

**PLANNING**  
**COMMITTEE**  
**28<sup>th</sup> November 2013**

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

**AGENDA ITEM: 6**

**P/06684/015 - Queensmere Shopping Centre, Wellington Street, Slough, SL1 1LN**

Page 32 refers to the mix of housing on the scheme as submitted although Members should also be aware that an alternative scheme with a fewer number of units has also been submitted for discussion as set out in paragraph 3.7 on page 13.

A further drawing has been submitted which shows how some of the residential units can be changed to provide an alternative mix of accommodation if required and to show some flexibility, in order to allow larger, family size units, should their anticipated market change.

The applicant has also submitted the attached summary of the changes that have been made to the proposed scheme.

**NO CHANGE IN RECOMMENDATION**

### Key changes to the scheme

- Removal of the 5th tower from the scheme.
- Apartments reduced from 908 to 625.
- Apartment mix altered from 70:30 (1 bed:2 bed) to 53:47 (1 bed:2 bed).
- Massing altered to clearly demarcate the town centre.
- Elevation to wellington street totally redesigned.
- Clear links through the centre aligning to transport links introduced
- Corridor lengths redefined and shortened increasing security.
- True dual aspect units introduced to south elevation and north elevation.
- Only 56 units now north facing which represents 9% of the scheme.
- Balconies added to all units.
- Landscape and internal facade amended to align and respond to each other. Facade encourages views to the south
- Scheme now designed to be adaptable to the changing needs of future occupiers and market trends.
- Amendments neutralise the negative impacts highlighted in visual analysis.
- Amendments increase the architectural quality of the scheme.
- A fresh start was called for in regard to residential layouts. These have been distinctly altered allowing for a much better mix and layout to be achieved.

## **AGENDA ITEM 9:**

### **P/15524/002 - Former Day Centre Site & Service yard**

Following further internal consultations the applicant has, on behalf of the Council, changed the colour of the proposed external cladding for the Curve. As a result the panels are no longer proposed to be white, as specified in the report. It is now proposed that the cladding will be mid grey with a 30% metallic gloss (RAL 9016). There will be no change to the size or nature of the aluminium panels.

A sample of the colour will be available at Committee along with a visual representation of what the building would look like in this colour.

The panels are to be predominantly used on the north facing façade facing St Ethelbert's church. The two main issues to be considered are, is the proposed mid grey appropriate for the modern "iconic" building and is it compatible with the adjacent Listed Building and Locally Listed buildings.

It is considered that the use of this plain colour complements the overall design of the building. The previous "off white" colour was always intended to look a soft grey on the shaded north façade and so it is considered that the change to a metallic mid grey will still achieve the desired affect. At the same time the mid grey will compliment the colours of a number of other buildings in the vicinity, including the cladding that is being placed on the western façade of the Queensmere centre.

It is also considered that the proposed mid grey will tone well with the flint on St Ethelberts church and with its metallic finish provide an appropriate contrast and suitable setting for the Grade II Listed Building.

As a result it is considered that the proposed change in colour of the cladding material should be approved.

### **CHANGE TO RECOMMENDATION:**

The mid grey colour, with a 30% metallic gloss, (RAL 9016) for the external cladding of the Curve be approved.

## **AGENDA ITEM 11**

**Response by Slough Borough Council to Buckinghamshire County Council concerning the planning application for minerals extraction, infilling of inert waste and restoration back to agricultural use and nature conservation - 13/00575/CC**

