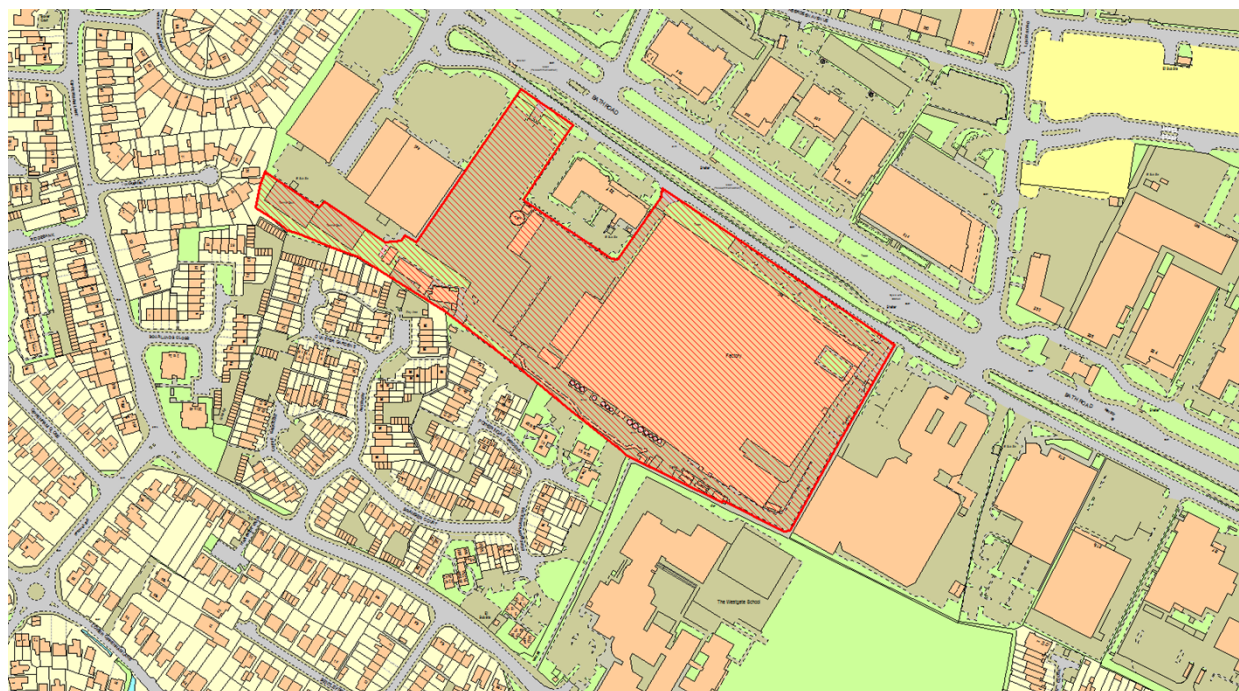


Registration Date:	09-Aug-2016	Application No:	P/00730/076
Officer:	Mark Doodes	Ward:	Cippenham Green
Applicant:	Segro (225 Bath Road) Limited	Application Type:	Major
		13 Week Date:	8 November 2016
Agent:	Mr. Benjamin Taylor, Barton Willmore Regent House, 4, Homer Road, Solihull, B91 3QQ		
Location:	225, Bath Road, Slough, SL1 4AA		
Proposal:	Outline application with means of access (in part) for the redevelopment of the site for B1(c)/B2/B8 uses as well as Data Centre/Car Showroom (Sui Generis Use), associated infrastructure, car and cycle parking, drainage infrastructure, boundary treatments, landscaping and other ancillary works.		

**Recommendation: Delegate to the Planning Manager for approval**



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application has been referred to the Planning Committee for consideration as the application is for major development.

1.2 Having considered the relevant policies set out below, the comments from consultees received to date and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is an outline planning application (means of access, in part only, to be determined at this stage and all other matters reserved) for the proposed redevelopment of a mixed use scheme on one of the larger sites within the Trading Estate portfolio.

