

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhood and Community Services Scrutiny Panel

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WARD(S): All

PART I **FOR COMMENT AND CONSIDERATION**

UPDATE ON GARAGES STRATEGY

1. **Purpose of Report**

1.1 To provide the Panel with an update on the delivery of the Garages Strategy further to the report to Panel of 7th September 2017.

2. **Recommendation(s)/Proposed Action**

2.1 The Panel is requested to note the update in respect of the delivery of the Garages Strategy.

2.2 The Panel is requested to recommend the application of the enhanced parking charge for spaces in the redeveloped, access-controlled car parking sites.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3.a **Slough Joint Wellbeing Strategy Priorities**

The delivery of the garages strategy, which includes the potential for providing new homes on redundant garage sites, will contribute towards meeting of housing needs within the borough and provide well managed homes and estates that are integral to supporting the wellbeing of Slough residents.

3.b **Five Year Plan outcomes**

The comprehensive review of all garage sites has identified up to 45 potential sites for providing new homes to help ease housing pressures in the borough (Outcome 4 – building more and better homes).

The realisation of investment to alleviate anti-social behaviour, fly-tipping and other negative behaviours, or the provision of safer, secure parking areas for residents to park vehicles and alleviate pressure on local roads (Outcome 3 – improve the quality of our environment).

4. **Other Implications**

a) Financial

A budget of £1.063 million has been made available for delivering the garage strategy and environmental improvements. This includes carry forward of budget from 2017/18 to cover the commencement of Phase 1 in that year.

b) Risk Management

Recommendation from section 2 above	Risks/Threats/ Opportunities	Current Controls	Using the Risk Management Matrix Score the risk	Future Controls
The Panel notes the update in the report in respect of the delivery of the Garages Strategy.	None – information only.			
The Panel supports the proposal to implement the enhanced parking charge for spaces in the redeveloped, access-controlled car parking sites	Risk – that the council does not recover its investment at a rate commensurate with other treasury management expectations (i.e. within 30 years)	Garage incomes are reviewed annually by RPI to continue to provide income to the council. Charges are set by unit type and are checked against local providers to ensure competitiveness.	8 (Financial) Severity- Marginal Probability-High)	Charges to be reviewed annually along with all other charges. Monitoring of demand to identify if charge levels are no longer competitive.

c) Human Rights Act and Other Legal Implications

No Human Rights Act implications identified.

There is the requirement to address a number of residents who have created unauthorised access to their properties across garage sites. These will be resolved on a case by case basis, with solutions to include the cessation of unauthorised access and fencing off of tenants' gates; the offer to grant an annual pedestrian or vehicular licence for a fee; or the need for the resident to make a claim for prescriptive rights of way if they are able to evidence uninterrupted access for more than 20 years.

d) Equalities Impact Assessment

Equalities Impact Assessments are not required for the redevelopment of individual garage sites. There are no changes planned to the overarching policy of letting garage/car parking spaces that would be deemed detrimental or provide a challenge to any individual or group.

5. **Supporting Information**

Review of Garage Sites

- 5.1 The 2015-2020 Garages Strategy undertook to review all council garage sites. Neighbourhood Services, in consultation with Members and with the involvement of Savills has undertaken a number of desktop reviews of garage sites to identify to most suitable proposals to enable those sites to contribute towards corporate and local needs and objectives.
- 5.2 As a result of ongoing discussions with stakeholders, the Cabinet Member for Corporate Finance and Housing, the priority outcomes for these reviews have been placed into a hierarchical order:
- The use of redundant sites to provide much needed new homes to meet temporary or permanent housing need
 - Investment in existing garage sites to provide:
 - *Improved garages along with environmental improvements including new lighting, fencing and access-control to meet local demand for parking facilities*
 - *Demolition of low or nil demand garage sites to provide secure, access-controlled parking areas to continue to provide a local parking facility and reduce pressure on local road networks*
 - Demolition of redundant garage sites and conversion to other community or management uses
 - The demolition and clearance of redundant sites for possible disposal or adoption into surrounding gardens.
- 5.3 The launch of the new Repairs, Maintenance and Investment contract in December 2018 with the new repairs service partner Osborne, included additional contractual offers under the RMI+/Social Return on Investment part of the contract, to explore, evaluate and deliver new homes on HRA land.

Initiative to Provide New Homes

- 5.4 45 potential sites have been identified with the potential to provide much needed new homes. Two sites at Broom House and Quantock Close are currently subject to pre-planning advice applications. These will provide 30 new homes.
- 5.5 A further 20 sites are undergoing advance feasibility and design by Osborne ready for pre-planning applications. These will provide a further 298 new homes.
- 5.6 A further site in Weekes Drive is undergoing evaluation to make best use of the land adjacent to existing housing stock and a further 20 garage sites are undergoing advance feasibility and design by Osborne ready for pre-planning applications. These will provide a further 298 new homes.
- 5.7 The redevelopment of the Tower and Ashbourne site in the town centre is offering a further 198 new homes.

