

Cabinet – Meeting held on Monday, 25th February, 2019.

Present:- Councillors Swindlehurst (Chair), Hussain (Vice-Chair), Anderson, Carter, Mann, Nazir and Pantelic

Also present under Rule 30:- Councillors Brooker and M Holledge

Apologies for Absence:- Councillor Sadiq

PART 1

1. Declarations of Interest

No interests were declared.

2. Localities Strategy

The Cabinet considered a report that sought agreement on the principles of the Council's Localities Strategy.

The strategy aimed to deliver services in a co-ordinated way, close to where residents lived, and was part of the wider Transformation Programme to put customers at the heart of everything the Council did. Joining up services with partners through co-location where possible was also part of the approach. The strategy was based on three locality areas – North, South and East – which were based on the service delivery areas of adult social care and Thames Valley Police. A 'hub and spoke' model was proposed with the new HQ building in the town centre and six hub locations in communities. The development programme for these facilities in Chalvey, Britwell, Langley, Bath Road, Cippenham and Wexham were described. The services available at each hub would be flexible and varied depending on the different needs of the community.

The Cabinet strongly welcomed the aims of the hub plans to put residents closer to the Council teams and services and partners closer to residents. The opportunities to join up services with partners was highlighted by the Cabinet as a key priority of the approach with residents taking ownership of local services and buildings. The cost of accessing facilities in the new community centres and hubs would need to set at levels that were affordable to promote their use.

Lead Members emphasised the importance of involving residents at an early stage in the plans for hubs in their areas. It was also suggested that the working group of Councillors include ward Members when plans for their areas were being developed. It was agreed that the update report to Cabinet in June or July 2019 include further detail on how the working group would engage Members and partners. Discussions had taken place with Thames Valley Police and East Berkshire Clinical Commissioning Group amongst

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others about how their plans could fit into the strategy and this engagement would continue as the options for each site moved forward.

In relation to the development programme for specific sites, the Cabinet agreed there were particular opportunities in neighbourhoods affected by the abolition of Wexham Court and Britwell Parish Council's arising from the transfer of buildings to the borough council to maintain vibrant hubs. It was agreed to amend recommendation (c) to reflect the Cabinet commitment to seek to enhance community provision in these areas in the future.

At the conclusion of the discussion the Cabinet welcomed the work that had been done to date and agreed that the principles of the strategy be agreed. Much more work would be needed to effectively deliver the plans and an update would be received in June or July 2019.

Resolved –

- (a) That the over-riding proposal for a Localities Strategy be agreed and that it be aligned to the three operating areas (North, South and East) of the Council's strategic partners as set out in Appendix A to the report.
- (b) That the proposals be agreed for the six buildings to be located within the operating areas as set out in the report in section 5.9.
- (c) That the programme set out in section 5.11 of the report and the potential future opportunities across the Council's wider asset base and two former parish buildings in Britwell and Wexham be noted.
- (d) That an update report be presented to Cabinet in June or July 2019.
- (e) That a working group of Councillors (including relevant Lead and Ward Members) and officers be formed to monitor project delivery and that an update on these arrangements be provided in the next report to Cabinet.

3. Trelawney Avenue Redevelopment and Hub

A report was considered on the business case for the redevelopment of land in Trelawney Avenue and Meadow Road. The proposal was to agree Head of Terms with Karter Developments Ltd (KDL) for the disposal of the freehold interest in the site in order to develop new healthcare/commercial facilities and housing and to seek approval in principle to enter into a Development Agreement with KDL to build Council facilities to include a new Council Hub, 4 houses and at least 5 apartments, subject to planning.

The plans for the site included a GP surgery, pharmacy, hub with community space and housing provision including apartments above the hub. Officers would continue to explore the possibility of co-locating library services. The first floor plans included office accommodation for 35 workstations in line with

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the Localities Strategy that was approved earlier in the meeting. The options for the second floor were either five apartments or office space for a further 55 workstations. The scheme was still in the pre-planning phase and agreement of the Draft Head of Terms would allow the project to progress with a view to the submission of a planning application in June 2019 with a provisional completion date of 2021.