2.2 The proposed building is expected to be 18m tall at its highest point with reductions in building height graduating to a height of 12m toward the rear of the site. The proposed building will have a Gross External Area (GEA) of 31,000m<sup>2</sup>. There are a number of uses that could come forward as part of the total cumulative floorspace of 31,000m<sup>2</sup> on site and the applicants have indicated that the maximum amount of floorspace for each of the proposed uses that could come forward are as set out in the table below;

<b>Use</b>	<b>Max Floor area</b>
B1(c) (Offices)	23,400m <sup>2</sup>
B2 (Light Industry)	23,800m <sup>2</sup>
B8 (Storage & Distribution)	23,800m <sup>2</sup>
Data Centre (Sui Generis)	31,000m <sup>2</sup>
Car Showroom (Sui Generis)	8400m <sup>2</sup>
Trade Counter (Sui Generis)	6500m <sup>2</sup>

2.3 The proposals, being in outline, are intended to allow flexibility for a number of different occupiers to coexist on the site or fewer larger ones. The breakdown of such occupiers is not a material consideration. This approach can make it more difficult to accurately model for different traffic scenarios. This matter is discussed later.

2.4 No details other than the uses, volumes and access have been provided at this stage. However, a parameters plan has been

produced, (Drawing No. 4295-010 Revision K) which indicates the following:-

- Building zones and heights – these show that nearest to the Bath Road the built form would be 18m in height and that at this height the building would be a minimum 50m from the rear boundary of the site. The building would then drop to a height of 15m at a minimum of 25m from the rear boundary and finally would drop to a height of 12m at a minimum of 10m from the rear boundary.
- Service zones are shown to include access roads, service yards, car parking, cycle parking and soft and hard landscaping
- Car park zone including car parking and soft and hard landscaping
- Minimum 5 metre landscape buffer including existing trees with enhanced planting. The landscape buffer is proposed along the southern boundary, which adjoins existing residential development.
- Access zone onto service road – details to be agreed at Reserved Matters stage
- Acoustic fence to screen service yards, height and density to be agreed with SBC.

For clarification the parameters plan sets limits rather than indicating the extent of development; so the size and design of a building or buildings would be provided at the reserved matters stage.

2.5 The proposed development has been the subject of pre-application advice. Multiple changes have been undertaken to the proposed development during the course of the application.

2.6 The applicant is proposing a number of improvements to Aspro Alley as part of the application including new CCTV, lighting, widening (by 2m) and removing hiding places along the length.

### 3.0 **Application Site**

3.1 The site is 1.77Ha and fronts Bath Road and consists of 1-2 storey buildings that are approximately 8-10m in height. The built area of the site is 28259m<sup>2</sup>. The site is presently vacant.

3.2 The site is situated within Slough Trading Estate, which is located approximately 2 miles to the west of Slough Town Centre and is located on the southern edge of the Trading Estate. The Trading Estate covers an area of 162.4 hectares. The site currently has four access points on the northern side of the site accessed from a slip road that runs parallel to the A4.

- 3.3 The site is within an area designated as an Existing Business Area in the Slough Local Plan (former Sara Lea Factory). The buildings that presently occupy it are not considered to be of any architectural merit.
- 3.4 To the west of the site is the Westgate retail park and to the east of the site is the community and religious centre at 221 Bath Road. The Westgate school and residential properties in Fotheringay Gardens, Avebury and Dunster Gardens are to the south. A row of mature trees and landscaping forms the southern boundary softening the edge of the site that is closest to nearby homes.
- 3.5 Unusually, the site wraps around number 227 Bath Road on three sides. Number 227 was an office building but prior approval for the change of use of the building to 58 1-bed flats was granted on 11 May 2017 (Planning Ref: F/00730/081).
- 3.6 The land around the site plays an important part in connecting the two Cippenham wards to employment sites. Based on data gathered in 2014 for the Local Plan (available on the SBC website) the two Cippenham Wards have a combined total population of 22,000 residents. The Aspro Alley footway is one of the few routes to connect these residents with employment and the only one that is not adjacent to a road. It is understood that the Trading Estate currently accommodates approximately 17,500 employees working within around 400 companies. Presently this footway is recognised as being narrow, poorly lit, overlooked and as a result will be underused.
- 3.7 The site is considered to benefit from good wider pedestrian and cycle links (for employment purposes) and is (for Framework) purposes considered to be in a sustainable location.
- 3.8 The opportunities to walk and cycle on Bath Road are very good, with two shared footway/cycleways provided along the southern and northern side of Bath Road. There are signalised pedestrian and cycle crossings provided across Bath Road.
- 3.9 A cycle hire hub scheme has been provided by Slough Borough Council on the opposite side of the A4 Bath Road. This provides the opportunity to hire bicycles to link with journeys via Burnham and Slough railway stations. The nearest bus stops to the application site are located on Bath Road, with eastbound and westbound stops both within a few minutes walk.
- 3.10 Burnham Station is the nearest railway station to the application site and is located approximately 1.6 kilometres to the west of the site.