Garage Redevelopment Programme

- 5.8 To maximise the new homes outcomes from the garage sites review, Osbornes have contributed towards an iterative review of the garage redevelopment programme.

- 5.9 Of the 170 locations/sites reviewed (a further 15 former parking/garage/open spaces were added to the original list of 155 sites), the breakdown the revised outcome garage sites review is now as follows:

Possible Outcome or Use (number of sites)	North	East	South	Total
Neighbourhood Services provision of new modular homes (523 units)	13	25	9	47
Remodelling of existing housing scheme			1	1
Redevelopment programme for remaining sites				
Demolish garages and provide parking	19	9	9	37
Retain and invest for garages	22	24	6	52
Consultation ongoing for potential for alternative community use	2	1	1	4
Sites previously completed	3	4	1	8
No action required	1			1
18/19 on-site				
Osborne for completion in Quarter 1 18/19	3	4		7
Osborne for completion in Quarter 2 18/19	1	1	4	6
SUR & Small Sites Programme	2	2	3	7
TOTALS	66	70	34	170

A full breakdown of each sites and outcomes is attached at Appendix A.

- 5.10 The delivery of the outcomes listed against each site originates from this master list and will form the basis for ongoing consultation with local residents and Members on a site by site basis.

Redevelopment – Phase 1

- 5.11 Phase 1 redevelopment of existing garage areas commenced in February 2017. All of the sites in Phase 1 were prioritised by the neighbourhood teams following discussions with residents, Members, and by supporting requests from Royal Berkshire Fire Service and Thames Valley Police to deal with issues of concern including drug-dealing, repeated fly-tipping and abandoned vehicles presenting fire risks. The first 7 sites to be redeveloped are:

Calbroke Road – Britwell & Northborough (3 sites)

- 5.12 Demolish 27 existing garages on all three sites. Create access-controlled parking on two sites with a total of 19 new rentable parking spaces. A footpath leading onto one of the sites has been closed off to prevent unauthorised access, fly-tipping and anti-social behaviour.

- 5.13 The third site is being considered for a temporary site compound for the duration of major repairs contracts in the north area, following which a proposal to create an activity centre in conjunction with the Community Mental Health Service will be pursued.

Hampden Road – Langley Kedermister (1 site)

- 5.14 Demolish 12 redundant non-standard garage structures left by previous garage base renters. Replace with 12 new rentable parking spaces and provide access-control to the site. 9 occupied garages were left in situ as they were fully let.

Nash Road – Langley Kedermister (1 site)

- 5.15 Demolish 15 existing garages and create access-controlled parking with a total of 15 new rentable parking spaces. A footpath leading into the site has been closed off to prevent unauthorised access, fly-tipping and anti-social behaviour.

Ryvers Road – Langley Kedermister (1 site)

- 5.16 Demolish 9 non-standard garage structures left by previous garage base renters. This site suffered from extreme issues of fly-tipping and anti-social behaviour. The initial plan is for this site to be secured and gated off, with further consultation by the east neighbourhood team as to its potential future use.

Stile Road – Langley Kedermister (1 site)

- 5.17 Demolish 15 no. existing garages and replace with access-controlled parking providing 15 new parking spaces.

- 5.18 Phase 1 sites are due to be completed in early July 2018.

- 5.19 The visibility of the improvement work being carried out on these sites has led to a significant amount of interest in the parking spaces, with applications being held for allocation. This supports the reinvestment work in that residents are interested in more secure parking facilities close to their homes.

Redevelopment – Phase 2

- 5.20 The next phase of 5 garage sites has been identified with a planned commencement date of July/August 2018. These current proposals for these sites are as follows but are subject to change following resident and Member consultation:

111-120 Borderside - Wexham Lea (1 site)

- 5.21 Demolish 10 no. garages and replace with free parking spaces.

Chichester Court – Central (1 site)

- 5.22 Demolition and reinstatement of 18 no. garages, creation of external storage cupboards for residents and installation of access-control to the site to prevent overspill car parking from the town centre by non-residents.

Darvills Lane – Chalvey (2 sites)

- 5.23 Demolish 14 existing garages in the forecourt of 12-42 Darvills Lane and replace with controlled-access free parking spaces. Fencing to be installed around the footprint of the site to increase security. This site is linked to potential improvements to the external area surrounding the block to provide an enhanced environment for residents and visitors.

- 5.24 Demolish 8 existing garages to allow for future feasibility for new homes on land between Darvills Lane and Newbery Way.

High Street – Chalvey (1 site)

- 5.25 Finalise demolition of remaining 5 no. garages in the parking area adjacent to Spackmans Way play area. Investigate and regularise all property accesses surrounding this site and provide environmental improvements and repairs to include additional lighting to the parking area.

903-910 Lynch Hill Lane (1 site)

- 5.26 Demolish 8 garages and remedy issues arising from the previous demolition of garages on the same site – the rear wall of the garages was left in situ but with reduced stability/support and requires removal.
- 5.27 The site is to be mothballed, fenced and gated off with possible alternative community use to be considered by the north neighbourhood team.

