

# **PLANNING COMMITTEE** **1<sup>st</sup> December 2011**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN  
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS  
PRESENTED TO MEMBERS

## **AGENDA ITEM 4**

### **P/06348/008 – Lion House: Depot & No. 10 Petersfield Avenue, Slough**

The applicant has asked for a decision to be deferred pending discussions on alterations to the existing Section 106 planning obligation. The Council had outlined to the applicant necessary updates to the existing planning obligation and sought confirmation of their agreement. Whilst the applicant has neither agreed nor disagreed to the Council's request they have raised concern about the overall viability of the proposal with the current obligations. They also say that if the application is determined without further discussion they would like the obligation to include a requirement for a viability assessment be carried at a later date to determine what obligations will be agreed.

#### **CHANGE TO RECOMMENDATION**

Defer a decision to a future meeting

## **AGENDA ITEM 5**

### **P/13110/007 – Middlegreen Trading Estate, Middlegreen Road, Slough**

Some minor layout changes still required. One Section 106 matter still in dispute.

#### **CHANGE TO RECOMMENDATION**

Delegate a decision to the Head of Planning Policy and Projects for the signing of a satisfactory Section 106 Agreement variation and for minor layout revisions.

## **AGENDA ITEM 6**

### **P/15180/000 – Upton Court Park, Upton Court Road, Slough**

Comments have now been received from the following consultees:

#### **Environment Agency**

The application has been assessed as having a low environmental risk and there is no objection to the above proposal. Advice to LPA/Applicant has been given and shall be included as informatives to any permission as outlined below.

#### **Environmental Quality (Land Contamination)**

The proposal area, within the Royal Borough of Windsor and Maidenhead, is sited on a landfill, Upton Court Park Landfill. This landfill was filled during the 1970s and the nature of the fill material is unclear. If the application were made for a permanent change of use within the Slough Borough, a condition to investigate the potential for landfill gas would be recommended on any planning permission granted.

The information included within the planning application indicates that no intrusive works are proposed, all structures and surfacing will be temporary and the area will be returned to its previous condition at the end of the licensed period. The information does not, however, include details of any site surfacing that may be used within parking areas.

Given the presence of the landfill it is recommended that the relevant Planning should be informed of any earthworks/on-site activities which might disturb or penetrate the cap of the landfill. It is also recommended that the Environment Agency is consulted regarding this application due to the presence of the historic landfill on site.

#### **Highways and Transport**

The use of the site for P&R will mean some small diversions to public rights of way during the course of the use of the site, and measures have been put in place to address these issues. Likewise measures are proposed to protect local residential streets from car parking by way of introducing a temporary (during the games period) Residents and Business Parking Protection Area. It is understood that this is similar to existing arrangements in place. Further details of these arrangements are being agreed as part of a separate licence agreement between the ODA and Slough Borough Council, the landowner. The licence will set out which parties will fund the implementation and maintenance of traffic signs and cones on the public highway around the park and ride site. From a planning perspective this can be contained within the licence negotiations, rather than being secured through a S106 Obligation.

Noting that Olympics and Paralympic Games take place during the school holidays, which means that there will be a significant seasonal reduction of traffic on the road network the local road network will be able to accommodate this additional traffic. However there will be some local impacts caused by the use of Upton Court Park as a temporary P&R site and these are as follows with the applicant comments in *italics*

Marshalling on the highway is likely to be needed to deal with the congestion from eastbound traffic at the site access point where the cars would otherwise have to give way. How is this being dealt with?

*Spectators wishing to use the Upton Court Park P&R site will be required to book in advance. All P&R users will receive a travel pack including details, supported by a bespoke map, of the route they should use to access the site. The travel pack will include explicit instructions to use the prescribed access route and to switch off any satellite navigation devices.*

*These arrangements will ensure that spectator vehicles using the prescribed access route will enter the site using a left turn in only, thus minimising the number of vehicles attempting to make a right turn into the site. However, in the event that right turns are attempted into the site, resulting in potential delays to eastbound traffic, the marshal situated at the access point will be supplied with a stop-go board in order to control these movements and minimise disruption.*

2. A planning condition will be required to secure event parking restrictions in the nearby residential areas. Slough have an extant TRO which is time specific and which they use for the Mela and other events at the park, to protect local residents from displaced parking. I don't know the cost as yet but this is a standard condition for the park.

*It is my understanding that this TRO is already in place and that we would be required to pay an administrative fee in order to enact it for our period of use of the site. If this is not the case, we would seek a condition which requires us only to promote a TRO, as its provision would ultimately be outside of our control.*

3. Will traffic marshals be situated at the bus egress to enable them to leave the site unimpeded? There is nothing shown on the Dot Plan.

