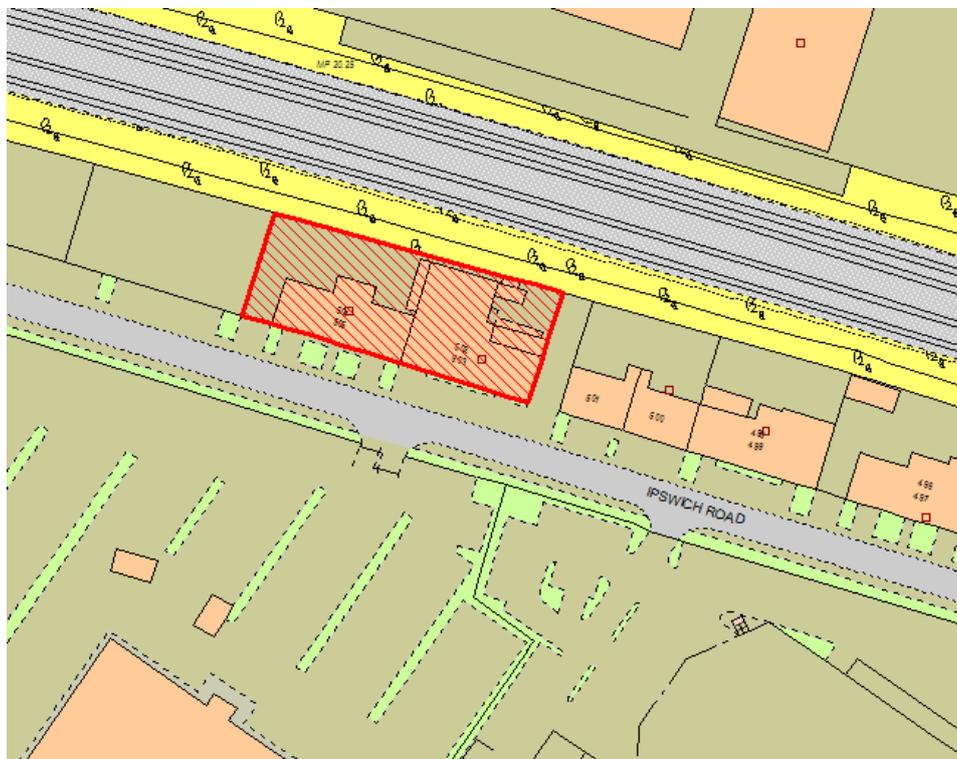


Registration Date:	05-Apr-2018	Application No:	P/17346/000
Officer:	Christian Morrone	Ward:	Cippenham Green
Applicant:	Slough Trading Estate Limited	Application Type:	Major
Agent:	Miss Jessica Evans, Barton Willmore 9th Floor, Bank House, 8, Cherry Street, Birmingham, West Midlands, B2 5AL	13 Week Date:	5 July 2018
Location:	502-505, Ipswich Road, Slough, SL1 4EP		
Proposal:	Construction of a multi storey car park over 3 levels with means of access, drainage, landscaping and ancillary works		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out above, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager: 1) for approval, provided no new substantive planning issues being raised following the close of the consultation and resolution of the following: parking layout and an appropriate specification of the mesh cladding and visual improvements to the stairwells; 2) refuse the application if a satisfactory resolution of outstanding matters is not completed by 5th November 2018.

1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the construction of a multi-storey car park comprising:

- Car parking spaces to be allocated to local businesses.
- 203 no. car parking spaces over 3 no. levels (70 at ground floor; 65 at first floor; 68 at first floor).
- 5 no. disabled spaces and 9 motorcycle spaces (ground floor).
- 12no. electric vehicle charging bays (ground floor).
- Access and egress to be taken from an existing access and a new proposed access both from Ipswich Road.
- Overhead lighting and CCTV.

