

# **PLANNING COMMITTEE**

**2<sup>nd</sup> August 2017**

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

## 1.0 Correction

The application was originally regarded as a major application because the planning application declared the site area to be more than 1 hectare. In re-measuring the site for flood risk purposes it appears the site is in fact less than 1 hectare, and therefore is not a major application. Notwithstanding this, the application would still need to be determined at planning committee as it is a Council application and has received an objection from the Local Highway Authority.

## 2.0 Further Consultation Responses

The following consultation responses have been received since publication of the committee report:

<b>Local Highway Authority:</b>	<p>Objection but the following changes would make the scheme acceptable:</p> <p><u>Access Road:</u></p> <ul style="list-style-type: none"> <li>• Consider removing centre-line</li> <li>• Vegetation to be cut back at new junction;</li> <li>• Path to be widened where new bollards are proposed;</li> <li>• Changes to cycleway signing / marking on A4 Bath Road;</li> <li>• Slough Totems may need to be relocated at detailed design stage;</li> <li>• A vehicle height barrier with central bar to enable the northern car park to be locked off at night to help design out crime</li> </ul> <p><u>Enlarged Car Park:</u></p> <ul style="list-style-type: none"> <li>• The design around the bin store is unacceptable and needs to change as described above;</li> <li>• Relocate parking space 54</li> <li>• Delete yellow hatching and replace with kerbed vegetation;</li> <li>• Delete tactile paving from bin store access;</li> <li>• Delete markings for pedestrian crossing;</li> </ul> <p><u>Existing Car Park:</u></p> <ul style="list-style-type: none"> <li>• Kerb protected path through car park;</li> </ul>
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	<ul style="list-style-type: none"> <li>• The cycle shelter needs to be located to the south of the steps as discussed in this note. The other 2 cycle stores cannot remain in their proposed locations;</li> <li>• Delete tactile paving from path across exit;</li> <li>• Delete unnecessary path and raised table;</li> <li>• Delete yellow hatching;</li> <li>• A pedestrian path needs to be provided around the southern side of the car park;</li> <li>• Hedge to be removed for visibility splay;</li> <li>• Path should be realigned to be DDA compliant;</li> <li>• New path to be provided along part of the access road and the existing path on the south-side of the play area. Path to be provided by narrowing the one-way section of the access road;</li> <li>• Delete sign on access road;</li> <li>• Location of EV spaces are incorrectly drawn as per existing layout on-site</li> </ul> <p>[Case Officer Note: The above points are assessed further in the highways section of the planning assessment]</p> <p>The applicant should enter into a S278/Minor Highways Agreement for the widening of the access road and new access junction. A safety audit should be undertaken of these changes. (Full comments available on file).</p>
<b>Environment Agency:</b>	<p>No comments received.</p> <p>It is however noted that the applicant has been in contact with the Environment Agency, who have looked over the proposed drainage scheme and raised no objections, (email from Dharmesh Modi, dated and rec'd 21/06/2017).</p>
<b>Lead Local Flood Authority:</b>	<p>Further information required</p> <p>[Case Officer Note: further assessment on drainage is noted in the planning assessment below.</p>
<b>Public Realm Manager:</b>	<p>No objection subject to more details regarding materials, boundary treatment, signage, and future landscape management. (Full comments available on file).</p>
<b>Contaminated Land Officer</b>	<p>No comments received</p>
<b>Berkshire</b>	<p>No objections. (Full comments available on file).</p>

### 3.0 Planning Assessment

#### Highways and Parking:

The Local Highway Authority have assessed the proposed application and recommended a number of changes should be carried before planning permission is granted. Most of the changes requested are considered to relate to the development proposed. When considering the end user would include young children, they would also proportionate as they be required to address potential conflict between venerable pedestrians and moving vehicles and therefore justified.