#### 4.0 **Site History**

- 4.1 The site has an extensive planning history which relates to the former factory site and previous planning applications are not considered to be relevant to the determination of the current planning application.

#### 5.0 **Neighbour Notification**

- 5.1 Citroen Uk Ltd, 221, Bath Road, Slough, SL1 4BA,  
36, Avebury, Slough, SL1 5SY,  
38, Avebury, Slough, SL1 5SY,  
40, Avebury, Slough, SL1 5SY,  
48, Avebury, Slough, SL1 5SY,  
58, Avebury, Slough, SL1 5SY,  
3, Fotheringay Gardens, Slough, SL1 5SP,  
70, Fotheringay Gardens, Slough, SL1 5SR,  
73, Fotheringay Gardens, Slough, SL1 5SP,  
75, Fotheringay Gardens, Slough, SL1 5SP,  
72, Fotheringay Gardens, Slough, SL1 5SR,  
54, Fotheringay Gardens, Slough, SL1 5SR,  
56, Fotheringay Gardens, Slough, SL1 5SR,  
58, Fotheringay Gardens, Slough, SL1 5SR,  
60, Fotheringay Gardens, Slough, SL1 5SR,  
48, Fotheringay Gardens, Slough, SL1 5SR,  
50, Fotheringay Gardens, Slough, SL1 5SR,  
52, Fotheringay Gardens, Slough, SL1 5SR,  
62, Fotheringay Gardens, Slough, SL1 5SR,  
1, Fotheringay Gardens, Slough, SL1 5SP,  
The Westgate School, Cippenham Lane, Slough, SL1 5AH,  
14, Egremont Gardens, Slough, SL1 5SW,  
22, Fotheringay Gardens, Slough, SL1 5SR,  
24, Fotheringay Gardens, Slough, SL1 5SR,  
26, Fotheringay Gardens, Slough, SL1 5SR,  
28, Fotheringay Gardens, Slough, SL1 5SR,  
16, Fotheringay Gardens, Slough, SL1 5SR,  
18, Fotheringay Gardens, Slough, SL1 5SR,  
20, Fotheringay Gardens, Slough, SL1 5SR,  
30, Fotheringay Gardens, Slough, SL1 5SR,  
4, Egremont Gardens, Slough, SL1 5SW,  
42, Avebury, Slough, SL1 5SY,  
Sara Lee & Body Care Ltd, 225, Bath Road, Slough, SL1 4AU,  
2, Egremont Gardens, Slough, SL1 5SW,  
6, Egremont Gardens, Slough, SL1 5SW,  
8, Egremont Gardens, Slough, SL1 5SW,  
12, Egremont Gardens, Slough, SL1 5SW,  
16, Egremont Gardens, Slough, SL1 5SW,  
7, Fotheringay Gardens, Slough, SL1 5SP,

