

PLANNING COMMITTEE

8th January 2014

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

P/15809/000 - 412-426, Montrose Avenue, Slough**Transport and Highways**

The Council's transport consultant has commented as follows:

Since the last planning committee meeting further discussions have been held with SEGRO and their consultants regarding the proposed development. As a result further junction modelling has been submitted that demonstrates that the Montrose Avenue / Farnham Road junction can operate within capacity with the additional development traffic by making several modifications to the staging of the junction and the traffic signals and enabling the incorporation of a controlled pedestrian crossing facility. These improvements will include:

- the provision of a separate traffic light stage to allow an unopposed right turn manoeuvre into Montrose Avenue from Farnham Road north; and
- a controlled pedestrian crossing across the north side of the junction which will provide a safer pedestrian facility at this busy junction.

It has been agreed that these works will be funded through a financial contribution of £125,000. The contribution will also fund any necessary changes to waiting restrictions on Montrose Avenue in the vicinity of the new access to control on-street parking and a Travel Plan monitoring contribution.

The main constraints to the current operation of Farnham Road corridor in the vicinity of the Montrose Avenue junction is the merging of two ahead lanes to one ahead lane just to the north of the Montrose Avenue junction. At the Montrose Avenue junction, the current road layout provides one ahead lane and one right turn lane. As the proposed development **will not** increase traffic flow on the critical ahead movement (from Farnham Road north to Farnham Road south), this means that it will not increase the current level of queuing on this arm. The other arms of the junction currently operate well within capacity and therefore the additional development can be accommodated on the other arms.

The financial contribution is sufficient to fund the works to modify the junction operation and provide the pedestrian crossing and the works to achieve this are shown within Drawing No SBC/T/IT/00249/100/01. This drawing also shows how the scheme could be modified to allow for the future widening of Farnham Road at a later date, which would help to address the existing constraint on the corridor. No additional land outside the current highway boundary would be required to implement the proposed scheme shown in Drawing SBC/T/IT/00249/100/01.

Recommendation

Now that agreement has been reached on the junction modelling and the sum of the financial contribution and that I am satisfied that the contribution will fund the agreed the works and therefore represent adequate and reasonable mitigation for the impact of the development, I therefore raise no highway objection to this application.

The concerns raised relating to traffic congestion and highways issues in Farnham Road have been investigated. Having regard to the above, it is considered that the mitigation proposed would be acceptable.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 7

P/00987/024 – Slough Heat & Power Station

It should be noted that there have been amendments to the list of conditions, there is full list of draft conditions for Committee Members to view which will be available at Planning Committee.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 8

P/00471/015 - 57, Chalvey Road East, Slough, SL1 2LP

The applicant has submitted a revised proposed ground floor layout for consideration. The revised proposed ground floor layout shows the refuse store repositioned to a location within 10 metres of the back edge of the footway. This would be considered to be acceptable. In addition, the applicant has clarified that the proposed cycle store could accommodate 24 no. cycles. The re-sited refuse store would result in the floor area of flat 1 being reduced in size to form a studio flat. An alternative option has also been presented which shows the refuse store located to the front corner of house 2 however this is considered to give rise to street scene issues and the applicant has been advised that this option would not be supported. The applicant is working to address this issue and it is recommended that further consideration be given to refuse arrangements.

An updated Sunlight and Daylight Report has also been received which takes account of overshadowing. The figures contained within the report indicate that the garden to 31 & 32 Chalvey Gardens would exceed good practice thresholds.

The applicant has also submitted details of a car a club proposal to provide one vehicle for a three year term initially.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 9

P/02114/022 – Slough & Eton School

The condition in relation to updating the existing Travel Plan has been agreed, as such there is a change to the Officer's recommendation, which is:

APPROVE, SUBJECT TO CONDITIONS

AGENDA ITEM 10

P/00218/026 - Observatory House, Windsor Road, Slough

Traffic and Highways

The red line application site is affected by the Windsor Road widening line although the land in question is already adopted public highway and as such a formal transfer of the land is not required.