Current Garage Occupancy

5.28

Ward	Bases		Garages		Large Garages		Parking Spaces		Totals		% let
	T	V	T	V	T	V	T	V	T	V	
Baylis & Stoke		2	15	10					15	12	55.5
Britwell & Northborough			131	217					131	217	37.6
Central			21	8	12	2	2	22	35	32	52.2
Chalvey	2		63	89					65	89	42.2
Cippenham Meadows	14	14	21	3					35	17	71.2
Cippenham Green	13	20	17	33				4	30	57	34.5
Elliman			30	61					30	61	49.2
Farnham				1	8	4			8	5	66.7
Foxborough		3	59	77					59	80	45.7
Haymill & Lynch Hill			109	55	7	1			116	56	67.4
Langley Kedermister	5	6	137	243					142	249	36.3
Langley St Mary's			79	86	16	1		5	95	92	50.1
Upton			4	1					4	1	80.0
Wexham Lea	21	60	53	90					74	150	33.0
Totals	55	105	739	974	43	8	2	31	839	1118	42.9

Management of Community-Based Parking Schemes on Housing Land

- 5.29 A new borough-wide parking contractor commenced in April 2018. Following discussions with Parking Services, proposals for implementing parking control and management on housing land have been developed and are being communicated to residents and stakeholders.
- 5.30 Where parking presents a real issue to residents, they are being asked to gain the support of their Ward Councillor to request a parking scheme appraisal. This will be carried out by Parking Services, who will undertake all resident and legal consultation, obtaining of legal and other implementation Orders to commence parking control and management on a site by site basis.
- 5.31 Depending on the make up and complexity of the issue, different solutions will be considered. Resident permit schemes will be considered where it is feasible to do so; however, each site will be assessed to ensure a paid-for permit scheme does not risk displacing car parking to surrounding areas and simply moving the problem somewhere else.
- 5.32 The new contract is able to carry out parking control and enforcement on both highways and public land and will therefore remove the need for neighbourhood services to have separate ad-hoc parking control schemes with other contractors. Existing schemes with other contractors will be reviewed and agreements terminated to be replaced by council-operated schemes.

5.33 Our starting point is that “doing nothing” with any of the sites is not possible or desirable. Our overall objective is to bring these sites up to a standard where they are community assets, not community liabilities. All sites, therefore, have been considered against 6 future options:

Implementation of a new parking space charge for access-controlled sites

5.34 Neighbourhood Services intend to spend a significant amount of resources in redeveloping garage sites across the borough. Currently, there is a simple charging structure for parking facilities operated by the service:

Asset type	Council tenants and leaseholders	Owner occupiers and tenants/leaseholders with 3+		
	HMRC rules allow residential tenants to rent up to 2 garages VAT free so long as the garage is in close proximity to the home and is connected to the daily use of the property as their home.			
	Charge	Charge	VAT	Total
Garage	9.49	10.91	2.18	13.09
Large garage	13.01	14.63	2.92	17.55
Garage base	3.46	4.87	0.97	5.84
Parking space	3.46	6.91	1.38	8.29

5.35 There used to be further charges of £5.49 (council tenant/leaseholder up to 2 no) or £8.29 including VAT (for owner occupiers or 3+ agreements) for the Tower and Ashbourne Houses undercroft car park. These sites are no longer in use. This was the only charge available for a designated marked parking space in a location that had a lockable entrance gate.

5.36 The new parking sites will be equipped with a higher level of finish and facilities to those provided at Tower and Ashbourne House. They will provide:

- Access-control through key fob activated electric gating linked to the council’s cloud-based door entry control system (KMS).
- Improved lighting through solar light columns designed to floodlight the car parking areas with minimal interference to residents
- Renewed mesh and wooden fencing around the boundary of the site to enclose the parking areas.

5.37 The current range of charges does not help to differentiate between the different standards provided at each location across the borough. They do not allow the council to recover the investment in these sites over a reasonable period of time, before any ongoing maintenance and service costs are incurred.

5.38 It is therefore proposed that a new, higher rate for secure parking, as previously used at Tower and Ashbourne House, is reintroduced to reflect the additional benefits to renters at these newly redeveloped sites.

5.39 The figure proposed is £7.00 per week for council tenants and leaseholders and £10.20 including VAT for owner-occupiers and tenants/leaseholders with 3+ agreements.

5.40 This figure will enable payback of the redevelopment work over a period between 23 and 17 years depending on the size and eventual cost of redeveloping the site. This payback period will be lengthened by any ongoing expenditure for the regular maintenance and upkeep of these sites.

6. **Comments of Other Committees**

This report is not required by other committees.

7. **Conclusion**

The council owned garage sites across the borough have been subject to audit and assessment in order to identify the most appropriate option for their use in the future.

Members, together with other community stakeholders and Osborne (RMI service partner) will be involved in developing detailed briefs for each site so implementation and delivery of the agreed future options can be the focus of the first 2 years of the new RMI contract.

8. **Appendices**

'A' – Breakdown of garage review – proposed site outcomes.

9. **Background Papers**

None.