*Having spoken with Jacqui Wheeler, it has been agreed that a marshal will be situated at this point in order to facilitate safe movement of cyclists over the motorway bridge. In addition, signs requiring cyclists to dismount will be displayed on either side of the bridge. In relation to the unimpeded egress of the buses, the view of the bus operator's (First) representatives present at the testing of this route was that they could achieve this unimpeded. However, during the period of operation of the P&R service the site will be actively managed such that should any issue arise affecting bus egress from the site, EventGuard staff will respond immediately to resolve it.*

4. Waiting restrictions will be required on Albert Street / Mere Street in Slough to enable the shuttle buses to pass easily.

*During the route testing, no issues were raised relating to either of these streets. We have also noted that there are existing waiting restrictions in place on these streets*

5. Slough does not have a towing policy so arrangements will need to be made with the Police.

*I have passed this information on to my client.*

6. TM signs when being installed on the highway, must be installed on a new post and not be placed on any of Slough's lighting columns. This will be a condition of the consent and will need to be picked up in the TM contract.

*All TM signs are to be provided on A frames. There is no intention to use any extant lighting columns or other street furniture. These requirements will be specified in the signage contract.*

7. VMS in advance of the site should say 'Ticket holders only' to ensure that people do not simply try to chance a parking space at the P&R. This will need to be fed back to LOCOG presumably?

*The use of VMS to provide a single message is unlikely to prove cost effective, therefore static signs will be used to convey this message.*

8. A condition will be put on our consent to specify that a P&R ticket must be shown by all people boarding the buses to ensure that the P&R facility doesn't turn into a free-for-all.

*This is the agreed method for boarding. P&R tickets will be checked at the pedestrian entrance to the bus boarding area so that bus drivers will not be required to check the tickets and therefore boarding will be carried out more expediently.*

9. Where will the shuttle buses be held when not being used at the P&R?

*All shuttle buses will be laid over at the Stafferton Way P&R site in Maidenhead. Upton Court Park will not be used at all for layover of buses.*

The applicants have further confirmed that the line of pedestrian fencing will be extended from its position at the boarding areas to the gate from the car parking area as requested by the Tree Management Officer and a condition can be added to any permission to enforce this and that the comments from Thames Valley Police have been considered and will be addressed in the operations plan for the P&R site and reflected in the daily assignment instructions issued to the marshalling team.

These comments are more relevant to the application being considered by Windsor and Maidenhead and will be passed on to them accordingly.

### **Additional Conditions**

Separate tickets shall be given to users of the car park in order to board the buses to the Olympic venue and details of the ticketing shall be agreed in writing by the Local Planning Authority prior to use commencing.

REASON: To restrict on road parking which would otherwise result in highway safety issues to meet the objectives of Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

Details of internal signage shall be agreed in writing by the Local Planning Authority prior to the use commencing.

REASON: To minimise the impact of the development on park users in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

No development shall take place until a final Local Area Traffic Management & Parking (LATM &P) plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved plan has been implemented as it requires with the measures in the approved plan maintained for the duration of the Games, or for such other period as described in the approved plan, all unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety, the free flow of traffic and the convenience of local residents and businesses to meet the objectives of Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.

**NO CHANGE TO RECOMMENDATION**

## **AGENDA ITEM 7**

### **SMI/532 - Proposed Temporary Park and Ride, Upton Court Road, Slough**

This application was decided by a Planning Committee at Windsor and Maidenhead on 30<sup>th</sup> November 2011 and the application was approved subject to the following conditions.

1 The temporary structures shall be removed from the site and the land restored to its condition prior to the development taking place within 2 weeks of the finish of The Olympics 2012.

Reason: The proposal does not constitute a form of development that the Local Planning Authority would normally permit. However, in view of the particular circumstances of this application temporary planning permission is granted. Relevant Policy - Local Plan T5.

2 No development shall take place until a final Local Area Traffic Management & Parking (LATM &P) plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved plan has been implemented as it requires with the measures in the approved plan maintained for the duration of the Games, or for such other period as described in the approved plan, all unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety, the free flow of traffic and the convenience of local residents and businesses. Relevant Policy - Local Plan T5.

The above condition relating to the Local Area Traffic Management & Parking Plan shall be added to the list of conditions on the application that is being decided by this committee to cover traffic management in this Borough also.

Change to recommendation:

**Report be noted.**

## **AGENDA ITEM 8**

### **Annual Monitoring Report**

Please note that there was an error in paragraph 5.24, page 67. There were 43 appeals in Slough in the last 12 months from April 2010 and not 34 appeals. As a result 12 appeals (28%) were allowed by the inspectors.

**NO CHANGE TO RECOMMENDATION**