Parking is provided on the basis of 221 car parking spaces in the neighbouring multi storey car park and 31 spaces around the building itself. This represents a reduction of 9 no. spaces over the existing situation. The proposals will result in an increase in B1(a) floor space of 1438 sq m, but given the town centre location, there are no policy objections being raised. However, an increase in office floor space will trigger the requirement for a financial contribution, which will go towards the funding of the Windsor Road widening scheme and in particular the carrying out of

boulevard works on the neighbouring highway, including tree planting and the use of Heart of Slough paving materials to replace the existing in connection with the road widening works.

A travel plan and travel plan monitoring fee will also be required to be included in a S106 Agreement

A planning condition is also required to cover the siting and provision of secure cycle parking.

There is a change to the officer recommendation as follows:

DELEGATE THE PLANNING APPLICATION TO THE ACTING PLANNING MANAGER FOR RESOLUTION OF TRANSPORT/HIGHWAY ISSUES, COMPLETION OF A S106 AGREEMENT FINALISING CONDITIONS AND FINAL DETERMINATION.

AGENDA ITEM 11

P/15599/001 - Pechiney House, The Grove, Slough, SL1 1QF

Transport and Highways

There are no changes proposed to existing access arrangements

The existing parking area to the west of the building is not within the red line plan area, but is understood to fall within the same ownership. Currently the proposal shows the retention of 2 no. car parking spaces and provision of a private yard to serve one of the ground floor flats. On the basis of advice from the highway engineers, officers will negotiate for retention of the existing parking for 6 no. cars.

Also on the advice of the highway engineers, officers will negotiate for improvements to refuse and cycle storage.

There is a change to the Officer's recommendation which is:

DELEGATE TO THE ACTING PLANNING MANAGER FOR THE RESOLUTION OF OUTSTANDING HIGHWAY MATTERS, FINALISING CONDITIONS AND FINAL DETERMINATION.

AGENDA ITEM 12

P/00522/020 - Bishops Road Car Park, The Grove, Slough, SL1 1QP

Transport & Highway Issues

The highway engineers raise no objections in terms of trip generation.

The highway engineers advise the construction and dedication of a footway along the northern boundary of the site to tie in with the pedestrian space to the east of the site. This would require the developer entering into a S106 Agreement. A full schedule of highway works would be included in the Section 106 Agreement.

The developer will also need to enter into a S106 Agreement to ensure that future occupiers are excluded from taking up residents parking permits.

It is further advised that cycle parking and refuse storage is over-provided on site and the siting of the bin store does not comply with current drag distances. The applicant also needs to demonstrate tracking for a refuse vehicle. These matters require further discussion.

Amenity to neighbouring residential properties

Conditions are required to ensure that windows within the western flank wall are obscurely glazed and high level opening only and that balcony screens shall be to a height of 1.8 metres and be constructed in solid panels or obscure glazing. This to ensure that no direct overlooking of neighbouring gardens will take place. The condition will also need to cover the proposed balcony, which faces south to avoid the potential sterilisation of the neighbouring land.

There is a change to the Officer recommendation as follows:

DELEGATE TO THE ACTING PLANNING MANAGER FOR THE RESOLUTION OF OUTSTANDING HIGHWAY ISSUES, FURTHER NEGOTIATIONS ON SCHEME VIABILITY AND SECTION 106 CONTRIBUTIONS FINALISING CONDITIONS, COMPLETION OF A SECTION 106 AGREEMENT AND FINAL DETERMINATION. IN THE EVENT THAT SCHEME VIABILITY AND SECTION 106 CONTRIBUTIONS CANNOT BE AGREED THAT THE ACTING PLANNING MANAGER IS AUTHORISED TO REFUSE PLANNING PERMISSION.

AGENDA ITEM 13

S/00698/001 - Gurney House, Upton Road, Slough, SL1 2AE

The application site boundary on the agenda does not reflect the change to the north boundary recently made by the applicant and referred to in the report. The revised boundary is below.



NO CHANGE TO RECOMMENDATION