

PLANNING COMMITTEE

14 October 2020

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

1.0 Alterations to officer report including consultations and representations

1.1 Additional Highways comments received:

SBC Highways and Transport Comments**Parking Allocation and Ratio**

SBC Highways and Transport accept that the provision of 0.35 spaces per dwelling in the form of 41 allocated spaces, plus 10 permit controlled spaces on the service road was agreed at the meeting dated 10th June 2019. However, it should be noted that it is not possible to create a permit system on the service road which ensures the spaces would be available to residents of the proposed development for 'exclusive use by future residents' as stated in Paragraph 1.6 of RPS response. Permits are granted on a first come first serve basis.

Parking Layout and Dimensions

Following the submission of additional information, there are no longer any objections in this respect as the applicant has demonstrated that each of the proposed parking spaces can be safely accessed and used and suitable turning and manoeuvring space is provided.

Electric Vehicle Charging

SBC welcome the commitment to providing EVCP charging on-site and are content for EVCP charging to be secured by condition. The Electric Vehicle charging points should be provided in accordance with the requirements set out by the Environmental Team.

Car Clubs

SBC welcome the commitment to make a contribution towards a car club which would be secured by condition as part of the s106 agreement. The contribution should be made in accordance with the requirements set out by the Environmental Team.

Cycle Parking

SBC are satisfied that the details and arrangement of the cycle parking can be secured by condition as part of the s106 agreement.

Refuse Collection

SBC welcome the submission of vehicle tracking which also displays the egress of the refuse vehicle from the site. Highways and Transport are content that refuse vehicles can safely ingress and egress the site in a forward gear.

Deliveries / Servicing

Overall, the proposed servicing strategy is considered acceptable by SBC Highways and Transport. However a Delivery and Servicing Plan should be provided detailing the strategy for accommodating deliveries at the proposed development to ensure delivery drivers do not obstruct the public highway on Stoke Road or Mill Street.

Bin Stores

SBC are satisfied that further details of the bin store provision can be secured by condition.

Pedestrian Access

SBC welcome the commitment for the service road to be adopted as part of the Section 38 agreement.

Service Road

SBC welcome the commitment to adopt the service road.

Highway Widening – Stoke Road

SBC welcome the commitment to offer any part of the highway being widened for adoption.

Travel Plan Statement / Travel Plan

SBC can confirm 100% of the TRO Contribution should be paid by the applicant as part of the s106 agreement.

SBC welcome the submission of a full Travel Plan rather than a Travel Plan Statement. The overall objectives are accepted. SBC welcome the modal split targets for 45% and 40% car travel within years 3 and 5 of the development's occupation.

SBC welcome the commitment to appoint a Travel Plan Coordinator, provide a Travel Information Pack and completion TRICS compliant surveys at years 3 and five of the development's occupation. The results will be submitted to SBC for

Summary and Conclusions

Subject to the application being revised in accordance with my above comments I confirm that I have no objection to this application from a highway perspective.

No objections raised subject to the following conditions and informatives:

Access

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 Adopted Vehicle Crossover Policy.

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

No other part of the development shall be occupied until the visibility splays shown on the approved drawings 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.

Parking

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Exclusion from Residents Parking Permits

No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

REASON: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

Cycle Parking

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

Bin Stores

No part of the development shall be occupied commence until bin storage has been provided on the ground floor car parking deck and suitable storage area to be provided in accordance with the standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development

Construction Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy Guidance. The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to highway users and in the interests of Air Quality and to ensure minimal disruption is caused to existing businesses in the

shopping centre in accordance with Policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

Informatives

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

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.

Planning Officer Comments:

The revised highways comments conclude that the highways Authority has no objection to the scheme in highways terms subject to the conditions and S106 obligations set out in section 20 of the published report.

2.0 Housing Officer Comments

2.1 I have reviewed the mix within the affordable housing;

Proposed	Rented	%	S/O	%	Total Affordable Housing
1B2p	5	21%	8	50%	13
2B3/4p	14	58%	8	50%	22
3B5p	5	21%			5
total	24		16		40

The above mix and size breakdown is acceptable to meet the demand from the Housing Register, with the loss of 1 shared ownership unit from the previously discussed mix.

In previous correspondence with L&Q I had discussed that;

1. We would welcome 5% wheelchair standard units (Part M4 (3) Building Regulation standards) particularly in the affordable.
This is in line with the Developer Guide Part 2. Page 11.
<http://www.slough.gov.uk/business/planning-and-building-control/developers-guide-and-the-community-infrastructure-levy.aspx>
2. On the parking allocation, we would request an equitable proportion of the parking spaces for the affordable units.
3. The rented units will be let at Slough Living Rents.
4. The council has nomination agreements for the rented properties with 100% on first let and 100% on re-let.
5. The council has a dedicated shared ownership officer who works with RPs to ensure that S/O units are first offered to applicants living or working in Slough. We have a working protocol for S/O nominations.
6. There will be an additional 18 flats for shared ownership which will fall outside this S106 agreement, however will be provided in addition as part of the previous covenant discussions. This has been discussed with L&Q directly.

2.0 Additional neighbour consultations.

- 2.1 Following the completion and occupation of the neighbouring development at Vanburgh Court additional neighbour consultations were made on 24 August 2020 comprising of 86 notification letters to flats at Vanburgh Court and 16 notification letters to flats at 27 Grays Place.
- 2.2 No comments were received as a result of this additional consultation.

3.0 Corrections.

- 3.1 At Para 13.2; frontage is on Stoke Road and not Upton Park as stated in the report.

4.0 Further considerations of the planning balance.

- 4.1 Following the withdrawal of Highways concerns from this application, considerations into the planning balance as set out in para 21.1 of the published report should be revisited as the previously concerning shortfall of parking is no longer a point of objection from the Highways Officer. Therefore the benefits of the scheme are considered to outweigh any adverse impacts to a greater extent than at the point the original report was published and the recommendation that planning permission should be granted remains.

Buckingham Gateway Site, 132-144 High Street, Slough

Agenda Item 9

Item Withdrawn.