. In terms of the A3 roof top café, the proposed back of house extension will provide a natural barrier to mitigate against noise and disturbance to the adjoining residents, however suitable insulation should be implemented to avoid the noise result of activities

10.10 There will be a condition regarding noise transmission between the floors and to adjoining neighbours. There will also be a condition for no outdoor or internal amplified music.

10.11 Odour

10.12 Odour between domestic and commercial properties can cause a nuisance to residents. Careful consideration should be given to reducing as far as possible the impacts of Odour and the Council's Environmental Quality Manager has made the following comments:

*The Applicant advises that the kitchen cooking extract system will be installed in all hot food cooking kitchen areas serving the A3 facilities. The system will have stainless steel extraction hoods, removable grease filters with removable carbon filters connected to vertical ducting rising through the building, with no bends via purpose designed shafts to terminate min 1m above mansard roof level and with anti-*

*vermin grilles to discharge horizontally. There will be need for the operator to have accessible inspection covers built into the ducting and shafts to enable inspection and cleaning, otherwise there is a potential fire risk through the build-up of grease over time. It appears from the basic design details that the ducting and filtration proposed will be sufficient to meet good practice for noise and odour control.*

*A cooking odour, noise and filtration condition should be imposed on the consent. The condition should also require ongoing cleaning and maintenance of the cooking extract system to maintain its effectiveness.*

There will be a condition and informative to reflect the above, this will ensure suitable mitigation for the adjoining occupiers.

#### 10.13 Light Pollution

10.14 The front elevation of the building includes glazing at ground floor level. The extent of this glazing would however be limited and light spill from within the building would unlikely be significant. With respect to the roof top café, there is potential for light spill within the open areas, further details are required to mitigate light pollution and potential impact to the adjoining neighbours. It has been noted on the drawings on the roof top, the will be enclosed buildings closest to the adjoining occupiers and as such there will be no direct light spillage.

10.15 A condition is recommended with respect to the submission of a lighting scheme for the site including the car park area and the roof top café, as the design of external lighting will be important in ensuring that any potentially light pollution is controlled.

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

10.17 It is not considered that the proposal would have the potential to give rise to noise levels that would be undue and should give rise to the refusal of the application.

#### 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 been submitted in support of the proposal. The Council's

Transport consultant has been consulted and comments are provided below in relation to vehicle access, pedestrian and cycle access, vehicle parking, glass canopy, cycle parking, refuse and servicing.

Please note that comments regarding the widening line, trip generation, mitigation and conditions can be found in Section 6.5 of this report.

#### 11.5 Vehicle Access

There are two existing vehicle accesses to the site: one from Montrose Avenue serving the rear car park and the second from Farnham Road service road serving the front forecourt of the development. Vehicle access to the five parking spaces at the front of the building will be from Farnham Road and along the service road to where the parking is located. Access to the rear of the building will be from a dedicated access point off Montrose Avenue. This access point is approximately 3.5m wide. It is proposed that a night security shutter will be installed and used at night to prevent inappropriate intrusions into the area.

#### 11.6 Pedestrian and Cycle Access

The Local Highway Authority (LHA) has raised concerns about the lack of controlled crossings in the vicinity of the site, as none of the arms of the Montrose Avenue / A355 Farnham Road junction have any controlled crossing facilities on them, which is the junction in the immediate vicinity of the site. In the Transport Assessment for the Montrose Avenue retail developments (i.e. when accident analysis was last considered) there was evidence of accidents occurring at this junction and with the significant increase of pedestrian movements to this development the risk will increase. This development will lead to an increase in pedestrian movements particularly in the evening and at night to which controlled crossings facilities would assist in pedestrian movement across these busy roads.

The proposed seating area is required to be amended in order to prevent obstruction to public rights of way and the adopted widening line.

#### 11.7 Vehicle Parking

There are currently 20 parking spaces supplied at the site, 13 of these are located behind the building and 7 are in front, separated from the footway along Farnham Road by bollards. It is intended that these 20 spaces will be reduced to 12, with 5 located in front and 7 behind the building.

The Slough Local Plan parking standards as set out in the Developers Guide Part 3 state that for:

- A3 café / restaurant use in a shopping area there is no requirement for parking;
- B1 office use a maximum of 1 space per 40m<sup>2</sup> is required and therefore the provision of 7 spaces is acceptable.