44, Avebury, Slough, SL1 5SY, McAfee,  
227, Bath Road, Slough, SL1 5PP,  
9, Fotheringay Gardens, Slough, SL1 5SP,  
8, Fotheringay Gardens, Slough, SL1 5SR,  
10, Fotheringay Gardens, Slough, SL1 5SR,  
12, Fotheringay Gardens, Slough, SL1 5SR,  
14, Fotheringay Gardens, Slough, SL1 5SR,  
2, Fotheringay Gardens, Slough, SL1 5SR,  
4, Fotheringay Gardens, Slough, SL1 5SR,  
6, Fotheringay Gardens, Slough, SL1 5SR,  
50, Avebury, Slough, SL1 5SY,  
52, Avebury, Slough, SL1 5SY,  
10, Egremont Gardens, Slough, SL1 5SW,  
54, Avebury, Slough, SL1 5SY,  
56, Avebury, Slough, SL1 5SY,  
18, Egremont Gardens, Slough, SL1 5SW,  
5, Fotheringay Gardens, Slough, SL1 5SP,  
38, Fotheringay Gardens, Slough, SL1 5SR,  
40, Fotheringay Gardens, Slough, SL1 5SR,  
42, Fotheringay Gardens, Slough, SL1 5SR,  
44, Fotheringay Gardens, Slough, SL1 5SR,  
32, Fotheringay Gardens, Slough, SL1 5SR,  
34, Fotheringay Gardens, Slough, SL1 5SR,  
36, Fotheringay Gardens, Slough, SL1 5SR,  
46, Fotheringay Gardens, Slough, SL1 5SR,  
46, Avebury, Slough, SL1 5SY, L G Electronics,  
250-252, Bath Road, Slough, SL1 4DX,  
Douwe Egberts Coffee, 225, Bath Road, Slough, SL1 4AA,  
Fiat Auto (uk) Ltd, 240, Bath Road, Slough, SL1 4DX,  
Egain Coms, 258, Bath Road, Slough, SL1 4DX,  
Furniture Village Ltd, 258, Bath Road, Slough, SL1 4DX,  
Secure Comuting Ltd, 227, Bath Road, Slough, SL1 5PP,  
230, Bath Road, Slough, SL1 4DX

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application has been advertised in The Slough Express.

5.2 No representations received at the time of writing this report.

## 6.0 **Consultation**

### 6.1 Thames Water

No comments received.

## 6.2 Environmental Quality

No objection subject to standard conditions requiring;

- 1) Phase 1 Desk based study and site walk over.
- 2) Phase 2 Intrusive Investigation Method Statement
- 3) Phase 3 Quantitative Risk Assessment & Remediation Strategy
- 4) Valuation of any remediation

## 6.3 Transport/Highway Safety

### Trip Generation

Trip rates raise no concerns due to the allocated employment nature of the site and the “fall back” position of a large scale factory.

### Car Parking

There is no reason to assume that the large site cannot accommodate the required parking spaces.

### Access

Access is expected to be anywhere along the frontage to the A4 and will nonetheless form part of a reserved matters application.

### Cycle Parking

Cycle parking can be provided in accordance with the Slough Local Plan cycle parking standard of 1 space per 125m<sup>2</sup> of floor area. Onsite shower and lockers provision will also be expected. These matters can be part of the detailed design stage.

### Travel Plan

No travel plan has been provided at this stage. Should the application be approved, it is recommended that a £6,000 Travel Plan Contribution is sought.

### Conclusion

No objection, subject to conditions and contributions secured via a legal agreement.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this S106 agreement will obligate the developer to enter into a Section 278 agreement for the satisfactory implementation of the works identified in the highways and transport schedules.

The highways schedule includes:

- Temporary access point (as necessary);
- Installation of crossover / junctions – (number of accesses and location to be agreed as part of reserved matters application, accesses to be located 30m apart radius to radius);
- Widen the southern service road at the proposed site access junctions taking account of the proposed HGV movements ingressing and egressing from the access junctions);
- Widen the southern service road to 6m in width along the section that a car transporter is likely to load and un-load from (this should be provided irrespective of whether it is shown that a car transporter can enter the site);
- Pedestrian dropped kerbs and tactile paving be provided on all of the vehicle access points;
- Reconstruct the footway fronting the application site (as necessary);
- Reinstatement of redundant access points to standard footway construction;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Retaining wall (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, the widened Aspro Alley public right of way to form a lit cycle/pedestrian route (4m in width) along the eastern and southern boundaries of the site;
- Construction of a path link between the existing cycleway and the Bath Road service road opposite the end of the re-aligned Aspro Alley;

