

# **PLANNING COMMITTEE**

## **29<sup>TH</sup> April 2015**

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

**P/01412/012 - Sapphire Court, 274-276, High Street, Slough, Berkshire, SL1 1NB**

**Highways and Transport**

The change of use and extension to the building would lead to a reduced number of trips to the site.

A small area of land at the rear of the site needs to be dedicated to allow for a pedestrian footway to be installed along Hatfield Road and discussion will be entered into with the applicant's with regards to a Section 106 Agreement to achieve this. Further discussions will also be held with regards to the ownership of parts of Hatfield Road to assist in adoption as proposed by the Local Highway Authority.

Two parking spaces for the commercial use are considered to be acceptable and in accordance with the Council's adopted parking standards. Capacity exists within the Hatfield public car park for resident parking subject to a permit being secured.

The position and size of the cycle store is considered acceptable although further details would need to be secured via condition with regards to the security measures within the store.

A condition would need to be added to any permission restricting the use of vehicle access gates, roller shutters or other vehicle entrance barriers to minimise danger and obstruction to the highway.

Change to the officer recommendation as follows:

**DELEGATE THE PLANNING APPLICATION TO THE PLANNING MANAGER FOR MINOR DESIGN CHANGES, COMPLETION OF A SECTION 106 AGREEMENT, FINALISING CONDITIONS AND FINAL DETERMINATION.**

**P/08145/005 - Salisbury House, 300-310 High Street, Slough, SL1 1NB**

The applicant's have provided amended plans showing that only a small part of the recessed top floor would be visible when viewed from the opposite side of the street and would therefore be acceptable as per other developments along that area of High Street.

The applicant's have further confirmed that the proposed parking spaces are for the retail units and no parking will be provided for the residential units. This would be in accordance with the Local Plan Parking Standards which states that zero parking for the town centre is acceptable. Capacity exists within the Hatfield public car park for resident parking subject to a permit being secured.

Further drawings have been provided showing that the rooms on the top floor now meet the required room size standards.

The fenestration of the building has now been changed so that the windows line up so that it is in keeping with the surrounding area.

**Highways and Transport**

The change of use and extension to the building would lead to a reduced number of trips to the site.

An area of land at the rear of the site needs to be dedicated to allow for a pedestrian footway to be installed along Hatfield Road and the applicant's have agreed to enter a Section 106 Agreement to achieve this.

Future occupiers of the development will be excluded from obtaining parking permits.

The parking area, cycle store and bin storage areas have been amended and further details with regards to these issues are to be agreed with the Transport Consultants.

The applicant's would need to enter into a Section 106 Agreement with regards to the dedication of highway, a highway works agreement and the restriction of occupiers obtaining on street parking permits.

Change to the officer recommendation as follows:

**DELEGATE THE PLANNING APPLICATION TO THE PLANNING MANAGER FOR RESOLUTION OF OUTSTANDING HIGHWAY AND TRANSPORT ISSUES, MINOR DESIGN CHANGES, COMPLETION OF A SECTION 106 AGREEMENT, FINALISING CONDITIONS AND FINAL DETERMINATION.**

**P/02684/010 - Former BT Site, 297, Langley Road, Langley**

The Section 106 negotiations have progressed but have yet to be fully concluded. In brief the applicant now offer 26% affordable housing (24 social rent houses and 10 shared ownership apartments) and a sum for transport related matters broadly in line with what has been requested. It is recommended that conclusion of negotiations be delegated to the Planning Manager.

Regarding trees the applicant confirms that trees previously shown as retained, including 3 on the frontage, will be kept and the correct plan has been received.

Regarding policy matters the 2010 Site Allocations Plan, which updates the 2004 Local Plan, allocates the site for 'residential and health facilities'. The applicant and the Council have approached the NHS but no offer to take a health centre site has been received and there is limited evidence available to justify, in accordance with planning policy and guidance, insistence upon reserving a site for health use. Furthermore, the applicant's viability statement shows that reserving a site for health is not viable.

**NO CHANGE TO RECOMMENDATION**

**P/02631/018 – The Langley Academy, Langley Road**

Regarding the revised plan showing a pedestrian link to Cockett Road (see para 8.4) the consultation period expires 7<sup>th</sup> of May but so far of the 8 residents notified 3 residents have objected. They raise issues of:

Cockett Road already congested, used by traffic to Ryvers School, limited space for residents parking; parking takes place on pavements already, safety issues. Homes affected have no parking places now; requested to have parking turned down.

Concern about loss of privacy, litter, damage security and noise of people walking past or parents congregating near entrance.

Gate will get used by secondary school pupils as well.

Should look at option of link to back of Trelawney Avenue shops (south of secondary school).

Questions transport impact assessment – does not refer to the Cockett Road entrance and its implications.

In response whilst a flow of people past the front of the homes affected will be a significant change compared to current situation of dead end paths that serve the homes, a path in front of a home is normal such that it cannot, in terms of privacy or disturbance, be considered unacceptable.

The entrance will encourage parents to use Cockett Road for drop off/pick up. That road is well used it being a direct link between Trelawney Ave. and Langley Road and it takes some traffic from the nearby Ryvers School.

A restriction on use by secondary school pupils can be discussed with the schools. The Trelawney Ave option is remote from the primary school and, when considered previously, was not a favoured option in terms of safety and Housing Sections views who manage the shops.

**Summary and update of Transport Comments**

The applicants proposed use of Langley Road entrance for pupils raises safety issues. Use of Cockett Road, for pedestrians, is considered a better solution.

What is clear from observing traffic flow at the site access point is that it would not make a good and safe access point for child pedestrians and therefore for these reasons the applicant has been advised that unless a second pedestrian access point is provided on Cockett Road the application will be refused. Access from Cockett Road provides access from the west and ensures that parking pressure is more evenly distributed around the residential area surrounding the school. It also makes walking and cycling distances shorter and more attractive as they are undertaken in areas with reduced speeds and existing traffic calming.

Revised plan received increases staff parking places.

The path (to Cockett Road) should go through the green space between the two terraces of homes rather than feed into the existing paths that serve the 6 homes most affected. This would take pupils away from the frontage of homes. Its use can be time restricted to school opening and closing times; a condition can cover this. A time lock is possible. There would be an opportunity the landscape either side of the path. The path needs to be a minimum of 3metres wide. Vehicle crossovers for the 2 homes closes to Cockett Road could be considered to assist parking. School Keep Clear marking would be needed in school time but would available for parking at other times.

#### Planning Obligation

A Travel Plan

Travel Plan monitoring costs

Cost of implementing waiting restrictions in Langley Rd (Talbot Road to Cockett Road) and school markings in Cockett Road.

Contribution towards a new zebra crossing or other crossing improvement in the vicinity of the school.

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