

**PLANNING COMMITTEE**  
**30<sup>th</sup> JULY 2015**

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

**P/04385/014 – Dawson House, Ladbrook Road**

Following Highways and Transport comments, the Agent has provided revised drawings that has addressed their concerns, which is as follows:

- The creation of a footway along Chalvey Road and Ladbrooke Road;
- Agreement to residents of the development would be ineligible to receive on-street parking permits in any existing or future residents parking scheme and secured as part of the s106 agreement; and
- The refuse store has been relocated so it is within 10m from the highway.

Subsequently, Highways and Transport section have commented that these drawings are now acceptable from a highway and transport perspective.

**NO CHANGE TO RECOMMENDATION**

**P/00789/028 – 1 Brunel Way**

**Consultation**

A consultation response has been received from the Environmental Agency stating that they have no objection to the proposed development, as submitted, subject to the inclusion of the following condition in any planning permissions.

Without the inclusion of this planning condition we consider that the development poses an unacceptable risk to the environment.

**Condition – Site Investigation & Remediation**

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A site investigation scheme, based on the submitted desk study to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 2) The results of the site investigation and detailed risk assessment referred to in (3) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

**Reason**

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (paragraph 121, NPPF).

This is supported by Policy CP8 of the Slough Core Strategy 2006-2026 (adopted 2008), which states that development shall not cause contamination or a deterioration in water quality.

We have reviewed the submitted 'Phase 1 Geo-environmental Assessment' (Cundall ref. 1011206.GL.RPT.001 Rev C, dated 22 May 2015). We concur with the report that further investigation is required because of the former oil storage and boiler room, and the potential for these to cause groundwater pollution to controlled waters. Potential receptors include the Taplow Gravel Formation, designated a Principal Aquifer and therefore a highly permeable geological stratum capable of providing significant quantities of water for people and possibly of major importance to river base flow.

**Final Comments**

Please consult us on any application for the approval of details reserved by the above condition, or for its variation or removal.

If I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely

**Mr David Griggs**

**Planning Advisor**

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cc TP

## **Consultation**

**A consultation response has been received from the Traffic and Road Safety /Highways Development** stating that they have no objection to the proposed development, as submitted, subject to the inclusion of the following condition and subject to the following changes being made:

- Provide revised plans showing the pedestrian visibility splays of 2.4m x 2.4m on both sides of the site access;
- Modify the designs of the car park to ensure the columns in the inter bin support zones are located as per the recommendations set out in the Institution of Structural Engineers Design Guidance;
- Provide a tracking plan to demonstrate that service vehicles can safely access the loading bay;
- Make necessary changes to the Travel Plan as set out above including widening the internal cycle store access door.

And to the securing of S106 contributions for the planning permission.

## **Transport and Highways Comments Received – 21/07/2015**

### **Development Proposal**

A Transport Statement (TS) and Interim Travel Plan (TP) has been submitted in support of the redevelopment of 1 Brunel Way. The site is located within Slough Town Centre adjacent to the new bus station and opposite the train station.

The extant permission (P/00789/022) is for a development comprised as follows:

- Development will comprise of an increase in GFA from 13,154m<sup>2</sup> to 16,463m<sup>2</sup> with associated car and cycle parking and an increase in useable office space from 7,684m<sup>2</sup> to 11,679m<sup>2</sup>
- There will be an increase in useable floor space of 3,978m<sup>2</sup> with
- A reduction in car parking spaces from 166 car parking spaces to 148 spaces including 9 disabled bays.

The permission being sought as part of this application is as follows:

- The development will comprise of a floor area of 11,403m<sup>2</sup>, which represents a minor reduction in floor area compared to the extant permission;
- There are 100 car parking spaces proposed, which represents a reduction in 66 spaces from the current site (166 spaces) and a reduction in 48 spaces from the extant permission (148 spaces);
- There are 100 cycle spaces proposed, which is an increase in provision of 26 spaces when compared to the extant permission (which proposed 74 spaces);
- Significant changes are proposed to the site access and servicing arrangements compared to the existing and extant permissions.

### **Trip Generation**

Further clarification has been sought on how the trip rates have been calculated following some discrepancies being identified in the TS. In the tables below I have presented the data on gross internal area rather than net internal area in order to be consistent with how the previous application was assessed. The proposed development will lead to a slight reduction in the number of person trips and vehicle trips compared to the extant permission.

The trip generation has been derived from the TRICS database and the trip rates were previously accepted as part of the extant permission.