The transport schedule:

- Travel Plan contribution per development that meets the threshold for a Travel Plan as set out in Developers Guide Part 3;
- Travel Plan(s);
- TRICS SAM travel plan surveys;
- CCTV provision and signage of Aspro Alley connected to the Council's CCTV centre;
- Routing agreement for HGVs travelling to the site avoiding AQMAs in the borough – i.e. accessing the site via M4 J7;
- Electric Vehicle charging points in accordance with IAQM guidance;

#### 6.4 Air quality

No objection, subject to the following contributions and conditions.

- 1) "The Developer will use reasonable endeavours to ensure that all HGVs (over 3.5 tonnes), accessing the site through the Tuns Lane Air Quality Management Area for operational, construction purposes, servicing and waste collection purposes, as a minimum,



be in full compliance with the Euro VI Standard.”

- 2) “The provision of at least 10% of car parking allocated to Mode 3, Type 2 EV chargers
  - a. The EV shall be smart metered in compliance with Article 2 and Annex Z of Directive 2012/27/EU on energy efficiency
  - b. EV chargers shall be open access for all EV users so it can be used on ‘ad hoc basis’ and therefore does not require a scheme membership, pre-registration, or specialist identification or any form of contractual obligation with the electricity supplier or operator of the charging point. (The exception are dedicated car parking for staff which will not require open access to the public)
  - c. EV chargers shall comply with a minimum standard a Mode 3, Type 2 charger accessible to the public and are capable of charging an electric vehicle with a power less than or equal to 22KW and greater than or equal to 7Kw.
  - d. EV chargers shall be post mounted dual charging units.
  - e. EV Chargers shall comply with technical specification set out in point 1.1 of Annex 11 of the EU Directive 2014/94/EU if installed or replaced after 18 November 2017
  
- 3) “ A detailed and monitored Sustainable Travel Plan with clear ULEV (Ultra Low Emission Vehicle) targets with up-take rates to be reported on annual basis, as well as promoting sustainable transport travel, walking, cycling and public transport. The travel plan will need to be approved by the Local Planning Authority.
  
- 4) A section 106 contribution towards offsetting ‘measure’ in lieu of a damage cost calculation of £75,000 towards the installation and operation of a Type 2 ‘50 Kw DC Rapid Charger within a public location off Bath Road – the charger will conform to EU Directive 2014/94/EU. The Charger will be able to offer both AC and DC charging in one unit.

## **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 (2012) and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, Adopted December 2008:

Core Policy 1 – Spatial Strategy  
Core Policy 5 – Employment  
Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 – Infrastructure  
Core Policy 11 – Social Cohesiveness  
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004:

Policy EMP2 – Criteria for Business Developments  
Policy EMP7 – Slough Trading Estate  
Policy EN1 – Standard of Design  
Policy EN3 – Landscaping Requirements  
Policy EN5 – Design and Crime Prevention  
Policy EN34 – Utility Infrastructure  
Policy T2 – Parking Restraint  
Policy T7 – Rights of Way  
Policy T8 – Cycling Network and Facilities  
Policy T9 – Bus Network and Facilities

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

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

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

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

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

Composite Local Plan for Slough in July 2013.

Other Relevant Documents/Guidance

Local Development Framework Site Allocations Development Plan Document

Slough Borough Council Developer's Guide Parts 1-4

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Parking and highway safety;
- 4) Residential Amenity
- 5) Aspro Alley improvements.

8.0 **Principle of Development**

8.1 A presumption in favour of sustainable development lies at the heart of the National Planning Policy Framework. It is recognised that sustainable development has economic, social and environmental dimensions that are mutually dependent. The National Planning Policy Framework also sets out the Government's commitment to securing economic growth in order to create jobs and prosperity and states that the planning system should help to facilitate this.

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

8.3 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.

