

PLANNING **COMMITTEE** **27th November 2014**

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

P/06865/008 - 9-15, High Street, Slough, SL1 1DY

Amended plans have been received and the description of the development has been amended accordingly:

CHANGE OF USE OF PART OF BUILDING FROM CLASS B1 (a) OFFICES TO CLASS C3 RESIDENTIAL TO PROVIDE 41 NO. FLATS (32 NO. ONE BEDROOM, 6 NO. TWO BEDROOM FLATS AND 3 BEDSIT/STUDIOS) RETAINING TWO SELF CONTAINED OFFICES AT GROUND FLOOR LEVEL, CONSTRUCTION OF TWO ADDITIONAL FLOORS AND ASSOCIATED ALTERATIONS.

The proposal is to retain two self contained offices at ground floor level and the number of flats has reduced from 42 no. to 41 no.

In response to the amended plans, further comments have been received from the Transport Consultant:

Further plans have been submitted by the developers architect on 13/11/14. The revised plans address the concerns with the layout of the parking spaces – a total of 18 spaces are now proposed and these can all now be properly accessed.

The cycle parking has been improved and is now considered acceptable, although the siting of the Sheffield racks will probably need to be on a 45 degree angle within the store so that there is adequate manoeuvring space. This may be best addressed through the standard cycle parking condition.

Amendments to the bin store have been made and this is now acceptable.

Whilst further information has been provided on the refuse vehicle manoeuvring, the issues have not yet been resolved. The architect is seeking a solution with his client in view of potentially securing a right way over part of the access of the adjoining development to the east to allow for a refuse vehicle to use part of this access road to assist manoeuvring in and out of the development site in order collect the refuse / recycling etc. The problem with the existing arrangement is that if the gates to the adjoining development were permanently closed (say for example if the site was no longer in occupation) then the security gates would be permanently closed and therefore a refuse vehicle would not be able to turn and leave in a forward gear from 9-15 High Street and would then have to reverse all the way back to the A4, which would be a very hazardous manoeuvre. Therefore until this issue can be satisfactorily resolved the highway objection will need to be maintained. If it was resolved then the highway objection would be withdrawn.

Condition 2 on page 20 should have the following drawing numbers:

- (a) Drawing number: 14/16/50a; Dated September 2014; Received: 13 November 2014
- (b) Drawing number: 14/16/51a; Dated September 2014; Received: 13 November 2014
- (c) Drawing number: 14/16/52a; Dated September 2014; Received: 13 November 2014

The above drawings might be subject to further minor changes in order to resolve the refuse delivery issue, as stated above. No comments have been received from neighbouring occupiers. In light of the this and the comments above, there is a change to the recommendation.

CHANGE TO RECOMMENDATION

Delegate a decision to the Acting Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree the outstanding matter relating to refuse collection and any other minor amendments to the planning application, draft conditions and Section 106 Planning Obligation.

P/15809/000 - 412-426, Montrose Avenue, Slough

The Committee Report makes reference on page 26 of the fact that a SPZ notification that has been submitted on 11th September 2014. This date is incorrect and the notification was received on 11th November 2014, which was the day before the previous SPZ expired. In light of the fact that this notification has not been implemented prior to the expiry of the previous SPZ, as required in the document, it will not be possible for Segro to implement the scheme that has been submitted. Any future SPZ scheme will have to comply with the latest scheme, which means the new height restrictions apply in this 'Sensitive Boundary Zone' i.e. no buildings (including plant) exceeding 7m in height.

NO CHANGE TO RECOMMENDATION

P/10697/009 - Rosary Farm, Bath Road, Colnbrook, Slough

With respect to the Lanz presentation and open day, Members are advised that only 3 people attended.

With respect to the size of the larger vehicles which will be servicing the site, these will be 25 tonnes and carry approximately 26 bales.

Members are advised that plans have been submitted showing enhanced boundary landscaping within the vicinity of the proposed building, to improve the screening available for existing residential occupiers.

Following further discussions with the Council's Transport and Highway Engineers the following additional requirements are sought:

A lorry routing agreement to be secured through a Section 106 Agreement which will ensure that lorries only access and egress the site from and to the east on the A4 Bath Road, meaning left turn in and right turn out only.

To improve the potential conflicts which existing between vehicles and pedestrians using the access road, it is further proposed that the following condition be attached :

Details of additional or replacement footpath provision along the access road and which shall extend beyond the southern boundary of the site shall be submitted to and approved in writing the Local Planning Authority and implemented prior to works commencing on site.

REASON: In the interest of pedestrian and highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

NO CHANGE TO RECOMMENDATION