However, Planning Officers will not seek the following changes for the following reasons:

- Local Highway Authority request: In my pre-application comments, I recommended a way of limiting the risk in this location by providing an alternative path link through the park to connect up with the Cinder Track. This would greatly reduce the number of cyclists using the footway/cycleway in preference of using the path in the park, which would be more attractive

Case Officer Response: The developer will be required to secure appropriate visibility splays. Re-routing the cycle network through the park is not considered to be a requirement that can be reasonably justified as a requirement because the resulting impact would not lead to sever harm.

- Local Highway Authority request: The footway/cycleway along the A4 Bath Road is marked (in part) and signed as segregated shared use path. However, the shared footway/cycleway is not wide enough to be a segregated path and therefore the white-line central markings should be removed. When the applicant changes the signs the applicant should replace them using the unsegregated sign

Case Officer Response: This is an existing cycle path and the requested changes do not relate to the development applied for and therefore can not be required as part of this application.

- Local Highway Authority request: The main desire line from the town centre to this facility is to follow the high quality cinder track path through Salt Hill Park. It is reasonable that a DDA compliant path should be provided to connect the Cinder track to the Centre given that the demand for the new facility will be much higher than the previous uses of the Tennis Centre or Bowling Centre. The existing path is very steep and is not DDA compliant. I requested this as part of my pre-application comments and the applicant has failed to address it;

Case Officer Response: This is an existing path outside the application site and the requested changes do not relate to or have an impact the development applied for and therefore can not be required as part of this application.

- Local Highway Authority request: The existing non-DDA compliant path emerges blind onto the access road as there is a hedge obstructing the sightline. No effort has been made to make this path safer and with the increase in parking provision and increased trip generation from the proposed soft play centre the risk of pedestrian collision is higher. This is unacceptable and a further reason why a replacement path is required There is no consideration as to how pedestrians will access the Centre from where this path emerges. Ultimately, they will have to

walk down the access road and will be a risk from vehicles. The access road could be narrowed at this location to create a footway – this should be done in such a way that the pedestrian path cannot be parked upon;

Case Officer Response: Alterations should be made with regard to visibility and due to the low speed vehicles would be travelling in area this considered acceptable to address the safety issue here.

- Local Highway Authority request: A vehicle height barrier with central bar to enable the northern car park to be locked off at night to help design out crime;

Case Officer Response: this is not considered to be a requirement that can be reasonably justified to address a resulting impact would likely lead to sever harm. Crime prevention is a separate planning issue and is covered with the relevant section of the assessment.

- Local Highway Authority request: As this is a public car park for both users of the centre and the wider park then the applicant must be required to implement ParkMark in accordance with Slough Parking Strategy 2016. This should be a planning condition

Case Officer Response: this is a corporate aim that the applicant can undertake but has not proposed to do so within this planning application. The impacts of potential crime are assessed below in the crime prevention section.

Based on the above, the following changes will be required:

#### Extended Car Park

- The design around the bin store needs to change as described
- Relocate parking space 54
- Delete yellow hatching and replace with kerbed vegetation;
- Delete tactile paving from bin store access;
- Delete markings for pedestrian crossing;

#### Existing Car Park:

- Kerb protected path through car park;
- The cycle shelter needs to be located to the south of the steps as discussed in this note. The other 2 cycle stores cannot remain in their proposed locations;
- Delete tactile paving from path across exit;
- Delete unnecessary path and raised table;
- Delete yellow hatching;
- A pedestrian path needs to be provided around the southern side of the car park;
- Hedge to be removed for visibility splay;
- New path to be provided along part of the access road and the existing path on the south-side of the play area.
- Delete sign on access road;
- Location of EV spaces are incorrectly drawn as per existing layout on-site

#### Access Road:

- Consider removing centre-line
- Vegetation to be cut back at new junction;
- Path to be widened where new bollards are proposed;

- Slough Totems may need to be relocated at detailed design stage;
- The highway conditions have been revised accordingly and added to the list of conditions. Subject to the above changes and conditions set out below, the proposal would have an acceptable impact on the safety and function of the highway network.