8.4 Core Policy 5 of the Core Strategy states:

*B1(a) offices will be located in the town centre in accordance with the spatial strategy.*

*B1(a) offices may also be located on the Slough Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate.*

8.5 Policy EMP2 sets out criteria for business developments and Policy EMP7 relates to the Slough Trading Estate. This policy states:

*Within the Slough Trading Estate, as shown on the Proposals*

*Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:*

*a) major independent B1(a) office developments being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*

*b) there being no overall increase in the number of car parking spaces within the estate.*

- 8.6 The Trading Estate is identified as an Existing Business Area. Whilst a Simplified Planning Zone Scheme is in operation for the Trading Estate, the proposed development would fall outside of the scope of this and as such planning permission is required.
- 8.7 There is no objection to the demolition of the existing buildings as replacement commercial use is proposed. The existing buildings on the site are currently vacant and bringing forward the redevelopment of this site with a building of high quality is considered to be desirable.
- 8.8 The Trading Estate is identified as an area for comprehensive regeneration in the Core Strategy to enable it to continue to attract inward investment, create jobs and offer opportunities for improving skills and training to local people. It is accepted that the proposal could better respond to current market conditions and would assist in improving the attractiveness of the site through a deliverable, high quality building, which would ensure that the site is well utilised for employment purposes.
- 8.9 The proposed development would provide considerable direct and indirect employment opportunities for the local area, during both the construction and end user phases. The proposal would play a part in the regeneration of the Trading Estate, as sought by development plan policies, and also assist in attracting inward investment, creating jobs and offering opportunities for improving skills and training to local people.
- 8.10 No issues are raised as to the mix of employment uses proposed, as the breakdown and detail of the mix will be the subject of further discussions at the reserved matters stage.
- 8.11 In light of recent changes to permitted development rights, a condition is recommended to ensure that the building shall only be used for office purposes in the interests of ensuring that there may be no loss of the defined Existing Business Area to non-employment generating uses in the future.

9.0 **Design and Impact on the Street Scene**

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

*High Quality Design:*

*All development will:*

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

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

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

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

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

9.4 The design itself is not to be considered in this application, but the heights set out on the parameters plans will set the maximum massing which is a matter that requires consideration. This part of Bath Road is characterised by larger plots with a modern commercial “headquarters” form of architecture mixed amongst other forms of more functional designs. The distance between the Bath Road itself and the frontage (afforded by the service roads and soft landscaping) also allows scope for taller buildings to not impose on the street scene as would be the case in narrow roads.

- 9.5 Overall officers are comfortable that the introduction of an 18m high building facing Bath Road could be designed in such a way as to ensure that the elevation brings variation and interest to the street scene by the use of materials, features and other architectural mechanisms. At the reserved matters stage, officers will consider layout, scale, appearance and landscaping and will seek to ensure that any proposals will contribute positively to the street scene.
- 9.6 Core Policy 8 requires that developments must be designed and constructed in a sustainable manner to help reduce carbon emissions, pollution, flooding and limit depletion of natural resources, etc. At this stage there is no reason to believe that the site will offend prevailing policy in terms of building efficiency.
- 9.7 Officers have worked with the applicant to secure improvements to Aspro Alley. These improvements are proposed as;
- CCTV coverage
  - Removing of hiding places
  - Removing of razor wire
  - Applying anti-graffiti paint
  - Provision of mirrors at suitable points
  - Provide new lighting
  - Widening of the alley by 2m

## 10.0 **Parking and Highway Safety**

- 10.1 Development plan policies relevant to the assessment of these matters are as follows:
- 10.2 Core Policy 5 of the Core Strategy states that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and Transport Strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons.
- 10.3 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 10.4 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 10.5 Policy T8 of The Adopted Local Plan for Slough relates to Cycling

Network and Facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.

10.6 The applicant has submitted a Transport Statement and Framework Travel Plan in support of their application. The Council's Transport consultant has been consulted. No objection has been raised, subject to contributions and conditions.

10.7 There is no reason to believe that parking provision would be unacceptable at the reserved matters stage.

10.8 Cycle parking spaces are expected to be provided on site. The level of provision would need to accord with Policy T8 of the Adopted Local Plan for Slough. The provision of lockers and shower facilities will also be required.

