

# **PLANNING COMMITTEE**

## **25th July 2013**

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

## **AGENDA ITEM 6**

### **P/14515/005: 234 Bath Road**

1. The Committee Report confirms that the proposed office building has been moved 3m towards the north. This has been achieved by reconfiguring the surface parking in front of the building, reducing the width of the pedestrian footway leading from Leigh Road to the proposed main entrance of the building, as well as reducing the width of the vehicular access. There is however no loss in the number of surface parking in this area and it remains at 17 spaces. The landscaping drawing has not been received and it is therefore not possible to assess in which way the change in the sitting of the building would affect the landscaping, especially on the southern side adjacent to the service road. This application is for Reserved Matters in order to consider layout, scale, appearance and landscaping. There is no condition attached to the outline permission relating to landscaping that could potentially have dealt with this matter and therefore necessary to assess this issue as part of the current application. It is therefore proposed to change the recommendation, to Delegate to the Head of Planning Policy and Projects in order for the Council's tree officer to consider the proposal, prior to the final determination.
  
2. There were two outstanding matters that have been raised by the Transport Engineer at the time of the previous Committee Meeting on 8th May 2013, relating to the shuttle bus service and the closure of the western service road. Amended drawings and additional information have been received in order to address these issues:
  - In terms of the closure of the service road, tracking drawings have been submitted to indicate that an articulated HGV (12m rigid vehicle) can turn, without running over the kerblines of the footway.
  - The fact that the office building is set back from the footway by 3m has meant that the footway can be retained and therefore a previous concern about the "continuity and consistency of the footway" has been resolved.
  - The issue of the shuttle bus has also been resolved.

#### **CHANGE TO RECOMMENDATION:**

**Delegate to the Delegate to the Head of Planning Policy and Projects for resolution of landscaping details, finalising the condition relating to drawing numbers and final determination.**

## **AGENDA ITEM 7**

### **P/00213/015 – 4, 6, 8, High Street, Slough, SL1 1EE**

#### **Change to Description**

The description of the proposed development has been amended accordingly to read as follows:

DEMOLITION OF EXISTING BUILDING AT 6-8 HIGH STREET AND REDEVELOPMENT OF SITE WITH THE ERECTION OF A 4 STOREY BUILDING TO PROVIDE RETAIL UNIT AT GROUND FLOOR LEVEL AND 12 NO. FLATS (10 NO. ONE BEDROOM MAISONNETTES, 2 NO. TWO BEDROOM MAISONNETTES) WITH ASSOCIATED SERVICING TO THE REAR (ACCESSED OFF REAR SERVICE ROAD) AND CYCLE STORAGE.

The following plans are therefore under consideration:

- (a) Drawing No. SS 02/01B, Dated OCT 2012, Recd On 25/07/2013
- (b) Drawing No. SS 02/02B, Dated OCT 2012, Recd On 25/07/2013
- (c) Drawing No. SS 02/04D, Dated JULY 2013, Recd On 25/07/2013
- (d) Drawing No. SS 02/05a, Dated JULY 2013, Recd On 25/07/2013
- (e) Drawing No. SS 01/06a, Dated JULY 2013, Recd On 25/07/2013
- (f) Drawing No. SS 02/07, Dated JULY 2013, Recd On 25/07/2013
- (g) Drawing No. SS 02/06, Dated March 2013, Recd On 25/05/2013
- (h) Drawing No. SS 01.05, Dated Oct 2012, Recd On 28/02/2013

These plans include details of the design, the proposed shop fronts and the proposed access arrangements. The front of the proposed retail unit would be accessed independently from the proposed flats and pedestrians would enter the proposed retail unit directly from the High Street. The plans show an amended cycle storage arrangement and the size of stores has been increased. Ten stores are to be provided within the building and there is scope for additional facilities to be provided to the rear. The applicant has also omitted the proposed car parking provision and provided a drawing showing tracking for a refuse vehicle. Separate refuse collection points have been provided for residential and commercial occupiers.