**Impact on Visual Amenity:**

The Council's Public Realm Manager has submitted comments regarding this application and has raised concerns regarding:

- Public Realm Manager request: The amount of excavation required and method of earth retention

Case Officer Response: plans do not propose any significant level changes other than to steps to access and excavation of the earth bank to southeast side of the of the extended car park area to create car parking spaces 74 – 77. This has been confirmed by the applicant, and any other significant level changes require planning permission. The materials used to retain the excavated earth can be required by condition.

- Public Realm Manager request: Location of the probation service storage shed

Case Officer Response: The land owners have requested the storage shed to be removed from the site. A separate planning application will be required for its relocation.

- Public Realm Manager request: The style and amount of signage

Case Officer Response: this can be required through revised plans or condition

- Public Realm Manager request: the location and method of boundary treatment

Case Officer Response: this can be required through revised plans or condition

- Public Realm Manager request Future maintenance of the carpark and landscaping

Case Officer Response: this can be secured through condition

**Drainage:**

Further information regarding drainage has been submitted by the applicant and has been forwarded onto the Lead Local Flood Authority. It is considered that drainage can be dealt with by condition, and is therefore currently included within the draft list of conditions.

**Crime Prevention:**

No comments have been received from the Crime Prevention Officer. This is an existing car park that would be extended into area that is not well surveyed from the surrounding area. As such, it is recommended that a provision of CCTV cameras is provided in the extended area. This can be required by condition.

The provision of CCTV cameras is considered to provide a proportionate and appropriate mitigation for crime prevention. The request from the Local Highway Authority for Park Mark accreditation can not be required as it would place an unjustified and disproportionate burden on the applicant.

### **Change to Recommendation:**

Based on the above, the recommendation is changed to:

Having considered the relevant policies set out below, and comments from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to measures to prevent glare from the over-cladding, the changes set out in planning officer's highways and parking section, consideration of any substantive objections from members of the public, consideration of any of any requirements from the Authority; Thames Water; Environmental Quality; Contaminated Land Officer; and finalising conditions

### **4.0 Revised Conditions**

#### **Draft List of Conditions (TBC):**

1. Commence within three years

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Drawing numbers

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

TBC

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Bath Road Visibility Splays

No part of the development shall begin until details of forward visibility splays for drivers on both sides of the site access to observe pedestrians and cyclists using the A4 Bath Road cycleway. The vegetation either side of the site access should be kept clear of obstruction over 600mm high for a distance of 25m either side of the site access with the A4 Bath Road. The details of the visibility splays must be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To provide adequate forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it.

#### 4. New means of access

No enlargement or reconfiguration of the car park shall take place until the new means of access including the widening of the access road have been sited and laid out in accordance with the plans to be submitted to and approved in writing by the local planning authority.

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

#### 5. Surface Water Drainage

No enlargement or reconfiguration of the car park shall commence until full details of the surface water disposal from within the site including:

TBC

have been submitted to and agreed in writing by the Local Planning Authority. The surface water drainage scheme shall be installed in strict compliance with the details approved before first occupation and retained thereafter.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

#### 6. Arboricultural Method Statement

No enlargement or reconfiguration of the car park until site specific Arboricultural Method Statement in accordance with *BS5837:2012 Trees in relation to design, demolition and construction – Recommendations* has been submitted to and approved in writing by the Local Planning Authority. The statement should also contain details of arboricultural supervision by an appointed arborist and frequency of inspection along with a reporting process to the Tree Officer.

These measures shall be implemented prior to the enlargement or reconfiguration of the car park (excluding the provision of EV charging points and cycle store) beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004

#### 7. Landscaping Scheme

No enlargement or reconfiguration of the car park shall commence until a detailed landscaping including replacement tree planting has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or



diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004

#### 8. Surfacing Materials - Access Road

No works to the access road shall commence until samples of external materials to be used in the construction of the access road hereby approved shall be submitted to and approved in writing by the Local Planning Authority. 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 amenities of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

#### 9. Surfacing Materials – Car Park

No enlargement or reconfiguration of the car park shall commence until samples of external materials to be used in the enlargement or reconfiguration of the car park hereby approved (including materials to be used in earth retention) shall be submitted to and approved in writing by the Local Planning Authority. 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 amenities of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