10.9 A Travel Plan Contribution is sought.

11.0 **Neighbour Amenity Impact**

11.1 The application has prompted four objections from local residents. These objections highlight a number of legitimate planning matters that all relate to amenity concerns. All objections concern; Overshadowing, Noise, Design, landscaping and security.

11.2 Officers are not concerned visual impact to the west (westgate centre), north (due to the separation afforded by the A4) and the east where mixed community uses exist. Concerns are raised as regards the relationships between the proposals and number of dwellings to the south located in Avebury and Fotheringay Gardens.

11.3 These units, particularly the terrace of units along 50-58 will see development brought closer and much taller than presently exists on the site. The garden of Number 58 Avebury (an objector to the scheme) faces the site at an angle. It is a reasonable assumption that a 12m (four storey equivalent) commercial development will have an adverse impact upon the outlook and quality of life of the occupants of this home. No 3d modelling has been provided to support a contrary position.

11.4 The separation has not been stated out on the submitted plans but has been scaled by officers to be approx. 20m to the nearest habitable window. The outlook from many rear windows, and others in the area (whilst private views) will be adversely altered as a result of the development.

- 11.5 However, there are a number of mitigating factors at hand, specifically;
- 11.6 1) These residents have purchased or rented properties in the knowledge that a commercial site exists close-by
- 11.7 2) The existing buildings are between 8-10m tall and  
3) all site activity would have been of an industrial nature (therefore it is reasonable to assume that the nature of noise disturbance was broadly similar).
- 11.8 4) A new thicker 5m landscape buffer is proposed along this edge of the site.
- 11.8 In light of the above the impact of the development upon local residents can only be assessed in so far as the difference between the existing and proposed schemes.
- 11.8 Officers are not concerned regarding development impact upon residents of Dunster Gardens since only a car park is proposed adjacent this street.
- 11.9 Overall officers assign moderate adverse weight to the visual impact of the building. This conflict is passed to the planning balance.
- 11.10 It is now necessary to examine the three strands of sustainable development to reach broader conclusions as to the merits of the scheme.
- 12.0 **Economic Role**
- The government expects significant weight to be given to the economic benefits of planning permission. Paragraph 18 of the Framework states "*The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.*"
- 12.1 In the applicant's planning statement a claim is made that the site will generate approx. 380 jobs on site and an attendant number in the wider economy. Gross Value Added by the proposals is expected to be around £31.5M (no period of time associated with this number has been stated).
- 12.2 Tempering this claim, which officers have little doubt is fairly calculated, is the fact that the site is *already* an allocated site. No detail has been provided as to what the GVA of the existing site was or what alternative schemes (which are within the same massing/scale envelope) could be able to deliver. For clarify for members, such a comparison is not entirely helpful since a comparison with the greenfield site is not a useful one. It is



accepted that the site is presently vacant but this is not the same as the site being incapable of being occupied.

12.3 Despite the lack of this information to draw balanced conclusions upon, officers note the overall scale of the site and continue to assign *significant* weight to this facet of sustainable development and welcome the investment and job creation that the proposals will deliver against a presently vacant site.

### 13.0 **Social Role**

13.1 Planning should be a creative exercise that seeks solutions and not problems. This site represents a once in a generation opportunity to improve a narrow and poor quality footway that links many thousands of people to many thousands of jobs. Such an opportunity should be taken very seriously for the wider public interest.

13.2 Officers have worked over a two year period to secure a realignment of the footway straight through the site to the A4. This would have the effect of dissecting the site into two parcels. The applicant has resisted this desire and as a compromise a number of improvements to Aspro Alley were put forward as an alternative.

13.3 Both the applicant and Authority agree that Aspro Alley is of a poor quality. Officers believe that the poor quality of the user experience is resulting in a lack of use, particularly by vulnerable groups during darker winter evenings. It is a well established principle of good public places (explained most recently in Buildings for Life 12) that intervisibility is important in creating secure places to use. People will avoid committing to a route without being able to see what threats lay around the corner.