The Draft Heads of Terms and detailed financial information were set out in Appendices A and B in Part II of the agenda as they contained exempt information. The Cabinet agreed to briefly exclude the press and public during discussion on this item to clarify some matters in the appendices before taking the decision in Part I.

The Cabinet reviewed the projected revenue costs for the project but noted that the hub could accommodate 70 or 160 staff depending on the option chosen which would offset accommodation costs elsewhere in the Council.

Lead Members commented that the hub provided an excellent opportunity to put facilities back into the heart of the local community, particularly a GP surgery in a part of Langley with relatively high demand for primary care services. The One Public Estate approach of working with health partners with neighbourhood and possibly library services was supported.

After due consideration, the Cabinet agreed the recommendation to progress the redevelopment and hub plans.

Resolved –

- (a) That subject to planning requirements and highways restrictions associated with car parking spaces, note that the eventual use of the proposed third floor of the SBC element could be either 350m² of office space or 5 residential apartments;
- (b) That the disposal of the freehold interest in land in Trelawney Avenue (as outlined in red on the plan in Appendix C and described as the “development site”) to Karter Developments Limited, subject to planning, for a sum to be agreed between parties based on independent valuations carried out February 2018 as set out in the Heads of Terms (attached as Confidential Appendix B) be agreed;
- (c) That it be noted that a new Council Hub, healthcare facilities and housing would be built on the site by KDL;
- (d) That delegated authority be given to the Director of Regeneration to appropriate the development site from the HRA for a sum to be agreed once the sale price is finalised;
- (e) That subject to approval of (a) and (b), delegated authority be given to the Director of Regeneration following consultation with the Leader of the Council and the s151 Officer to agree the final configuration of the

building, all financial and non-financial terms of the HoTs and the Building Agreement, agree the final red line plan for disposal and the final value of investment by the Council;

- (f) That delegated authority be given to the Director of Regeneration to approve all financial and non-financial terms in relation to the disposal of the 4 houses funded by the Council which will be offered to the HRA and thereafter to James Elliman Homes. In the event that neither party be interested, the fall back position would be an open market sale;
- (g) That delegated authority be given to the Director of Regeneration to approve all financial and non-financial terms in relation to the proposed purchase and subsequent disposal of the apartments above the SBC freehold site;
- (h) That delegated authority be given to the Director of Regeneration, acting in consultation with the s151 Officer and the Leader of the Council to introduce, approve and agree a project contingency of up to 15% of the total project cost for the SBC element (as set out in the associated Part II report), provided such an increase did not impact on the viability of the project or the Council's short-term financial plan;
- (i) That any profit after the land transactions in (a) and (f) would be reinvested into construction of the Council element of the new Hub and 4 houses with the balance funded by the Council;
- (j) That it be noted that officers would continue to explore options to co-locate the library within the SBC hub.

4. Transport Vision for the Centre of Slough

The Lead Member for Planning & Transport and the Service Lead Major Infrastructure Projects introduced a report that sought approval for the key principles of a new transport vision for the centre of Slough. It was noted that an updated version of the vision, at Appendix A to the report, had been circulated in the Supplementary Agenda and this replaced the version in the original agenda pack.

The transport vision was an ambitious, high level, long term plan which aimed to make public transport the dominant mode of travel to and from the centre of Slough; provide capacity on the public transport network to enable a higher scale of development; and create a safe, healthy and vibrant urban space which encouraged people to live, work and relax locally. The plans were also central to the Council's ambitions in the Low Emissions Strategy to improve air quality.

The transport vision would provide input to the Centre of Slough Development Strategy and emerging Local Plan which would help shape the regeneration of Slough over the next twenty years. It was a public transport led vision to help facilitate regeneration and enable the continued growth of Slough in the

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long term. Lead Members welcomed the vision and agreed that it was crucial to have a strategic plan that shaped future development and facilitated growth. The vision included a Mass Rapid Transit scheme along the A4 east-west corridor which was segregated from general traffic to provide high capacity, quick and reliable journeys. There were various options for the specific technology that would be adopted which could include guided buses or light rail/trams. There were also plans for park and ride sites and a reduction in car parking provision in the town centre. Further detailed testing would be carried out and the next update to Cabinet would be in June or July 2019.