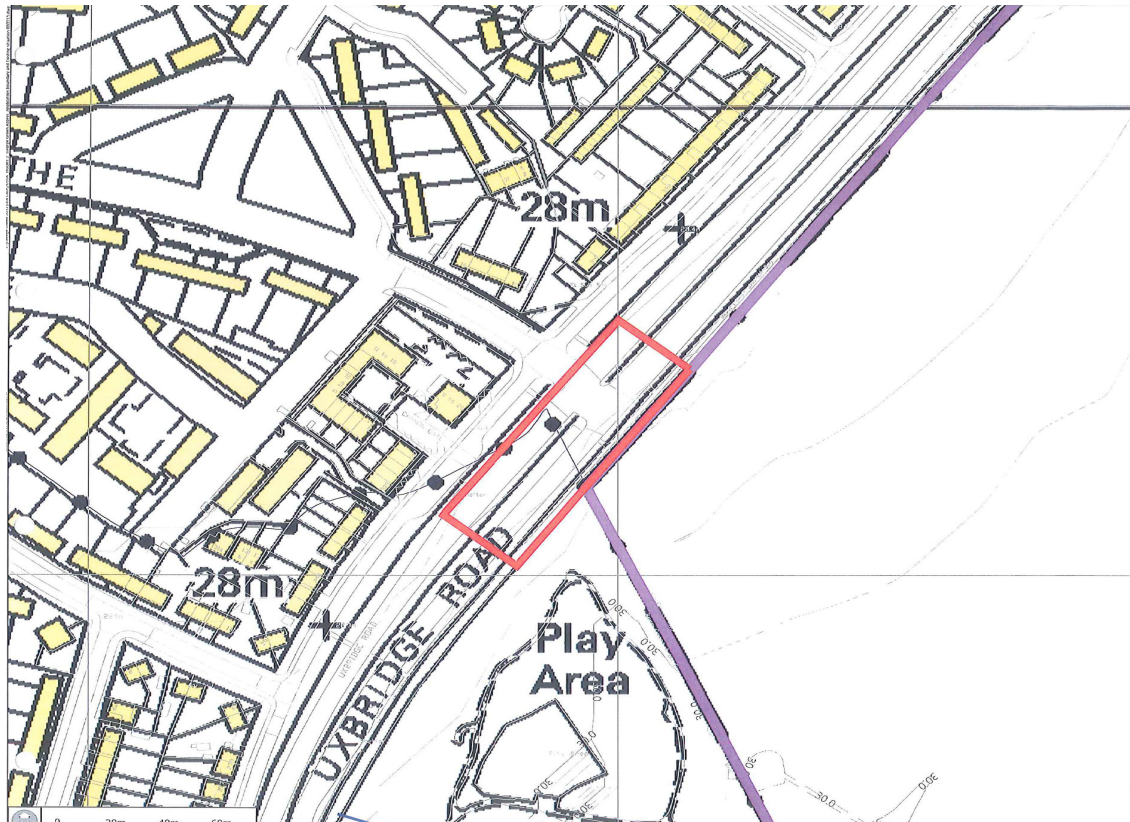
It is anticipated that this major scheme application will be determined by Bucks CC in early 2014.

**NO CHANGE TO RECOMMENDATION**

## **AGENDA ITEM 12**

### **P/04317/001 – Land adjacent to Uxbridge Road / George Green**

#### Site Location Plan



Letter from 16 Dawes Moor Road on the access road application passing an observation on the present traffic arrangements regarding gaining access to and from the service road . These are considered unsatisfactory because:

1. The continuance of the third lane northbound produces confusion.
2. The existence of this lane means that the gap from the stop line to the keep clear is very short . Turning out of the service road and observing the stop line is virtually impossible unless there is no other traffic . Drivers coming along The Frithe are often confused as to whether to proceed to the Stop line or stop before the Keep Clear
3. The third lane should be omitted

If the access scheme is supported , then the applicant is willing to enter a S106 and S278 agreements for the package of highway and transport works for the The Frithe and Uxbridge Road generally..

#### **NO CHANGE TO RECOMMENDATION**

## **AGENDA ITEM 13**

### **P/06960/017 – Baylis Court School, Gloucester Avenue**

Comments were received on the submitted Transport Statement and Travel Plan received earlier this month.

#### **Transport Statement**

The site and surrounding area section contains no description of conditions for pedestrians, cyclists or public transport provision in the local area, but acknowledges 'The Cinder Path'. The survey data achieved a good sample rate of 93% for pupils but a lower rate for staff, with travel surveys carried out with the results showing there is generally adequate on-street parking provision to accommodate pick up/drop traffic. The assumption used for traffic generation is robust and the additional trips amount to an increase of 7%. It is accepted that the number of additional trips will not materially impact on the wider road network. No information has been provided as to how construction vehicles will access the site. However other service vehicles already access the site via Pippin Close and therefore it is recommended that this is how vehicles should access the site. A construction access across Hampshire Avenue across the Cinder Path would not be acceptable.

#### **Travel Plan**

The school has healthy school status and the travel plan will tie in well with this. There are 60 cycle stands for pupils, however no information has been provided as to whether these stands are secure and covered, therefore until this information is received the cycle parking condition will remain. No separate cycle parking is allocated for staff. The baseline travel information shows a decrease in car use since 2005. Postcode plots are given for staff and pupils, with pupils showing that 93% live within 5km of the school, with potential to encourage walking and cycling. The action targets are all appropriate and are acceptable. Currently parents are encouraged to drop children off further away from school to avoid congestion, with the school taking part in road safety initiatives. Sustainable travel will be linked into PSHE and the curriculum and are looking into a reward scheme for pupils travelling sustainably. Additional resources are available to the school through the Local Sustainable Transport Fund (LSTF) project including implementing travel plan measures. A Travel Plan Co-ordinator has been identified and the Travel Plan should be reviewed every 2 years with the Travel Plan implemented in perpetuity. There is currently no action in the document, which is required to detail implementation and on going management. It is recommended that amendments are made to the travel Plan prior to commencement of development.