#### **Reconsultation Response**

In addition, a representation has been received from the occupier of 26 Kittiwake House. This representation raises concerns regarding the fumes and dirt on the occupier's balcony and the funnel affect that the proposal would have. The other issue raised relates to the impact on sunlight and it is stated that the proposal would result in the occupier's flat having 30 minutes of sunshine per day. It is also commented that the landlord for Kittiwake House has been trying to get a car park built and that this proposal would include a car park.

Response: The scheme initially submitted included the provision of car parking spaces to the rear of the building; however these car parking spaces have subsequently been omitted and the description of the proposed development has been amended accordingly. The relevant parking standard is for nil car parking spaces to be provided in town centre locations such as this. Given that this proposal relates to 12 no. flats and one retail unit, it

is not considered that the scale of the proposal would have the potential to give rise to or significant exacerbate existing air quality issues. The proposed development is 'car free' in the sense that no on-site car parking is to be provided and in accordance with Local Plan standards regarding car parking restraint, other sustainable modes of transport such as cycles (secure storage facilities are proposed) and buses could be utilised given the proximity of the site to the town centre.

Whilst the concerns regarding fumes and dirt are noted, the issues described relate to an existing situation – matters relating to air quality were considered as part of the Kittiwake House development and a similar air quality assessment will be required in connection with this development prior the commencement of the development.

With regard to loss of light, the separation distance between the front of the proposed building and the front of Kittiwake House to the north, on the opposite side of the High Street would be 24 metres. Given that the proposed building would be four storeys in height, which is not considered to be excessive given the height surrounding development, it is not considered that the proposal would give rise to undue detriment to the amenity of the occupiers of Kittiwake House through loss of sunlight.

The reconsultation period on the amended plans received has now closed.

#### Change to Recommendation

Further details have been provided through the amended plans received with respect to layout, access, servicing and refuse storage. These details are considered to be acceptable and based on this; it is considered that conditions can be recommended to satisfactorily control final details regarding these matters. In addition, the reconsultation period on the amended plans received has now closed and the representation received has been taken into account, as set out above.

A Section 106 Agreement will be required for the dedication of land and a contribution as set out in section 13 of the officer report.

Accordingly, the recommendation remains to delegate to the Head of Planning Policy and Projects, as set out below.

An updated, detailed list of recommended conditions is as follows:

#### CONDITIONS:

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

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

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

- (a) Drawing No. SS 02/01B, Dated OCT 2012, Recd On 25/07/2013
- (b) Drawing No. SS 02/02B, Dated OCT 2012, Recd On 25/07/2013
- (c) Drawing No. SS 02/04D, Dated JULY 2013, Recd On 25/07/2013
- (d) Drawing No. SS 02/05a, Dated JULY 2013, Recd On 25/07/2013
- (e) Drawing No. SS 01/06a, Dated JULY 2013, Recd On 25/07/2013
- (f) Drawing No. SS 02/07, Dated JULY 2013, Recd On 25/07/2013
- (g) Drawing No. SS 02/06, Dated March 2013, Recd On 25/05/2013
- (h) Drawing No. SS 01.05, Dated Oct 2012, Recd On 28/02/2013

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

5. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

6. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be

implemented on site prior to the first occupation of the development and retained at all time on the future.

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

7. Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the building shall only be used for retail purposes falling within Class A1 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. Notwithstanding the details shown on the approved plans, no development shall commence until details of the proposed shop front and pedestrian access arrangements including threshold levels shall be submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the development hereby approved and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON In the interests of providing suitable pedestrian access and surface water disposal arrangements in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. The retail unit hereby permitted shall not be open to members of the public / customers outside the hours of 08:00 hours to 23:00 hours.

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

10. There shall be no commercial deliveries visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays-Fridays, 10:00 hours to 18:00 hours on Saturdays, and at no times on Sundays and Bank/Public Holidays.