Development	Person Trips			
	AM peak (08:30-09:30)		PM peak (16:30-17:30)	
	Arrivals	Departures	Arrivals	Departures
Existing (taken from TS for P/00789/022)	256	39	54	272
Extant (11,679m <sup>2</sup> )	390	60	81	413
Proposed (11,403m <sup>2</sup> )	380	58	79	404

The total daily person trips and vehicle trips from the proposed development is set out in the table below.

Development Type		Total Daily Person and Vehicle Trips			
		Person Trips		Vehicle Trips	
		Arrivals	Departures	Arrivals	Departures
Office	Existing	1408	1388	421	403
	Extant	2157	2125	636	626
	Proposed	2107	2077	622	613
	Difference compared to Existing	699	689	201	223

What is clear from this assessment is that the development will lead to significant increase in both person and vehicle trips to this part of Slough, compared to the existing development. Where there is insufficient parking available on-site, overspill parking will need to be accommodated in town centre public car parks, where there is currently available capacity. The additional trips will have an impact on traffic congestion and delays and also place greater pressure on the existing infrastructure for pedestrians, cyclists and public transport users accessing the town centre.

## Access and Layout

### Vehicle Access

The plans show a new vehicular access point, to the eastern side of the building on Brunel Way. The existing vehicular access points (to the south east of the building on Brunel Way (x2); and to the north west of the building on Brunel Way between the bus station and the development (x2)), will be removed. This is welcomed by the local highway authority as it reduces conflict between pedestrians moving between the train station and bus station. The new access point is welcomed as it is more centrally located within the development (given the proposals on the site next door which would entail a site access immediately to the south of this site on Brunel Way), additionally the junction spacing is 27m from the junction to the rail station car park which is considered acceptable. However the access design has not taken account of pedestrian visibility splays, which are required on both sides of the access to avoid collision between pedestrians using the footway and vehicles egressing from the site car park. The

drawings must be modified to accommodate pedestrian visibility splays of 2.4m x 2.4m on both sides of the access, in front of which no obstructions exceeding 600mm in height is to be permitted.

The ground floor plans show a small area of land on the western side of the development (car park space 16), adjacent to the bus station site, where the building line extends towards the bus station. The local highway authority requests that the building line is straightened, with this area gifted to the council (the land owner of the bus station). A straight alignment of this wall will help to enhance the pedestrian area within the bus station and help remove some of the antisocial behaviour issues that can occur when these spaces exist. The applicant's planning consultant has so far indicated that the applicant does not wish to demolish the existing wall of the building to enable this improvement.

### Pedestrian Access

The proposed pedestrian access is from Brunel Way where the existing pedestrian entrance is located. However the proposed entrance is 'at grade' as opposed to on the first floor, which will allow improved access for the visually / mobility impaired. As such this new provision is acceptable and welcomed. A secondary staff / goods pedestrian access is also proposed to the eastern side of the development, adjacent to the proposed new vehicular access point. The proposed pedestrian access points are acceptable.

The proposed building is set back from the existing building line to the north of the site on Brunel Way, and the proposals show an extension of the public realm in this. These proposals will improve the area visually as well as providing further facilities for pedestrians, which is welcomed. The new public realm areas will need to ensure continuation of the 'Heart of Slough' materials on both frontages (the northern and eastern frontages of the building).

The footway along the eastern frontage, from the wall of the building to the back edge of the existing footway will need to be dedicated to the local highway authority free of charge and to be maintained at the public expense. The works to this land will need to be undertaken as part of a s278 agreement.

### Cycle Access

The proposed cycle access is from the east of the development on Brunel Way, via a pedestrian / cycle / goods access door adjacent to the vehicular entrance. This entrance is only a short walk away from the cycle parking area and so is conveniently located. In order to facilitate cyclists' access to the proposed cycle parking area, both the main pedestrian access door and the door to the cycle store should open automatically rather than by hand. The door to the cycle store also needs to be a wider door in order to facilitate cycle manoeuvring.

### **Servicing**

A new layby is proposed to the eastern side of the site on Brunel Way. This is 12m in length in order to accommodate a rigid service vehicle. It is noted that the servicing and refuse will be carried out from the proposed layby. The applicant must provide a tracking plan for the layby. The final details of the loading bay will need to be agreed at the detailed design / S278 stage, but I would think that it would be most appropriate for the bay to be at the same surface as the footway (protected with bollards – Heart of Slough bollards as per those that protect the footway from reversing vehicles using the station car park).