3.0 **Application Site**

3.1 The application site is positioned on the northern side of Ipswich Road within the Slough Trading Estate and contains previously developed land currently being used as informal surface level car parking. The Great Western Railway mainline backs onto the site to the north, and to the each side (east and west) there are existing single storey pitched roof industrial units. To the south of the site is Ipswich Road, which is well landscaped and tree lined highway, further south are the surface level car parks serving the existing office buildings front Bath Road

4.0 **Relevant Site History**

4.1 The site has no planning history held by the Council.

5.0 **Neighbour Notification**

Extensive neighbour consultation was undertaken as follows:

501, Ipswich Road, Slough, SL1 4EP, 500, Ipswich Road, Slough, SL1 4EP, Regus, 268, Bath Road, Slough, SL1 4DX, 270, Bath Road, Slough, SL1 4DX, Part Ground Floor Front West, 270, Bath Road, Slough, SL1 4DX, 505, Ipswich Road, Slough, SL1 4EP, 502, Ipswich Road, Slough, SL1 4EP, 511, Ipswich Road, Slough, SL1 4EU, 510, Ipswich Road, Slough, SL1 4EP, 515, Ipswich Road, Slough, SL1 4EP, Store Rear Of, 210, Bedford Avenue, SL1 4RY, 207, Bedford Avenue, Slough, SL1 4RY, 212, Bedford Avenue, Slough, SL1 4RY, 213, Bedford Avenue, Slough, SL1 4RY, 216, Bedford Avenue, Slough, SL1 4RY

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 14th June 2018. The application was advertised in the 20th April 2018 edition of The Slough Express.

The consultation period ends on 5th July 2018. No letters of representation have been received. Should any representations be received before the Planning Committee they will be issued on the Update sheet.

6.0 **Consultation Responses**

6.1 Local Highway Authority:

Overall we would have no objection to the proposals in principal from a highways and transport perspective. However, the following aspects would need to be addressed, and revised plans supplied, to be acceptable:

- The bays marked out for vehicles to turn in within each floor are not wide enough and should be wider than a standard parking space. They would ideally be demarked with kerbing and a wider width provided;
- Swept path tracking for cars should be provided to demonstrate that the turn from ground level to then move to the ramp for the upper floors is feasible and also the turn at the ends of each ramp to move up and down the floors, where vehicles would be passing each other in different directions;
- The geometry should be amended as necessary to make these movements viable and safe to undertake.

[Case Officer Note: These issues have been raised with the applicant's agent who has agreed to address the issues through revised plans which are yet to be submitted].

6.2 Lead Local Flood Authority:

No objection based on the drainage scheme submitted.

6.3 Contaminated Land Officer

I have reviewed the information submitted for the above property, as well as our records related to potential contaminative land uses at the property and within 250 m of the property.

Historical mapping indicates that there are multiple potential contaminative historical land uses at the site and within 250m. However, given the proposed development for a multi-storey car park, I recommend a Watching Brief should be placed on the Decision Notice.

6.4 Thames Water:

No objection – informative recommended.

6.5 Crime Prevention Design Advisor, Local Policing:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee

6.6 Environmental Quality:

- I agree an air quality assessment is not required if the trip rates are not likely to substantially increase.
- The issue is not a rise in parking provision (i.e. parking cap) but will it lead to an increase in car movements.
- We should request EV Charging provision on a 1 to 10 ratio of parking spaces as per our draft low emission strategy requirements.
- We should request dedicated EV car parking bays to be provided and reserved for EV users.
- We should request Car Club Sharing bays to be provided.
- We should link this into the existing SPZ commitments for modal shift under their Umbrella Travel Plan.

6.7 Environmental Protection:

Recommends a condition to control working hours and deliveries during the construction phase.

6.8 Planning Policy

No objection to the proposal.

6.9 Network Rail:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application will be assessed against the following policies:

7.2 National Planning Policy Framework

Core Policies - Achieving sustainable development
Chapter 1: Building a strong, competitive economy
Chapter 4: Promoting sustainable transport
Chapter 7: Requiring good design

7.3 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 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 T8 – Cycling Network and Facilities

Other Relevant Documents/Statements

Slough Local Development Framework Site Allocations Development Plan Document 2010
Slough Borough Council Developer's Guide Parts 1-4

7.4 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 for 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 has started the formal consultation process.

7.5 The main planning considerations in relation to this planning application, are considered to be:

- Principle of development
- Design and appearance on the character of the area- including landscaping
- Design and Crime Prevention
- Impact on neighbouring Uses/Occupiers
- Transport, Highways and parking
- Air quality
- Land Contamination
- Flood Risk and Sustainable drainage system

8.0 **Principle of Development**

8.1 The site is located within the Slough Trading Estate (STE) which is an Existing Business Area as defined by the Local Plan, and within these areas the loss of employment uses should be resisted. The existing site is a vacant site that previously contained 4 small old and dilapidated industrial units, which have been recently demolished under the Simplified Planning Zone (SPZ). It is now used informally for parking. Although the proposal would result in the loss of land required for an employment use on this site, the proposed car park would facilitate surrounding businesses within the SPZ that have also been extended and resulted in the loss of 340 existing parking spaces within the STE. Therefore, although the change of use would result in loss of an employment use on this particular site, its use is required for the recently expanded businesses within the trading estate and would help support the on-going occupation of existing businesses within the STE.