The Cabinet discussed a number of aspects of the vision including connectivity to communities across Slough. It was noted that the network would enable conventional buses to and from destinations not served by MRT for part of their journey as part of a 'hub and spoke' model utilising the new east-west spine. Lead Members agreed that the vision was of much wider importance than transport in that it would have a significant impact on transforming the town centre and ensuring the town had a clear plan for growth in the coming years.

At the conclusion of the discussion, the Cabinet endorsed the transport vision as at Appendix A to the report.

Resolved –

- (a) That the key principles of the transport vision for 2040 be welcomed as input to the Centre of Slough Development Strategy and the emerging Local Plan.
- (b) That the importance of transport in achieving the vision for the centre of Slough be noted and how the transport vision will:
 - make public transport the dominant mode of travel to and from the centre of Slough;
 - provide a public transport network with the capacity to enable a higher scale of development, and which maximises the benefits of Crossrail and Western Rail Access to Heathrow;
 - make walking and cycling to and from the centre of Slough an attractive option;
 - create a safe, healthy and vibrant urban space which encourage people to live, work and relax locally;
 - reduce the dominance of the car, improving air quality and road safety.
- (c) That the commencement of work on the next stages of technical work be approved to feed into the Centre of Slough Development Strategy and the Local Plan and to provide the basis for subsequent decisions on implementation.

- (d) That delegated authority be given to the Service Lead Major Infrastructure Projects, following consultation with the Lead Member for Planning & Transport, to submit a response to the Department for Transport consultation on Pay-as-you-go on Rail.
- (e) That the Cabinet receive a further report in June or July 2019 to update on the delivery of proposals and milestones for reporting.

5. Highway Improvement Works to Adopt Private Streets

The Parking Team Leader introduced a report that sought approval to execute street works on four private streets that were not to the Council as the street works authority and to agree an approach to make such improvements to other streets in the future.

The streets identified for improvement – Faircroft, Westfield Road, part of Hillrise and Springfield Road – were unadopted and required significant improvement works as they were either not sewered, levelled, metalled, flagged, channelled and lighted to a satisfactory standard. The cost of works was expected to be £1.5m and charges could be made to each property to recover these costs.

Lead Members commented that they had previously worked with residents to try to bring forward improvements on some of the roads identified on a voluntary basis for several years but it had not been possible as unanimous approval of property owners on the street was required. It was agreed that the required works would not therefore happen without the intervention of the Council. It was noted that the costs were based on the scale of the frontage to the streets and spread amongst the property owners it was considered to be a reasonable charge. Owners were likely to benefit to an uplift in the property values as a result of the highway improvements.

The Cabinet agreed the recommendations for Faircroft, Westfield Road, part of Hillrise and Springfield Road and there was approval for a similar approach to further streets identified without the specific need for Cabinet approval on each occasion.

Resolved –

- (a) That Faircroft, Westfield Road, Springfield Road and part of Hillrise are not, to the satisfaction of the Council as the street works authority, sewered, levelled, paved, metalled, flagged, channelled, made good or lighted;
- (b) That the specifications for street works to be carried out to those streets and as appended to this report be approved;
- (c) That the street works detailed in the said specifications be carried out at Faircroft, Westfield Road, part of Hillrise and Springfield Road to

render them satisfactory to the Council as the street works authority in accordance with Section 205 (1) of the Highways Act 1980;

- (d) That the estimated expenses of £1.5m for these works be noted;
- (e) That the provisional apportionment apportioning the said expenses between the premises liable to be charged with them under the street works code be approved;
- (f) That the Highways Team apply the criteria for a private street works scheme as set out in part of XI of the Highways Act 1980 and Sections 205 to 218 (The Private Street works code) on Faircroft, Westfield Road and Springfield Road;
- (g) That following the completion of the said street works subject to satisfactory safety audit the Council declare Faircroft, Westfield Road and Springfield Road as set out in drawings HW 19/20 – PR – 001, HW 19/20 – PR – 001 & HW 19/20 – PR – 001 appended to this Report to be highways in accordance with Section 228 of the Highways Act 1980; and
- (h) To apply the above criteria to other unadopted private streets identified in the future and for funding be allocated to new streets as they are identified and agreed.