The TS has stated that despite the proposed layby being located closer to the taxi rank / Tesco site egress point; visibility is maintained even if the layby is occupied; I have checked the plans and found that this is the case. The proposed servicing arrangements are therefore acceptable subject to the satisfactory submission of the tracking drawing.

The refuse store is accessed from the car park entrance to the east and is therefore served by the proposed loading bay on Brunel Way, which is acceptable subject to contributions for a Traffic Regulation Order for the implementation of the bay.

## Accident Analysis

The TA includes an accident analysis for the area, for a period from 01/08/10 to 31/07/13. There have been seven reported accidents in this period. The consultant has drawn the conclusion that the new development is unlikely to cause a significant change in the number or rate of accidents in the local highway. The applicant has not updated the time period of the accident data analysis, which it should have done. However I am satisfied that there have been significant improvements to the scheme design in terms of the reduction of the number of site accesses and assuming that the applicant can modify its scheme to accommodate the pedestrian visibility splays then I am view that the proposed design will be safer than the existing and extant permissions.

## Car Parking

The existing car park contains 166 spaces, the extant permission is for 148 spaces, and the proposed application is for 100 spaces. This includes 34 spaces on the mezzanine level, and 66 on the ground floor level. This includes 6 disabled spaces. There are 8 spaces on the ground floor level that are 'tandem' spaces which are behind other spaces which will be difficult to use, but this will be an operational issue for the future occupiers. The number of parking spaces is in accordance with Slough Local Plan Policy T2 that states that there should be *"no increase in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes."*

The justification for the reduction in parking compared to the existing / extant schemes is that the area is located in a corridor with excellent public transport services (aggregate headway of one public transport service per minute). Additionally, the TS states that the TRICS data shows that the proposed development will generate 105 vehicle movements in the AM peak hour, however parking accumulation will be higher than 105 spaces based on the existing trip rates. However there is sufficient parking available in nearby town centre car parks to accommodate overspill parking and therefore I am satisfied that the proposed 100 spaces is acceptable.

In terms of parking bay geometry, the parking spaces labelled 1-5 are only 4.5m x 2.4m and therefore do not meet the standard. All other parking bays proposed are at least 2.4m by 4.8m, which is acceptable. Part of one of the aisles is less than the standard width of 6m. However as this only affects a couple of spaces I am willing to accept this layout.

In terms of the design of the car park, the columns in the car park do not meet the standards set out in the Institution of Structural Engineers document Design Recommendations for multi-storey and underground car parks (Fourth edition) (page 30, Figure 4.2). The columns need to be set back from the aisles by a minimum of 0.46m minimum (preferred range 0.8m to 1.0m). If the columns had been designed in accordance with this Design Guidance then the pedestrian visibility splay issue would also be addressed as the columns nearest the access would have fallen outside of the splays.

In the TS and TP there is no commitment to implementing electric charging bays in the car park. 1 electric vehicle rapid charge point should be provided for every 1000m<sup>2</sup>, as set out in the IAQM Planning for Air Quality Guidance document (2015). Commitment to this standard should be secured as part of the s106 agreement. In the extant consent the applicant agreed to the provision of 6no. electric vehicle charging points. The standards have now changed as per the IAQM guidance and therefore the new standard will need to be met.

## Cycle Parking and Shower/Changing Facilities

The applicant proposes to install 100 cycle parking spaces within the ground floor car park. For the proposed floor area of 10,650 sq m, and the standard of 1 cycle space per 125 sq m, this provision is well above the required standard of 85 racks. The racks are conveniently located in the centre of the ground floor, adjacent to the proposed showering / changing / locker facilities. The type of racks proposed are 'Josta' branded two-tier racks, set out in two rows of 50 racks opposite each other within

the cycle store area. The area between the racks is 2m. The racks are approx. 2m long and spread 0.5m wide. The height of the ceiling is 2.81m. These dimensions and the types of rack are acceptable.

The cycle parking proposed is an improvement on the previous scheme and offers a high quality facility for users which will actively encourage cycling to and from the site. The provision of more than the minimum is very welcomed for this centrally located site.

In terms of showering / changing / locker facilities, the following are proposed:

- 3x male WC/showers
- 3x female WC/showers
- 1x disabled WC/shower
- 25x male lockers
- 23x female lockers

These facilities are located adjacent to the cycle store, on the natural pedestrian route into the main building from the cycle store. This is a very convenient location. The quantity and quality of provision is excellent and very welcomed by the council in this central location where cycling levels are likely to be high.