#### 10. Construction Traffic Management Plan – Access Road

No works to the access road shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- (i) Construction access;
- (ii) Vehicle parking for site operatives and visitors;
- (iii) Loading/off-loading and turning areas;
- (iv) Site compound;
- (v) Storage of materials;
- (vi) Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON To minimise danger and inconvenience to highway users

#### 11. Construction Traffic Management Plan – Car Park

No enlargement or reconfiguration of the car park shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- (i) Construction access;
- (ii) Vehicle parking for site operatives and visitors;
- (iii) Loading/off-loading and turning areas;
- (iv) Site compound;
- (v) Storage of materials;
- (vi) Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON To minimise danger and inconvenience to highway users

#### 12. External site lighting

None of the development shall be brought into use until a scheme for external site lighting including details of the lighting units, levels of illumination and hours of use has been submitted to and approved in writing by the Local Planning Authority. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

#### 13. CCTV – Extended Car Park

None of the development shall be brought into use until, full details of a CCTV system within the enlarged car park area, including details of its management and maintenance, shall have been submitted to and approved by the local planning authority in writing. The approved CCTV system shall be installed in accordance with the approved details before any part of the development is first brought into use. The system shall thereafter be maintained and managed in accordance with the approved details, and retained thereafter.

REASON In the interests of creating a safe and attractive environment and designing out crime in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

#### 14. Signage

None of the development shall be brought into use until a scheme for signage including positioning, heights, materials, style and appearance has been submitted to and approved in writing by the Local Planning Authority. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

## 15. Boundary Treatment

None of the development shall be brought into use until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The approved boundary treatment shall be implemented on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004 and Policy EN3 of The Adopted Local Plan for Slough 2004

## 16. Landscape Management Plan

None of the development shall be brought into use until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities, maintenance schedule, and litter picking for the external areas of the applicatuion site, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004

## 17. Refuse and recycling

The approved refuse and recycling stores shall be completed prior to first use of the enlarged or reconfigerd car park and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

## 18. Bike Stores - TBC

## 19. External plant

Prior to first occupation of the building, manufacturer and specification details of the external plant shall be submitted to and approved in writing by the Local Planning Authority. The approved plant shall be used and maintained in accordance with the manufacturer recommendations. No other plant shall be used other than that approved by this permission without the written consent from the Local Planning Authority.

REASON: To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

## 20. External Cladding – TBC

## 21. Electric vehicle charging

No part of the enlarged or reconfigured carpark shall be brought into use until 4 electric vehicle rapid charging bays with 2 electric vehicle charging points have been implemented. The electric vehicle charging bays and points shall be installed, maintained and retained in accordance with the approved details.

Reason: In the interest of ensuring the provision of sustainable modes of transport for occupiers and users of the development in accordance with Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008, and the requirements of the NPPF 2012.

## 22. Preliminary tree protection measures

Prior to the commencement of any demolition works or development on the site, the tree protection measures set on Drawing No. GT3-00-GF-DR-A-(90)GAP006; Dated 25/05/2017/ Rec'd 30/05/2017 shall be fully implemented and retained during the works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004

**Transport and Highways comments****Date – 10 March 2017**

This application is for a major development comprising the demolition of 4 Alexandra Road (as previously approved), construction of courtyard infill extension at first floor level, construction of roof extension and (previously approved) staircase extension, to provide re-configured offices and retail storage at first floor level, and 32no. self-contained flats at first, second and third floor levels, with associated elevational changes, and re-aligned access to Alexandra Road (as previously approved). The site is situated in a busy shopping area.

Trip Generation

A trip generation analysis has been conducted to assess the likely number of vehicle and person trips generated by the proposed development.

	Daily People Trips	Vehicle Trips for 32 flats
AM trips 0800-0900	21	12
PM trips 1700-1800	24	13
Daily Trips	224	123

The increase in vehicle trips will have an impact on the network as this site is located in a congested part of Slough and therefore some mitigation for the increase in trips would be appropriate.