#### **Mitigating Measures**

The school has agreed to implement on site measures but is reluctant to implement off site measures, therefore a contribution of £6k should be secured from the school through a Section 106 agreement. The current school roll is 885 and the school in agreement with the Department of Education will provide places for 950 children and a Section 106 agreement has been agreed to cap the number of pupils to this figure. No travel plan monitoring contribution is requested provided the number of pupils do not increase beyond the 950 agreed.

The Section 106 agreement should include

- Pupil roll cap of 950 pupils;
- School Travel Plan to be amended as required and included within the S106 agreement, and
- £6k contribution to fund School Keep Clear markings and double yellow lines.

**NO CHANGE TO THE RECOMMENDATION**



## **AGENDA ITEM 14**

### **Deposit Draft of the Slough Trading Estate Simplified Planning Zone (SPZ)**

Further discussions have taken place with SEGRO since the Committee report was written to resolve the outstanding issues.

**Building Heights:** Paragraph 4.28 incorrectly states that the maximum building height in the Whitby Road Zone will be 10m. The correct figure is 7m.

**Landscaping:** It has been agreed that semi mature trees will be planted at regular intervals along the Arterial Landscape Zones in order to create a boulevard along roads such as Buckingham Avenue and Edinburgh Avenue. This can be delivered through a combination of having the new condition referred to in paragraph 4.34 plus a revision to the Landscape Guidance which will be included as an informative. Such planting will not always need a 5 meter landscape strip along the whole frontage and so the new condition will reflect this.

The flexibility in the size of the landscaping strip means that it may be possible for the set back for tall buildings be 14m rather than the 16m referred to in paragraphs 4.26 and 4.32.

**Transport Measures:** Further discussions have taken place about the outstanding measures from the current SPZ which are referred to in paragraph 4.35. It is considered that agreement can be reached about a suitable package.

**Parking Cap:** SEGRO have now agreed to that there will be no overall increase in car parking which overcomes the concerns set out in paragraph 4.39.

**Training:** Because of the uncertainty as to when the Leigh Road Commercial Core permission will be implemented as explained in paragraph 4.39, the requirement to provide the Aspire training centre has been incorporated into the SPZ.

**Public Consultation Period;** It has now proposed that the public consultation period referred to in paragraphs 4.4 and 5.1 will start on 10<sup>th</sup> January for a period of six weeks. This could allow a report to come back to this Committee and go to Cabinet in April.

The attached letter confirms SEGRO's agreement to these matters.

### **NO CHANGE TO RECOMMENDATION**

BRISTOL  
CAMBRIDGE  
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26<sup>th</sup> November 2013

Dear Paul,

**SLOUGH TRADING ESTATE - RENEWAL OF SIMPLIFIED PLANNING ZONE**

SEGRO welcome your report to Planning Committee; which reflects the considerable input, discussion and agreement reached with Officers and SEGRO and their team. We write following our recent meeting to discuss outstanding matters in relation to the renewal of the Simplified Planning Zone (SPZ) at Slough Trading Estate as detailed in your report to the 28<sup>th</sup> November Planning Committee. The main issues to be addressed prior to the meeting included how car parking is controlled and how landscaping would be dealt with.

We are pleased to confirm that following the meeting, we have reached an agreed position with you in respect of how landscaping and new tree planting particularly will be incorporated within new SPZ developments. Draft revised conditions have since been provided for your consideration, and agreed. Furthermore, the general approach to landscaping and tree planting is also agreed and we will update the Landscaping Guidance Note that is proposed to be appended to the SPZ.

Similarly, we also acknowledge that the SPZ and accompanying Section 106 Agreement will require that the number of car parking spaces provided across the Estate does not result in an overall increase and we will work with the Council to agree suitable wording to manage this within the Agreement.

In light of the above, we are supportive of the content and general tone of the new SPZ and welcome the range of uses that are proposed along with the updated conditions that will facilitate the delivery of new units that reflect market conditions and demand. The SPZ, we believe provides an element of flexibility to enable SEGRO to respond to the changing demands of occupiers and to accommodate expanding and evolving market sectors over the next 10 years. Furthermore, the new SPZ will enable both the Council and SEGRO to continue to retain and attract new employers and investment into the Borough thereby retaining its competitive advantage and for the Trading Estate to remain as a premier employment location within the Thames Valley and wider south east region.

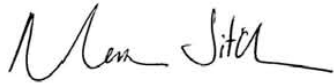


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We therefore welcome and support the recommendation to Members and look forward to a positive resolution at Committee. Should you require any further information or have any questions please do not hesitate to contact either John or myself.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mark Sitch', with a stylized flourish at the end.

**MARK SITCH**  
Senior Planning Partner