### **Construction and Demolition**

The TS does not cover the demolition of the proposed building, but the applicant should be made aware that the local highway authority will not accept the hoarding that is proposed around the building and that extends significantly onto the public highway causing significant constraint on available footway space. Once demolition is complete then the applicant will need to set back the hoarding line to the boundary of the existing highway, as the local highway authority cannot accept a long delay between the end of demolition and the start of construction, which would mean that the availability of much of the footway width in this location was out of use.

### **Mitigation**

The developer's drawings state that the existing bus shelter will be relocated, which when this new building is implemented the shelter would be in a prominent location on its frontage. The existing bus shelter is provided for the 02 shuttle service and has been paid for by 02. In the extant permission it was agreed that the shelter would be relocated on the basis that a contribution of £14,000 was paid to cover the Council's costs in this regard. For the shelter to be relocated the local highway authority will need to relocate the station shuttles to Station Forecourt North, as it stands today this is not possible as the local highway authority does not have sufficient funding to take forward this scheme. However preliminary design work and costings has been undertaken for this scheme and contributions from other developments have been secured.

On the basis that a significant increase in both pedestrian and vehicle trips will be made to the site I think it is reasonable that the developer makes a financial contribution of £288,000 to mitigate the impact of these additional trips on the local highway network (this is the sum that was previously agreed as part of the extant permission). Taking account that the floor area between the two schemes is very similar I would recommend that the contributions remain the same as previously agreed. The priority scheme is for the Station Forecourt North scheme to be progressed so that the Station shuttles can be relocated, which in turn will enable the shelter to be re-sited. I would like to maintain some flexibility in how the contribution can be spent given that I am unclear as to when this development will be implemented and it may be necessary to bring forward other funds in the meantime to take it forward. Therefore on the S106 schedule I recommend that the contribution also be spent pedestrian/cycle facilities and public realm improvements within and leading to the town centre as these are also required to provide the high quality improvements that are needed to encourage the behavioural change that is necessary for this development to meet its travel plan targets.

Mitigation is also proposed in the form of a travel plan and the comments on this are provided below.

## **Travel Plan**

An Interim Travel Plan has been reviewed and the comments have been provided separately. A summary of the Travel Plan review is below.

### Introduction / site characteristics and accessibility

Senior management support is given for the travel plan, initially by the developer, and to be adopted by the occupiers, which is welcomed. Access to the site by all modes is noted.

### Baseline travel information

This is given, from TRICS data, and as expected from this central location in the borough, the mode split is in favour of sustainable modes, with car use at only approx. 30% which is an excellent starting point in terms of sustainability for this centrally-located site.

### Objectives and benefits

These are given and are focused on increasing the use of sustainable modes of travel to the site, which is acceptable.

### Targets

Both interim (Year 3) and long term (Year 5) targets are given; these are more stretching and ambitious than the targets given in the previous travel plan, and are acceptable.

### Measures

A range of measures are proposed for the development, including information provision, information for new starters, cycling initiatives, walking initiatives, promotion of public transport and car sharing. Proposed cycle parking is of very good quality (and an increase on the previous application's quantity), as are the showering / changing facilities (conveniently located right next door to the cycle parking facilities). The provision of 10% of car share bays has been committed to, which is welcomed.

### Travel Plan Coordinator (TPC) and management support

A TPC role is committed to for the five year period of the travel plan, which is welcomed. Contact details of an interim contact at Landid are given within the document.

### Monitoring and reporting strategy

Within the monitoring section, the developer has committed to undertaking TRICS SAM monitoring surveys for the development at 1, 3 and 5 years. The data will be reported to the local authority. Reporting will also include any remedial measures and additional monitoring should the targets not be on track. This is acceptable.

### Action Plan

An action plan is given and is acceptable.

### Recommendation – Travel Plan

The travel plan is of an acceptable standard and should be appended to the s106 agreement.

## **Recommendation**

Subject to the following changes being made:

- Provide revised plans showing the pedestrian visibility splays of 2.4m x 2.4m on both sides of the site access;
- Modify the designs of the car park to ensure the columns in the interbin support zones are located as per the recommendations set out in the Institution of Structural Engineers Design Guidance;
- Provide a tracking plan to demonstrate that service vehicles can safely access the loading bay;
- Make necessary changes to the Travel Plan as set out above including widening the internal cycle store access door.