8.2 The principle of providing the additional car parking spaces for the wider trading estate is acceptable subject to the number of spaces falling with the 'parking cap' set out in the travel plan for the SPZ. Under the Section 106 Agreement for the SPZ, SEGRO are required to undertake car parking monitoring. The latest monitoring states that there is a significant reduction in on plot parking (-409 spaces) and on street parking (-450 spaces), principally due to the introduction of double yellow lines across the estate. These figures have been checked by the Planning Policy Team who hold an up-to-date record of the parking provision within the Slough Trading Estate, and have confirmed the proposal would not breach the parking cap.

8.3 Based on the above, the principle of using the land for 203 no. car parking spaces is

acceptable.

9.0 **Design and appearance on the street scene**

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.
- 9.2 The proposed structure would be positioned approximately 8.8 metres from the existing single storey industrial units to the east (504 & 505 Ipswich Road). To the west the proposed structure would be adjacent to the existing surface level highways storage yard and approximately 23 metres from the single storey industrial units further west (510 & 511 Ipswich Road). To the front of the site, the main elevations of the structure would be set back from the footway by approximately 3.5 metres, although the proposed 2no. stairwells on the front elevation would abut the footway. To the rear the structure would be positioned approximately 2 metres from the rear boundary to the eastern end of the site, to the western part of the site the structure step back from the rear boundary by approximately 8 metres – 9.5 metres.
- 9.3 The proposal would appear more dominant in terms of height, scale, form, and style compared to the existing single storey industrial buildings to each side of the application site. However, the site is located within a business area and is positioned within a street that is relatively tucked away and does not benefit from wider public views in the same way as the more arterial roads in the area. Furthermore, there is a large separation distances from the existing buildings to the front and rear, which are also larger in scale and vary in form and style. As such, Planning Officers consider a larger structure which varies in form and style from the existing units on the northern side of Ipswich Road would not be unacceptable within the Trading Estate setting.
- 9.4 Although the proposed height, scale, form, and style would be acceptable, concerns are raised regarding the finishing materials, which are proposed to be pre-cast concrete walls/frame with galvanised expanded steel mesh cladding. It is accepted that expanded mesh is become more common place in multi storey car parks, and when carried out in accordance with a good specification of material, fixing mounts, and degree of spacing from the concrete frame, a good overall appearance and sense of quality can be achieved. These concerns also relate to the proposed stairwells which are particularly important as they are set forward from the mesh elevations and are therefore more prominent. These issues have been conveyed to the applicant's agent who has agreed to improve and clarify upon the specifications of the mesh cladding and improve upon the design of the stairwells. These details should be secured before planning permission is granted.
- 9.5 Ipswich Road is a well landscaped and tree lined highway and the proposal would result in the loss of 6no. established Silver Birch trees that would be replaced with 7no Fastigiata type Silver Birch trees within a new landscaped verge between the proposed structure and the existing footway. The proposed replacement Silver Birch trees are the Fastigiata type which have a narrower crown compared to the existing Silver Birch trees within the street. Although the replacement trees differ to those within the street, they

would provide an appropriate replacement that would retain the visual appearance and feel of the tree lined street. Furthermore, the proposal would also benefit from a well planted verge which together the replacement trees would result in an appropriate level of landscaping that would be in keeping with the rest of the street and suitably soften the proposed car park structure.

9.6 Based on the above, and subject to acceptable specification of the mesh cladding and visual improvements to the stairwells, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1 and EN3 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012

10.0 **Design and Crime Prevention**

10.1 Core Policies C12 of the Core Strategy and Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour, as well as being in accordance with recognised best practice for designing out crime.

10.2 Due to the nature of unattended vehicles being left within an enclosure for extended periods of time, Planning Officers consider the proposal could potentially lead to criminal activity if security measures are not incorporated within the design. As submitted, the application proposes 1 metre high shrubbery along the front boundary, and full height mesh on the remaining elevations. The scheme includes 2no. vehicular access points (one to enter one to exit), that would control access through key card controlled barriers. There are also 2no. pedestrian access points (one in each stairwell), that would control access through a key card. CCTV that would be connected to the established business watch system is also proposed.