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

11. Prior to the commencement of the development hereby approved, details of the servicing arrangements for the retail unit shall be submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the development hereby approved and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

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

12. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework.

13. No development shall take place 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, Development Plan Document, December 2008.

14. It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

Phase 1 shall incorporate a desk study and site walkover to identify all potential contaminative uses on site, and to inform the conceptual site model. If the potential for contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform any remediation strategy proposal. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 shall include a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use. This shall be submitted and approved in writing by the LPA prior to commencement. The remediation shall be carried out in accordance with the approved scheme and the applicant shall provide written verification to that effect.

The development shall not be occupied until any approved remedial works, have been carried out and a full validation report has been submitted and approved to the

satisfaction of LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

15. If it is suspected that due to the age of the properties asbestos will be present in buildings on site, prior to the demolition of any structures an Asbestos survey shall be carried out in order to assess the type and quantity of any asbestos on site. Any asbestos discovered shall be removed in accordance with current guidelines by a licensed contractor if appropriate and taken to a designated waste facility for disposal.

REASON In order to prevent the spread of asbestos and to safeguard the health and safety of site users, future occupiers and neighbouring residents in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON To ensure that contamination not previously identified is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

17. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. No development shall commence until an air quality assessment has been submitted to the Local Planning Authority and approved in writing. The air quality assessment will identify how the development may impact upon local air quality and set out any measures to mitigate these impacts and any measures that will be implemented to protect the internal air quality of the development. Once approved, the measures included within the air quality assessment will be fully implemented prior to the first



occupation of the flats and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON In the interests of air quality and the living conditions for future occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. No development shall commence until a scheme for protecting the flats from noise and vibration from vehicle movements has been submitted to the Local Planning Authority and approved in writing. Once approved, any measures that form part of the scheme approved by the Local Planning Authority shall be implemented prior to the first occupation of the flats, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON In the interests of the living conditions for future occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

20. No development shall commence until details of wall and floor sound insulation for the flats hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the flats, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To protect the occupiers of the flats from internal noise transmission in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

21. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

22. No development shall commence until details of the proposed bin stores (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

23. No future occupier of the flats hereby approved shall be entitled to a car parking permit from the Council to park upon the public highway within any current or future local controlled parking zone.

REASON In order to ensure that the development does not harm the amenities of the

occupiers of neighbouring residential properties by adding to on-street parking demand in the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

24. No development shall commence until a scheme to address the adverse impacts to window W52 at 4 High Street as identified in the submitted daylight/sunlight assessment dated 29/10/2012, received 28/02/2013 undertaken by Hawkins Environmental has been submitted to the Local Planning Authority and approved in writing. Once approved, the approved scheme shall be fully implemented prior to the commencement of the development and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that the amenities of the occupiers of this property are not adversely affected through loss of light in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

25. Save for the windows at third floor level in the west elevation, the flank wall windows in the east and west elevations shall, prior to the first occupation of the flats, be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only. The obscure glass and high level opening shall be retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

26. No windows, other than those hereby approved, shall be formed in the east and west flank wall elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

27. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources (as described in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007)). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document.

28. Following practical completion of the building hereby permitted, the building shall not be occupied until details of compliance with the Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Very Good' has been achieved.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

29. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

30. No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) during the construction have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

31. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

32. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

33. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the interests of air quality and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

#### INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
3. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
7. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment

Agency will be necessary.

8. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
9. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
10. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.

**CHANGE TO RECOMMENDATION:**

**DELEGATE TO THE HEAD OF PLANNING POLICY AND PROJECTS FOR FORMAL DETERMINATION FOLLOWING COMPLETION OF A SECTION 106 AGREEMENT, THE FINALISING OF CONDITIONS AND FINAL DETERMINATION**

## **AGENDA ITEM 9**

### **P/15513/000 – Land At Kennedy Park, Long Furlong Drive And At Marunden Green, Wentworth Avenue**

The revised site 2A layout drawing AP002 Rev F is acceptable showing some side plot parking spaces moved to front of houses and revised roundabout design with consequent expansion of shopping centre car park eastwards slightly. Adjacent neighbours will be re-notified and any comments received will need to be considered before the application is decided.