And to the securing of S106 contributions for:

- Transport Contribution of £288,000 towards works on the Railway Station Northern Forecourt and/or pedestrian, cycle and public realm improvements within and leading to Slough town centre;
- Traffic Regulation Order contribution of £3k to amend the existing traffic regulation order to provide a loading bay;
- Travel Plan monitoring contribution of £6k;
- Travel Plan document and monitoring obligations;
- Contribution of £14k to cover the costs of the relocation of the bus shelter;
- Paving and Landscaping materials must be to the same quality and type as used in the adjoining Station Forecourt / Heart of Slough scheme;
- Construction of new footway and dedication of the land required for the footway free of charge to be maintained at the public expense along the whole length of the eastern frontage of the site;
- Dedication of land along the northern frontage of the building (as necessary) to provide a consistent highway boundary line taking account of the adjoining development and proposed landscaping works.

Subject to achieving a satisfactory conclusion on these matters I see no reason for a highway objection.

#### S106/S278 Agreement

The applicant will need to enter into a section 106 agreement with Slough Borough Council; this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the transport contributions and the travel plan schedule.

The highways schedule includes:

- Temporary access point;
- Installation of crossover / junction;
- Reconstruct the footway fronting the application site using Heart of Slough using the agreed palette of materials to be consistent with those materials used by the Heart of Slough/Station Forecourt public realm scheme (natural stone granite);
- Reinstatement of redundant access points to standard to footway construction;
- Installation of street lighting modifications (as necessary);
- Drainage connections;
- Dedication as highway maintainable at the public expense, free of charge, the area of footway between the building wall and the back edge of the footway along the length of the eastern frontage of the development;
- Construction of the loading bay and surrounding Heart of Slough granite bollards on Brunel Way;

The transport schedule includes:

- Transport Contribution of £288,000 towards works on the Railway Station Northern Forecourt and/or pedestrian, cycle and public realm improvements within and leading to Slough town centre;
- Traffic Regulation Order contribution of £3k to amend the existing traffic regulation order to provide a loading bay on Brunel Way;
- Travel Plan monitoring contribution of £6k;
- Contribution of £14k to cover the bus stop relocation costs;
- 11 electric vehicle rapid charge points to be implemented in the on-site car park.

The Travel Plan Schedule includes:

#### Travel Plan submission and site occupation

The owner covenants as follows:

1. The Owner shall pay to the Council the Travel Plan Contribution prior to first occupation of the development
2. The development shall not be occupied until the Owners have appointed a Travel Plan Coordinator for the site at its own expense and shall provide the Council with details of their name, office address, email address and telephone number
3. The Owner shall implement the approved Travel Plan (as amended and agreed by the Council and Owner) for a period of not less than five years from the date of Occupation of the development, and use reasonable endeavours to ensure that each of the targets in the travel plan are met
4. The Owner shall use reasonable endeavours to ensure that any occupier or tenant of the development adheres to the approved Travel Plan
5. Within two months of the Baseline Survey being undertaken, the Owner will resubmit until approval by the council, a Final Travel Plan showing the Baseline Survey results and any updated measures and targets as a result of the Baseline Survey
6. The Final Travel Plan shall be updated by the Owner during the Travel Plan Monitoring Period following any reasonable recommendations from the Council, based on the results of the Travel Plan Monitoring

### Travel Plan Monitoring

The Owner covenants as follows:

1. The Travel Plan shall be monitored by the Owner using the current TRICS UK standards, in place at the time when each monitoring survey is due; or subsequent standards if the monitoring becomes overdue
2. A TRICS Baseline Survey shall be commissioned by the Owner within 6 months of occupation
3. Further TRICS monitoring surveys shall be undertaken during the same calendar month as the Baseline Survey, in the 3<sup>rd</sup> and 5<sup>th</sup> Years from occupation
4. The results of the monitoring shall be submitted by the Owner to the Council and TRICS at no charge for inclusion within the TRICS database
5. In the event that the Owner fails to commission the required TRICS survey, the Owner shall in addition pay the Council costs in commissioning such survey up to a maximum of £6,500 per survey
6. Additional monitoring shall also be carried out during the Travel Plan Monitoring Period in accordance with the approved Travel Plan
7. Travel Plan Annual Monitoring Reports shall be submitted to the Council for its approval, detailing survey results (in applicable years), progress towards targets, and implementation of measures (including Remedial Measures as appropriate). Such reports shall be submitted within two months of the survey date where applicable
8. For the avoidance of doubt, the Owner is responsible for the costs of monitoring and reviewing the Travel Plan, and must submit all results and reports to the Council
9. The Travel Plan Monitoring Period shall cease following approval of the Year 5 monitoring report by the Council
10. The Council may propose a meeting with the Owner or Travel Plan Coordinator in order to discuss the progress of action implementation, target achievement, or other issues. The Owner or Travel Plan Coordinator shall attend the proposed meeting which shall take place within 21 days of such a request being made and shall be on a date and at a place determined by the Council.