**(Officer Note: Account has not been taken of the prior approval for 14 new flats which has been recently granted. Nor has account has been taken of the potential trip generation of the offices and guesthouse with 42 bedrooms that have previously been approved on the site.)**

Vehicle Access

There is vehicle access to the site from two locations – inbound from Chalvey Road West through the arch which provides access for the shopper traffic, and then ingress and egress from the Alexandra Road access.

There have a number of objections to the proposal on the grounds of access and local residents would prefer to see the existing road closure at the northern end of Alexandra Road re-opened such that access to the development could be taken from the north, via Chalvey Road West. This would remove the majority of the development traffic from Alexandra Road (south of the site) and Turton Way, which are predominately residential. Alexandra Road could then become a one-way road southbound. However the zebra crossing, BT covers and boxes and CCTV camera would most likely need to be relocated at great cost, which could run into hundreds of thousands of pounds. Therefore it is considered unreasonable to require the developer undertake these works.

The developer has proposed an electronically controlled gate access on the Chalvey Road West access, this is welcomed but the gate should be set back 6m so that vehicles waiting to enter do not obstruct the footway.

The developer proposes to improve the Alexandra Road access to the site by demolishing 4 Alexandra Road. However a new staircase is proposed on the north side of the access which negates some of the benefits. Visibility splays of 2.4m x 43m must be provided in both directions but they cannot currently be achieved in land within the site.

The width of the access road is only 4m as the road bends around into the car park which will create a pinch point in an area where forward visibility sightlines of potential pedestrian movement is limited, which may cause a hazard. Whilst the demolition of no. 4 enables a 1.5m footway to be provided along the southern boundary of the access road, this needs to extend further into the site so it connects with the kerbed area adjacent the bin store, otherwise pedestrians could walk into the path of an oncoming vehicle. The alignment of the proposed access together with the 1m radii of the junction with Alexandra Road is unacceptable and this made worse by the introduction of the staircase pushes the junction over from its current alignment.

**(Officer Note: The staircase and realigned access has already been granted consent on a previous application that has been implemented and could still be built. At present there is a small footpath between the existing three storey building and the access; the proposed staircase would be sited at least 2.4m from the new realigned access and would be set approximately 2.4m back from the side of the building adjoining Alexandra Road so visibility would be better than it is at present. Had the previous approved application been fully implemented, the access shown on the proposed plans would already exist and as the permission has been mostly implemented could still be carried out even if the current application is not approved.)**

#### Pedestrian

The proposed access from Chalvey Road West is acceptable. From Alexandra Road pedestrian routes have been approved but the new staircase provides a hiding area in the car park at night and as there have already been many reports of anti social behaviour this will cause security issues for residents of the development and in the local area.

**(Officer Note: As already noted, the staircase has already been approved. It would be possible to provide security measures such as a main door that can only be opened by residents, lighting and possibly CCTV)**

#### Car Parking

Under the Slough Local Plan 2004, there is a nil requirement for parking in shopping areas. 12 car parking spaces will be reserved for residents, as unallocated spaces within the car park. These will be marked and private enforcement arrangements will be in place. In policy terms this is acceptable and will help towards reducing the amount of overspill parking that is likely to result from this proposed development.

However I do envisage that there will be additional overspill parking in the surrounding streets resulting from the development

Therefore the applicant should fund the introduction of a residents parking scheme in surrounding roads at a cost of £20,000 and any associated changes to on-street parking as required by the proposed scheme. Residents of this development would be ineligible to apply for parking permits in any existing or future residents parking scheme in the locality. The contribution will be spent on:

- consulting with residents living on roads on the north and south side of Chalvey Road West;
- full costs of making changes to traffic regulation orders;
- contributing to the cost of parking permits for existing residents of the local area for a maximum period of three years as there is no existing resident parking scheme in place
- costs of implementing signs and lines.