6. Creation of a Local Authority Trading Company to Carry out Functions of Existing DSO

The Lead Member for Environment & Leisure and the Chief Executive introduced a report that sought approval to create a local authority trading company. Appendix B in Part II of the agenda contained exempt financial information and was considered in resolving the matters in the Part I report.

It had been an aspiration to establish a local authority trading company of this kind when environmental services were brought back in house in 2017 but it had been decided to take an incremental approach by focusing on the core business of the DSO initially. The company would be tasked to carry out the current functions of the Environment Direct Services Organisation (DSO) and use a Teckal exemption to trade, in order, to generate surpluses and / or reduce the overall overhead costs for the Council.

The Council had looked at the experiences of other authorities that had set up trading companies for such work and the lessons had been incorporated in the plans. The company would be seeking to offer a trusted and quality range of environmental services. The Cabinet agreed that the trading company had to the opportunity to generate income for the Council; provide a valuable chargeable service for residents; and help improve the quality of the public estate by carrying out additional works to a high standard.

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- (a) That a new company (name to be determined) limited by shares and wholly owned by the council be created.
- (b) That the arrangements for the new company satisfy the requirements of the Public Contracts Regulations 2015 (Regulation 12).
- (c) That the responsibility for delivery of services carried out by the existing Environment DSO be transferred to the new company.
- (d) That Council officers be instructed to work with the new company to increase the volume and value of work placed with the new company that is currently placed with other, external providers. In particular in the areas of highways and property maintenance.
- (e) That a service delivery agreement be created to set out, amongst other matters, the scope and performance levels provided by the new company.
- (f) That the employment and pension arrangements of the DSO staff transfer to the new company in accordance with, and subject to, the relevant legislation and council policy.
- (g) That the Chief Executive may transfer other staff to the new company in the future if it is the broader interests of the council to do so in accordance with, and subject to, the relevant legislation and council policy. In particular Highways functions may be considered for transfer to the Teckal company as part of wider public realm improvements.
- (h) That the Council provides the existing range of support services (eg finance, HR, commercial, property) to the new company unless and until the council and the new company agree otherwise.
- (i) That a service delivery agreement be created to set out, amongst other matters, the scope and performance levels of support services provided by the council and the appropriate charging regime.
- (j) That the new company would use its best endeavours to deliver the Business Plan.
- (k) That appropriate banking, transactional finance and payroll arrangements be put into place.
- (l) That a flexible credit facility of up to £1m be made available to the new company on terms to be agreed and with the authorisation of the Section 151 Officer.
- (m) That appropriate governance arrangements are put in place in accordance with the council's policies and relevant law (eg the Commercial Strategy and companies' legislation).

(n) That any further decision making required to complete these recommendations be delegated to the Chief Executive.

7. Exclusion of Press and Public

Resolved – That the press and public be excluded from the meeting during the consideration of items in Part II of the agenda as they involved the likely disclosure of exempt information relating to the financial and business affairs of any particular person (including the authority holding that information) as defined in paragraph 3 of Part 1 the Schedule 12A the Local Government Act 1972.

Below is a summary of the matters considered during Part II of the agenda.

8. Trelawney Avenue Redevelopment and Hub - Appendices A and B

Appendices A and B were considered and noted in resolving the matters in the Part I report.

9. Creation of a Local Authority Trading Company to Carry out Functions of Existing DSO - Appendix B

Appendix B was considered and noted in resolving the matters in the Part I report.

Chair

(Note: The Meeting opened at 6.35 pm and closed at 8.13 pm)