13.4 The alley way is presently too narrow for a buggy and a cyclist to pass one another and needs to be widened.

13.5 Since 2015 officers have sought to secure a wider footway (along with other improvements for the alleyway). An additional two metres of a preferred four meters has been secured along with CCTV, improved lighting, mirrors etc.

13.6 It was important to officers that an opportunity to improve the connectivity of the area ought not be surrendered easily as the footway will remain a legacy of the site long after the present proposals are replaced in 30-40 years time.

13.7 The alley way is not an isolated leisure route but is an urban route between employment, housing and other local transport links such as the cycle hire scheme and bus services. Good urban design puts the users needs and “desire lines” high up in the legibility

criteria.

13.8 Officers assign significant weight to the degree to which the application improves the travel choices local residents are able to make to assist in relieving congestion, improve health, improve air quality, encourage low carbon transport and provide safe access to the area for employees, pupils and residents alike.

13.9 Officers are content that the 2m land surrender offered add positive weigh to the proposals.

#### 14.0 **Environmental Role**

14.1 The Environmental strand of sustainable development concerns a range of matters such as the impact on the immediate environment as well a wider consideration of the environment on a national level.

14.2 Measures have been agreed to such as the inclusion of on-site Electric Vehicle Charging points, the use of Euro VI emissions vehicles for the construction process and contributions to off-site (local) EV charging bays for public use as well as building fabric. Officers are satisfied that the proposed development will provide some on and off site gains.

#### 15.0 **Heads of Terms**

15.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

15.2 The developer has indicated that they are willing to enter into a Section 106 Agreement and a draft Heads of Terms has been submitted as part of the application. This will include on and off-site mitigation.

15.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

15.4 Members will be updated as regards the level and nature of the contributions on the day of committee (by way of a Committee Amendments Sheet) as some discussions are still ongoing.

16.0 **Process**

16.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. Pre-application advice has been provided by the Planning and highway authority. The development is considered to bring with it investment and other economic gains but this is balanced against other requirements of sustainable development as set out in Paragraph 7 of the National Planning Policy Framework.

17.0 **Summary & Planning Balance**

17.1 There is strong merit in supporting a scheme that intensifies an allocated employment site, and simultaneously exploits an opportunity to improve a recognised poor quality footway. Officers are content that a footway that is double the width it is presently and will be far more attractive to users. As such the application will deliver wider community / social gains and benefits.

17.2 Segro are recognised for their role in cooperating positively in discussions and making suggestions for improvement that had not previously been considered and supporting initiatives to improve the local environment.

17.3 The application has strong merit in all three of the three strands of sustainable development. The moderate impact on the private views of a small number of local residents are not considered to outweigh the public gains of the proposals in terms of investment, job creation, footway improvements and other provisions discussed elsewhere.

18.0 **PART C: RECOMMENDATION**

**Recommendation**

18.1 The recommendation is to delegate the application to the Planning Manager for approval following consideration of further details/amendments relating to transport and highway matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

18.2 If footway widening measures are not provided within two months from the date of this Planning Committee or a date to be agreed in writing to the satisfaction of the Planning Manager, the application

is to be refused at the earliest opportunity by Local Planning Authority delegated by this committee.

**19.0 PART D: CONDITIONS**

**19.1 DRAFT HEADINGS OF CONDITIONS:**

1. Reserved matters
2. Time limit
3. Parameters
4. Samples of materials – building and roads
5. Parking provision
6. Electrical charging bays and points
7. Cycle parking
8. Means of access
9. Acoustic fence
10. Plant equipment
11. Noise
12. Floor space/use restrictions
13. Permitted development restrictions
14. Restrictions of mezzanine floor space
15. No openings along southern boundary
16. Refuse
17. External lighting
18. Boundary treatment
19. Landscaping and management plan
20. Land contamination
21. Pedestrian visibility splays
22. Vehicle visibility splays
23. Tree protection measurements
24. Construction method statement
25. Hours of delivery
26. Hours of operation
27. Service Management Plan
28. Ancillary offices restrictions
29. Secure by Design - CCTV
30. Surface water
31. Drainage
32. Piling
33. Highways