**(Officer Note: As there is a nil requirement for parking spaces, the proposal complies with planning policies. It would therefore be unreasonable to require a contribution towards a residents parking scheme in the surrounding roads for existing residents, particularly as some parking spaces will be provided for proposed residents. In any case, no account has been taken of the existing office and guesthouse uses already approved on this site and whether there is likely to be more or less on street parking than the proposed use).**

The applicant should also fund the implementation of 3 electric vehicle charging bays in accordance with the standards set out in the IAQM guidance – 1 space for every 10 flats.

**(Officer Note: The provision of 3 electric vehicle charging bays is also considered reasonable to meet the requirements of the Air quality Action Plan covering AQMA 3 (Tuns Lane).**

#### Car park layout

An incomplete drawing of the car park is submitted and this only shows the arrangement in the vicinity of the cycle and bin stores and not the full car park layout.

The drawings show that there are 45 existing car parking spaces in the car park to the rear of the adjacent shopping arcade and the applicant proposes to maintain 44 spaces in the car park, a loss of 1 space. However the dimensions of the car park spaces are not 2.4m x 4.8m as some spaces are considerably smaller in length and the aisle widths should be 6m, but many of them are not and therefore one cannot accept that the car park can hold 44 vehicles. I would estimate that there are a maximum of circa 30 spaces in the car park. The applicant will need to provide a revised drawing showing aisle widths at 6m and parking spaces at 2.4m x 4.8m together with any disabled spaces at the appropriate dimensions.

The applicant states that 12 spaces are to be made available for use by residents of the development. If that is the case then 12 spaces measuring minimum dimensions of 4.8m x 2.4m with 6m car park manoeuvring aisle behind the proposed spaces.

**(Officer Note: This is an existing car park and it is not considered reasonable to rearrange the whole car park)**

The north part of the car park has been modified to accommodate 19 cycle stores. The proposed implementation of the stores in this location will cause a hazard in the car park and make it difficult to access the parking bays.

The drawing does not appear to take account of the adjoining property (57 Chalvey Road) i.e. those that in the north west corner of the site that have accesses where they load and unload and park that has the impact of reducing the amount of space available for car parking.

### Cycle Parking

A minimum of 1 no. secure cycle parking space per unit is required for residents, which would result in the need for 32 stores. As only a limited amount of car parking is available, full standard cycle parking should be provided to offer an alternative to travelling by car.

Cycle storage within the ground floor of the building would have been a more secure solution.

### Refuse and recycling

There is an existing area for bin storage for commercial waste, with dimensions of 9m x 2m, within the existing car park area, to the rear of the main building.

The applicant proposes to create a separate, enclosed, residential bin store, which can accommodate 5 bins. The bin store is located 22m from the edge of the highway, but this would exceed the maximum 12m reversing distance, and therefore the applicant will need to manoeuvre the bins to the edge of the highway.

The current bin store obstructs the sight line of vehicles egressing the parking spaces and therefore would be a hazard. The proposals do not demonstrate how deliveries can be accommodated within the car park.

### Mitigation

The applicant should fund a car club for the residents of this development, which would then provide them with an alternative to travel by car. The car club should be located on-street, so that residents of Chalvey can also benefit from the car club and this would help make it more sustainable in the medium to long term. A contribution of £30,000 would be appropriate towards the cost of a car club and on-street bay, together with providing residents of the development free membership of the car club for 3 years.

**(Officer Note: It is considered reasonable to provide residents with an alternative to travel by car).**

### Recommendation

The application is recommended for refusal for the following (summarised reasons):-

1. Fails to provide secure cycle parking
2. Layout of car park is unacceptable and does not demonstrate how vehicles can safely manoeuvre around the car park following the introduction of the cycle storage and bin storage obstructing sight lines
3. Proposed means of access to the site from Alexandra Road is inadequate due to width, alignment and junction radii
4. Cannot construct new access in accordance with Highways Authorities minimum standards and visibility splays cannot be achieved
5. Inadequate provision within the site for loading, unloading and manoeuvring of service vehicles

### Drainage

Surface water from any additional roof area and any additional hard paved areas shall not drain onto the public highway or into the existing highway drainage system. A full surface water drainage philosophy



including a layout and calculations will need to be provided for approval. The philosophy should include the existing site drainage scenario, the proposal for the site surface drainage detailing the use of SuDS system, together with any proposed connection to a Thames Water sewer. Surface water discharge from the site will be restricted to 2 litres per second.