#### 11.8 Cycle Parking

There is currently no cycle parking provision at the site. It is proposed to incorporate short stay cycle parking bays at the junction of Montrose Avenue and Farnham Road in the form of five Sheffield racks (enough space for ten bikes), and longer term cycle parking in the form of six covered and secure wall cycle racks located in the rear service area. There will also be staff lockers and showers provided within the building. The long stay parking was agreed at the pre-application stage. The short stay parking is shown in the adopted widening line and therefore it cannot stay in that location, but could be moved to another location on the frontage. Cycle parking to be covered by condition.

#### 11.9 Refuse and Servicing

The delivery point is marked on the plans as being between the building frontage onto Farnham Road and the parking spaces. There is a service corridor running down the northern edge of the building that bins can be wheeled down from the bin store behind the building, in the north western corner of the site, and deliveries can be trolleyed down to the goods lift at rear of the site. This is recommended to the applicant in the pre-application discussions and it is welcomed that this has been accommodated within the design.

In the pre-application discussions it was recommended that the applicant fund a Traffic Regulation Order contribution to amend the waiting restrictions in the service road such that better arrangements can be made for servicing of the site. Currently some servicing of the site occurs from the rear, but once the building has been extended over this area then refuse vehicles and delivery vehicles will not be able to service from the rear without obstructing traffic flow on Montrose Avenue. Therefore the contribution would also be used to introduce a loading ban on Montrose Avenue.

#### 12.0 **Land Contamination**

- 12.1 Comments have been received from the Council's Land Contamination Officer and conditions will be imposed which requires submission of a desk top study. For full detailed comments, please refer to Section 6.7 of this report.

#### 13.0 **Sustainable Drainage**

- 13.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 13.2 Changes in government legislation from April 2015, require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot increase from existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.



13.3 A detailed drainage design has been requested from the Applicant, this will be assessed by the Council's Drainage Engineer and an update will be given on the Amendment Sheet.

#### **14.0 Planning obligations**

14.1 The need for planning obligations is considered in light of the comments received from consultees. A Section 106 Agreement would include obligations relating to the use of the site and mitigation necessary to make the development acceptable in planning terms.

#### **14.2 Section 106 Agreement**

As set out highways mitigation is requested as part of this application in the form of dedication of land both within and adjacent to the highway widening line. In addition to this a contribution of £3,000 should be secured to the implementation of a Traffic Regulation Order for amendments to waiting restrictions to facilitate loading from the front of the site and to prevent the obstruction of Montrose Avenue.

The applicant will need to enter into a Section 106 Agreement, which will obligate the developer to enter into a deed of dedication and secure the works set out in the transport and highways schedules. This contribution is considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

#### **15.0 Process**

15.1 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.

#### **16.0 Summary**

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

16.2 It is recommended that the application be delegated to Planning Manager for approval subject to consideration of consultee responses, resolution of outstanding highway and transport matters, sustainable drainage matters, completion of a Section 106 Agreement and finalising of conditions.

### **PART C: RECOMMENDATION**

#### **17.0 Recommendation**

17.1 Delegated to Planning Manager for approval subject to consideration of consultee responses, resolution of outstanding highway and transport matters, sustainable

drainage matters, completion of a Section 106 Agreement and finalising of conditions.

## **PART D: LIST OF DRAFT CONDITIONS**

### 18.0 CONDITION HEADINGS

1. Commencement within three years from the date of this permission;
2. Development to be carried out in accordance with approved plans;
3. Materials to match existing building;
4. Submission of details car parking security grills;
5. Detailed design for car port parking area, (including column positions);
6. Submission of details of plant and machinery;
7. Submission of details of lighting scheme;
8. Submission of Working Method Statement;
9. Submission of measures to control waste during construction;
10. Submission of details of car park ventilation;
11. Submission of details ventilation and extraction fumes for A3 retail uses;
12. Landscaping;
13. Parking provision;
14. Vision splays & pedestrian vision splays;
15. Cycle parking;
16. Refuse;
17. Land Contamination;
18. Removal of permitted development rights for alterations and extensions;
19. No extension, mezzanine floor or sub-division;
20. No noise transmission into neighbouring properties;
21. No amplified internal or external music;
22. No storage of goods or materials in the open air;
23. No provision of outdoor seating when the ground floor use is not operational;
24. No external security shutters to be installed without planning permission;
25. Definition of permitted use;
26. Commercial developments – internal physical security and CCTV;
27. Hours of operation;
28. Hours of deliveries;
29. Security of the car park; and
30. Protection of noise climate.