Regarding traffic impact on the wider highway network the requested further information has yet to be received.

The neighbour notification (re para. 5 of the report) list is :

Long Furlong Drive 100-220 even 219, St. Georges Church, Community Centre  
Pemberton Road 15-21, 29-53 odd, 2-18.  
Venus Close 1-15 inclusive.  
Calbroke Road 2  
Umberville way 48 – 58 even.  
Chilwick Road 27 – 39 odd, 1,3,2,4,6  
Monksfield Way 1  
Wentworth Ave. 1 -13, od2 – 14, 52 – 72 , 94 – 100 even. Health Centre, Ex  
Servicemens Club, 102 – 112 even  
Rokesby Rd 96 (flats 1-4), 98-106 even, 73 – 79 (flats 1-17), Lilac Court, 41 – 71  
odd, 22 – 44.  
Travic Road 2 – 62 even  
Marunden Green 17 – 39 odd  
Goodwin Road 22 – 52 even, 1 – 31 odd

#### Conditions

Retail Controls – correction – 980 sqm to read 372 sqm of A1 retail use.

Additional conditions proposed:

- Limit A5 use (hot food takeaway) to a maximum of 300 sqm total equivalent to 3 of the small shop units.
- East boundary (site 2A) path and trees to be built/put in prior to occupation of any retail unit on 2A.

Regarding the draft Section 106 changes are to be made regarding the education and affordable housing contributions (as mentioned above), Kennedy Park contributions re-creating informal recreation space; travel plan monitoring detail and (dependent upon transport assessment changes) transport related works or financial contributions.

Other than finalising conditions and revisions to/agreeing the draft Section 106 agreement the outstanding matters are :

- Transport Assessment
- Consider any comments from neighbours re roundabout change.

**NO CHANGE TO RECOMMENDATION**

## **AGENDA ITEM 11**

**P/11826/005 – Wellington House, 20, Queensmere, Slough, SL1 1DB**

Comments have been received from the Council's Transport and Highway advisers. Their comments are set out below:

This is a proposal to convert the existing Wellington House office development into 100 flats (2 studios, 76 one bed flats and 22 two bed flats).

### **Trip Generation**

The vehicle trip generation of this development will decrease the conversion of the development from office to residential use.

***Response:** This is noted and it would further confirm that if this was a prior approval application, that the proposal would not result in any material increase or change in the character of traffic within the vicinity of the site*

### **Car Parking**

No car parking is being provided for the occupiers of the proposed flats, although the existing office development benefits from circa 50 car parking spaces. Whilst some of these spaces will be lost to provide the cycle parking spaces there will be still circa 30 spaces available and it is not clear who these spaces will be allocated to. Clarification on this point is necessary.

***Response:** The applicant has advised that the remaining 30 no. car parking spaces will be allocated to staff associated with the shopping centre.*

Occupiers of these flats should be prevented from applying for car parking permits in surrounding streets, wither through planning condition or S106 obligation if either of these options are available.

***Response:** Whilst such a restriction could not be secured via a prior approval application, the current proposal does promote a car free development and as such it would be reasonable to attach the following condition:*

*No future occupier of the flats hereby approved shall be entitled to a car parking permit from the Council to park upon the public highway within any current or future local controlled parking zone.*

*REASON In order to ensure that the development does not harm the amenities of the occupiers of neighbouring residential properties by adding to on-street parking demand in the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.*

### **Cycle Parking**

One space per space is to be provided, however the proposed store is excessively large and is unlikely to provide suitable security for users such that they are willing to store higher value cycles in the cycle store. The store design does not accord with the SBC



Cycle Parking Guidance set out in the Developers Guide Part 3. I would recommend that the proposed cycle store is re-considered and individual stores are provided for each flat – there is available space to achieve this on the service deck. With the current arrangement there is a risk that bikes will be stored within flats and the cycle storage facility will be less well used than should be expected.