### **Additional Information**

#### **Press Notice and Site Notice**

The Press Notice was put into Slough Express on 05/05/2017.

The Site Notice was put up on site on 10/03/2017.

#### **Additional Section 106 requirement**

1. Provision of 30% affordable housing
2. Provision of management/maintenance details for the green roofs and courtyard area

#### **Changes to conditions**

Condition 2 Drawing Numbers as follows:-

P-01, P-02, P-03, P-04, P-05, P-06, P-07, P-08, P-09, P-19, P-20 Rev A, P-21,

P-22, P-23, P-24, P-25, P-26 received on 24/02/2017

#### **Affordable housing**

30% affordable housing should be provided on site. Larger 2no and 3no bed units are preferred to single units as these are in extremely short supply.

#### **Daylight /Sunlight assessment**

A report by ACCON Environmental Consultants has been supplied with the application. The report on the previous application was independently verified by Atkins Consultants who confirmed their agreement with the conclusions that there would be loss of daylight and sunlight at many parts of the development, but that it did not consider this reduction to be unacceptable.

A report has also been produced in respect of the current application. This identifies that there will be no adverse impacts on any of the windows of Receptors 1-4 (31 Chalvey Road West, 1 Alexandra Road, 3 Alexandra Road, and 4 Alexandra Road) and the daylight and sunlight levels will remain acceptable.

The study has also identified that the levels of daylight within the proposed studio flats on the second floor are acceptable (these are the four units that face inwards).

#### **Flood Risk and Sustainable Drainage**

A drainage strategy has been provided with the application.

The application site is within Flood Zone 1. The proposal does not increase the building footprint or provide any additional impermeable area. It is intended to maintain the surface water drainage network with discharge to the soakaway and for foul drainage will be maintained as a connection to the Thames Water foul water sewer in Alexander Road.

A green roof is proposed which will provide attenuation and ecological benefits. The applicant intends to provide more details on the SuDS strategy as part of the detailed design.

## **AGENDA ITEM 8**

### **RESPONSE TO WINDSOR & MAIDENHEAD LOCAL PLAN 2013-2032 SUBMISSION VERSION**

Paragraphs 5.29 to 5.42 set out the Council's concerns about the lack of a policy for affordable housing to rent in the Local Plan.

Paragraphs 5.34 and 5.35 refer to Windsor and Maidenhead's "corporate policy" for affordable housing and paragraph 5.36 explains that the Council intends to prepare a Supplementary Planning Document to provide detailed information as to how affordable housing policy will be implemented.

Members should be aware that in April 2016 the Windsor and Maidenhead Cabinet considered a report on the Housing Investment Partnership Plan which was intended to maximise the manifesto commitments on affordable housing and allow residents access to home ownership and key worker private rented housing.

It was resolved that:

**following submission of the Borough Local Plan, that a Supplementary Planning Document should be progressed on the delivery of housing, including affordable, shared ownership and other tenures and types.**

It also resolved that the detail of the SPD should be as set out in the proposed actions in the report. This included a table which showed that no affordable housing for rent was expected from the 2,500 units that the Council would deliver and no affordable housing for rent was expected from any other sources during the plan period.

Windsor and Maidenhead have had the opportunity to include this "Corporate" policy in the Local Plan but have chosen not to, preferring instead to create policy through a Supplementary Planning Document at a later date.

This confirms this Council's concerns set out in the Committee report about the lack of any requirement for affordable housing for rent in the Local Plan.

Paragraph 5.34 of the Committee report recommends that this Council should strongly object to Policy HO3 and the supporting text of the Borough Local Plan. It is considered that this could include objecting on the grounds that Windsor and Maidenhead have failed to comply with the Duty to Cooperate as explained in paragraphs 5.40 to 5.42.

**NO CHANGE TO RECOMENDATION.**