### Travel Plan Targets

The Owner covenants as follows:

1. Final targets shall be approved by the Council in the Final Travel Plan document
2. The Owner shall use reasonable endeavours to ensure that each of the targets in the travel plan are met
3. In the event that the Travel Plan is not being complied with or fails to meet its approved objectives or targets the Owner shall provide to the Council for its approval an updated Travel Plan within 60 days of the annual review, in which Remedial Measures are outlined to achieve targets together with a revised Action Plan.

### Planning Conditions

1. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

2. No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

3. The cycle store shall not be used for any other purpose.

Reason: To encourage cycle use

4. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no building shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

5. No part of the development shall be occupied until such time that a Deliveries and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. Once agreed, the development shall operate in accordance with the agreed Deliveries and Servicing Plan. The Plan shall ensure that deliveries and servicing occurs in the designated bay. Should the requirements within the Plan not be met, the operator should undertake whatsoever measures, as may first have been agreed in writing by the Local Planning Authority, as are necessary to meet the requirements. The Local Planning Authority will retain the right to require the operator to review the operation of the Deliveries and Servicing Plan if it is made aware of concerns with its implementation. The Deliveries and Servicing Plan shall be maintained in perpetuity during the operation of the development.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and bus station access road

6. Samples of external materials to be used in the areas adjoining the public highway 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 Plan for Slough 2004.

7. No gates or access barriers to open over the highway

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

**Informatives**

- 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.
- 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.
- 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.

**Laura Wells and Viv Vallance - Transport Development**

**NO CHANGE TO RECOMMENDATION.**

**P/06684/015 – Queensmere Shopping Centre, Wellington Street**

The following comments have been received from the Council's Transport Consultant

There were a few outstanding issues following the revised submission of the Transport Assessment, Travel Plan and associated documents. Further information has been submitted by the developer to address these issues and these are summarised below.

**Highway Drawings**

Revised drawings have been submitted showing the amendments to the access junction to create a signalised T-junction and right turn lane to Wexham Road. In principle these drawings have been accepted and there were safety issues highlighted by the stage 1 Road Safety Audit that could not be addressed within the detailed design process.

**Taxi Bays on Queensmere Road**

A video survey was undertaken of the usage of this bay and it was found to be very lightly used. However having spoken to the Borough's Taxi representative he indicated that a replacement for the lost bays would be expected. It has not been possible to create additional bays on A4 Wellington Street, but the existing taxi bay on High Street, outside of the eastern pedestrian entry to the Observatory Centre, can be extended by a further 1 vehicle bay and the developer has agreed to fund this cost. This is shown in drawing TSP-SSC-P2612-74A.

**Residential Car Parking**

Confirmation has been received the Developer (Criterion Capital) that in addition to the 102 parking spaces allocated to the residential development, further spaces will be available for lease on a short term basis to residents. The minimum term for the lease would be 6 months and the maximum term not to exceed the agreed tenancy period. This confirmation is welcomed as it means that residents with vehicles will be able to use on-site parking by taking out a lease from the developer.

**On-site Car Club**

All residents of the development will have access to the car club including those who have taken out a car parking space under lease. This will help to encourage a greater take up of the car club to support its long term sustainability.

**Travel Plan**

The site Travel Plan has been agreed as acceptable.

**Bike Hub**

The developer has accepted within the S106 agreement an obligation that requires the commercial unit attached to the bike hub to be used as a bike shop. This helps to ensure that a high quality bike hub will be operated on-site.

**Traffic Modelling of Right Turn into Wexham Road**

Further junction modelling has been supplied that demonstrates the proposed right turn lane to Wexham Road (north) operates within capacity.

**S106 agreement**

In addition to what has previously agreed on the S106 obligations, the developer has further agreed that all signal controller specifications and linked contributions have been agreed, which means that the new junctions and crossings will link into the existing SCOOT and MOVA system that operates along the A4 Wellington Street ensuring that the most efficient operation of the junction coordination occurs. The developer has agreed to fund 4 real time passenger information screens to be located either at the entrance to the development or at bus stops outside of the development e.g. those on Wellington Street. Further clarification has been given that the developer will fund the contribution for amending the Traffic Regulation Orders in the vicinity of the development.

**NO CHANGE TO RECOMMENDATION.**