**Response:** *Whilst the quality of the cycle parking is being questioned, if a change of use was being secured through a prior approval application, it would not be possible to impose any such conditions and therefore there would be no requirement for the applicant/owner to make such provision.*

### **Cycle Access to Cycle Storage**

I am not sure that much consideration has been given to the safety of cycle movements on the Queensmere service deck and using the vehicle access ramp. I am concerned about the safety of cyclists on the service decks and would recommend a vulnerable road users audit is carried out as a pre-commencement condition. The recommendations from the vulnerable road users audit should be implemented prior to commencement. The audit should be undertaken by a suitably qualified individual and this should be agreed with the Local Highway Authority.

**Response:** *Whilst it is acknowledged that such a restriction would not be possible through a prior approval application, the current proposal is a car free scheme and does include covered parking for over 100 bicycles on the service deck and as such it is considered reasonable to impose such a condition. The condition reads:*

*Prior to the commencement of development a vulnerable road users audit shall be carried out which shall first be agreed with the local planning authority and the recommendations shall be implemented prior to first occupation.*

**REASON:** *To improve safety for cyclists in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.*

The Queensmere Service Deck has a one way system, although there is no realistic chance that cyclists will follow the one way system as this would be a massive detour on the exit. A designated cycle lane marking should be provided to ensure safety of cycles mixing with HGVs.

**Response:** *Whilst it is acknowledged that such a restriction would not be possible through a prior approval application, the current proposal is a car free scheme and does include covered parking for over 100 bicycles on the service deck and as such it is considered reasonable to impose such a condition. The condition reads:*

*Prior to first occupation a designated cycle lane shall be marked out on the service deck in accordance with details which shall be first submitted to and approved in writing by the local planning authority and shall be implemented in accordance with the details approved.*

**REASON:** *To improve safety for cyclists in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.*

### **Travel Plan**

A development over 80 units requires a Travel Plan and no Travel Plan has been submitted. A Travel Plan in accordance with the SBC Travel Plan Guidance for Residential developments should be submitted. A package of measures including a Welcome Pack should be provided to all future occupiers. Given that there is no parking being provided, it would be appropriate to set up a car club to provide an alternative for residents for some journeys. A Travel Plan monitoring contribution of £6k should be secured if a S106 agreement is to be agreed.

**Response:** *Of the total of 100 no. flats being proposed, 75 no. could be provided as permitted development under the recent changes to the General Permitted Development Order and as such it is not intended to secure a travel plan in relation to the current proposal*

### **Refuse/Recycling Storage**

The refuse facilities should comply with the following requirements:

- Provision in accordance with volumes of refuse and recycling – developers Guide Part 4
- Refuse should be collected from a centralised collection point/s containing 1100 litre Eurobins for general refuse
- The doors from the refuse store must be physically restrained from opening onto the service decks or into pedestrian areas. Ideally the gates should slide open or open inwards
- The refuse store must be located where it encourages service vehicles to access the site and pull clear of the main road.
- The maximum permitted carrying distance from dwellings / flats (external doors) to the refuse store is approximately 30 metres (MfS 6.8.9).
- As detailed in BS5906:2005 the maximum refuse collection distance for 1100 litre Eurobins is 10 metres. The gradient between the two points should not exceed 1:12/8% (MfS 6.8.9/11).
- Drop kerbs must be provided where Eurobins are stored in a refuse store and collected by the refuse collection vehicle on the carriageway.
- The design of new developments should ensure that refuse bins should not be left in areas that may cause obstruction to pedestrians as they will reduce its effective width and cause hazards for blind, partially sighted and/or wheelchair/pushchair users (MfS 6.18.13).

**Response:** *A condition is imposed requiring details of the bin store to be provided*

### **NO CHANGE TO RECOMMENDATION**