10.3 Having regard to the predominantly daytime use of the car park, together with the CCTV system, the proposal would unlikely result in significant crime issues. It is however, recommended that a CCTV strategy is required which can be secured by condition.

11.0 **Impact on neighbouring Uses / Occupiers**

11.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2

11.4 There are no residential properties in close proximity to the application site as it is surrounded by the existing business. Furthermore, the proposed structure and its use as a car park would not have a significant impact on the operation of the surrounding businesses. Additionally, the monitoring undertaken by SEGRO has highlighted that a lack of parking was one of the main concerns for existing occupiers and so the proposal is considered to be of benefit to existing businesses.

11.5 No objection is therefore raised in terms of the impacts on neighbouring properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.

12.0 **Transport, Highways and Parking**

12.1 The Local Highway Authority has assessed the proposal and has supported the application in principle, however they have raised concerns over the manoeuvring spaces within the layout. These issues have been raised with the applicant's agent who has agreed to address the issues through revised plans which are yet to be submitted.

13.0 **Air Quality**

13.1 The site lies outside the Town Centre Air Quality Management Area (AQMA) which is approximately 1.5km east. As the proposed number of parking spaces would fall within the existing car parking cap already allocated for the SPZ, the proposal would not have a significant additional impact on the AQMA. Notwithstanding this, in line with Paragraph 35 of the NPPF, the scheme should, where practical, incorporate on-site electric vehicle charging provision. The applicant has proposed 12 no. electric vehicle charging bays, however, Planning Officers have requested the number is increased to 20. The number of charging points is being considered by the developer and will be reported on the update sheet to committee.

14.0 **Land Contamination**

14.1 Core Policy 8 (Sustainability and the Environment) of the SBC Core Strategy Document states that development shall not cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

14.2 The National Planning Policy Framework (NPPF) identifies land contamination as a material consideration in the planning process and notes that decisions by Local Planning Authorities should ensure the site is suitable for its intended use. Where a site is affected by contamination identified to pose unacceptable risks to receptors, the responsibility for securing a safe development rests with the developer and/or landowner.

14.3 The Council's Land Contamination Officer has confirmed that a watching brief condition should be included.

15.0 **Flood Risk & Sustainable Drainage System**

15.1 The site is in Flood Zone 1. On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process. A sustainable drainage strategy has been submitted with the application.

15.2 The application includes a drainage strategy which has been assessed and approved by the Lead Local Flood Authority. Appropriate conditions should be included to ensure it implementation and future maintenance.

18.0 **PART C: RECOMMENDATION**

18.1 Having considered the relevant policies set out above, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager: 1) for approval, provided no new substantive planning issues being raised following the close of the consultation and resolution of the following: parking layout and an appropriate specification of the mesh cladding and visual improvements to the stairwells; 2) refuse the application if a satisfactory resolution of outstanding matters is not completed by 5th November 2018.

19.0 **PROPOSED CONDITIONS**

The main heads for proposed conditions are set out below but the final conditions and their wording are to be determined by the Planning Manager following the receipt of outstanding consultations and prior to final determination.

1. Time Limit

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

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

2. Approved Plans

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

TBC

REASON : To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity

3. External materials

TBC

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

4. Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

5. Landscaping

Construction of the buildings above damp proof course level shall not commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 10 of this planning permission.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

6. External Lighting

The development hereby approved shall not be brought into use until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

7. Boundary Treatment

The development hereby approved shall not be brought into use until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

8. Installation of CCTV

The development hereby approved shall not be brought into use until a CCTV operational strategy has been submitted to and approved in writing by the LPA. The CCTV system shall then be installed and operational in compliance with the approved operational strategy and be connected to the 'Business Watch System' all prior to first use of the development hereby approved and be retained as such for the lifetime of the development .

REASON: In the interests of creating a safe and attractive environment and designing out crime in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

9. Contaminated land watching brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring,

and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

10. Visibility splays

TBC

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

11. Car parking

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose other than for parking and manoeuvring.

REASON : To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12. Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems other than those approved by this planning permission shall be installed without first obtaining permission in writing from the Local Planning Authority

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

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

13. Drainage and future maintenance

The surface water control measures shall be carried out in accordance with the TBC including the appendices and retained thereafter. The drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.