

PLANNING COMMITTEE

19th February 2020

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

1.0 Revised Site Location Key



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2.0 Update on Highway's Comments

Following review of the amended plans and the s.106 agreement, please find our comments below as follows:

S.106 Requirements:

1. We can accept the previous approved s.106 requirements.
2. The only change we would make is to b. as we would require £6,000 contribution to Traffic Regulation Order for amendment to waiting restrictions on Old Bath Road instead of £3000. Other than that, we are happy for the rest of the s.106 requirements to remain the same.

Previous Highways comments (please our comments in *italics* below to each point):

1. The applicant is required to reconstruct the footway fronting the site and close off any redundant access points to the site. This is to improve the experience and safety for pedestrians using the footway.
This will need to be conditioned prior to occupation, The applicant will need to apply to the local highway authority for the implementation of these works at their own cost.
2. No details for pedestrian provision are provided on the new access.
This has now been provided on the site plans and we can confirm this is now acceptable.
3. I note the applicant has provided a total of 28no of car parking spaces, however this is an under provision of parking spaces for the proposed development of 27 units of 18no 1bed and 9no 2 bed flats. According to

SBC parking standards, a total of 39 car parking spaces need to be provided for the proposed dwellings (1.25 car parking spaces per 1bed and 1.75 car parking spaces per 2bed).

This has now been provided on the site plans and we can confirm this is now acceptable as the spaces are now SBC compliant.

4. The applicant needs to demonstrate pedestrian visibility splays of 2.0m x 25m from the proposed access.
This has now been provided on the site plans and we can confirm this is now acceptable.
5. A minimum of 6m aisle width needs to be provided for the proposed car parking spaces.
The aisle width for the parking spaces provided south of the property has the required 6m aisle width. Also, the additional 7 echelon car parking spaces have just over 4m clearance to manoeuvre which is sufficient given the angle of the bays.
6. The applicant needs to provide further details on the external bike stores, ensuring the bike stores are compliant with SBC standards.
I note the applicant has demonstrated various number of bike stores scattered across the site plan, however no detail on the type of the store is provided. A submission of detail condition will be required for the design and specification of the cycle stores. The cycle stores need to be secured, enclosed and well-overlooked. The condition will need to be secured prior to commencement of the development.
7. Details and layout of the bin store to be secured via condition.
Details provided on the capacity for the refuse store are incorrect. SBC refuse standards require 97L per flat for refuse and 53L per flat for recycling. Therefore, for the 27 flats proposed, we will require 3no 1100L Eurobins for refuse and 2no 1100L Eurobins for recycling. Moreover, the layout for the refuse store will need to be re-thought given that some of the bins block access to one another, therefore leaving those as unusable.
8. The refuse vehicle used for the tracking drawings is too small. The vehicle used is 8.150m long, however SBC refuse trucks are 9.4m long thus does not comply with SBC standards.
We can confirm the tracking demonstrated is now acceptable and the site does provide enough room for SBC refuse vehicles to manoeuvre.
9. *Additionally, as this is a gated development we will need details of how refuse, service and delivery vehicles are proposed to enter this gated access site. Moreover, as the site will be accommodating large vehicles such as the refuse trucks, the gates will need to be set back further to approx. 10m from the back edge of the highway. This is so to ensure vehicles don't stop at the highway and pedestrian access isn't blocked either.*

In summary, the Highways and Transport department can only support this application subject to the applicant addressing the remaining concerns and submitting the amended plans.

3.0 Additional condition

"No development shall continue on Block A or above damp proof course level of Block B as hereby approved until the details of the proposed bin/recycling storage facilities (to include siting, design and external materials) shall be submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained for this purpose.

Prior to first occupation of the development, a management strategy ('the strategy') to be used by the management company for the collection of waste/recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be complied with for the duration of the development.

REASON: In the interests of visual amenity of the site and in the interests of highway safety and convenience in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019)."

4.0. **RECOMMENDATION**

- 4.1 The recommendation within the published Planning Committee Report that planning permission should be approved remains. The Committee are invited to add the additional condition set out above at 2.0:

Withdrawn by applicant.