

PLANNING COMMITTEE

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

Amendment Sheet

1. Agenda Item 5 – P/09190/038 Upton Hospital, Albert Street, Slough, SL1 2BJ

The following response has been received from the Council's Highways and Transport, in relation to amended plans for the vehicular access at Church Street:

“Highways/Transport Comments for the Amendment Sheet

Church Street Vehicle Access

An amended access drawing has been submitted which proposes a 'build out' for the site access. This improves available visibility by aligning the give-way line with the edge of the parking bays. The build out improves visibility to 2.4m x 25m compared to the 2.4m x 16.8m previously shown.

Speed bumps have also been proposed at the request of Slough Borough Council (SBC) Officers because the 2.4m x 25m visibility splay is suitable for a 20mph street and Church Street is subject to a 30mph speed limit (according to visibility standards shown in Manual for Streets Table 7.1).

DfT Guidance LTN1-07 (Traffic Calming) highlights that speed bumps have been found to reduce mean vehicle speeds from 30mph to 19mph (60m between humps).

The improvements will result in the loss of up to 8 on-street car parking spaces. However, without the provision of speed humps the loss of 17 on-street parking spaces would have been required to provide a visibility splay for a 30mph speed limit.

A Traffic Regulation Order (TRO) will be required to amend the on-street parking bays. The TRO will include a study to establish whether any of the 8 pay and display bays can be re-provided within the vicinity of the site; and whether the pay and display period on Church Street can be increased beyond the existing 9am – 5pm period.

The access and improvements are shown on SLR Drawing No. 237479/PD01-Revision D titled: '*Proposed Site Access Church Street*'.

The applicant will be required to enter into an agreement with Slough Borough Council under Section 278 of the 1980 Highways Act in order to make the required improvements to the public highway.

The Section 278 stage will allow scope for adjustment of the speed hump design/location to best control speed and minimise any possible impact on the on-street parking bays.

SBC Highways and Transport Officers have no objection to the proposed vehicle access from Church Street and are satisfied that the application provides safe and suitable access as per the requirements of the National Planning Policy Framework.

Loss of Car Parking Spaces

SBC Highways and Transport Officers have no objection to the loss of pay and display car parking spaces to facilitate access. However, the exact number of parking spaces removed will depend on detailed design stage and the TRO process will seek to re-provide the pay and display spaces on nearby roads or increase the pay and display time limit of the spaces on Church Street.”

Officer response:

Following updated Highways and Transport comments, there has been a change to the recommendation to include a legal agreement for the Traffic Regulation Order (TRO) and to cover the section 278 works which will be subject to a detailed design.

Amendment to Draft Conditions

The following conditions should be amended as following and two new conditions have been included:

3. Details of external materials

Prior to the commencement of the development above slab level hereby approved, details of external materials to be used on the development, including hardstanding hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved. Details of the recessed bays and textured brickwork should be represented by plans to a scale of 1:20.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026, Development Plan Document, December 2008 and Policy EN1 of the Adopted Local Plan for Slough, 2004.

7. Cycle Parking

Prior to the first occupation of the development hereby approved details showing the provision of a secure cycle store for 24 cycles and an unobstructed footway link to accord with the Local Planning Authority’s “Cycle Parking Standards” shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

8. Electric Vehicle Parking

Prior to the first occupation of the development hereby approved, details of the 6 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase) shall be submitted to and approved in writing by the local planning authority. The approved details shall be fully installed, and the active charging points shall be fully operational prior to the first occupation of the development and be retained in good working order at all times in the future.

REASON: to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2021.

9. Landscaping Strategy

Prior to the commencement of any development above slab level hereby approved a detailed landscaping and tree planting scheme shall be 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 accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

12. Car Parking

Prior to the development hereby approved first being brought into use, 61 no. car parking spaces shall be provided and made available for use in connection with the community diagnostic centre and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

The following conditions should be inserted into the list of recommended conditions:

16. Travel Plan

The approved Travel Plan shall be implemented prior to first occupation of the development hereby approved, including appointment of a Travel Plan Coordinator, Travel Plan measures, targets and annual monitoring surveys to the council as detailed in the Travel Plan, for the lifetime of the development.

REASON: To control the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2023).

Change to recommendation:

Delegate the planning application to the Planning Manager for approval, subject to resolution of land contamination and drainage matters, securing financial contribution for the Traffic Regulation Order to amend on-street parking bays within the vicinity of the site (via legal agreement and section 278 agreement for the detailed design approval of the scheme and to ensure the safe and satisfactory implementation of the highway works as required) to mitigate the impacts of the development, finalising of conditions, and any other minor changes.

**2. Agenda Item 6 - P/01615/007
Former Merrymakers Public House and Former Bungalows, Slough, SL3
7QA**

2.1 Education Contribution

Following the publication of the report to Committee, the applicant has advised in writing that they are prepared to meet the full Education contribution for the proposed development.

For clarity, in accordance with the Developer's Guide and on the basis of the housing mix proposed, the following contributions towards education will be required:

1-bed flats – 12no x £903 = £10,836
2-bed flats – 21no x £4,828 = £101,388
2-bed houses – 5no x £8,753 = £43,765
3-bed houses – 15no x £13,182 = £197,730

Total = £353,719

The amount will be secured through Section 106 agreement.

The report identified the previous Education Officer as an adverse impact of the scheme (para 19.6 of the report) and the impact formed part of the planning balance which will need to be revisited as part of the deliberation of this revision.

2.2 Revisited Planning Balance

The published report considered the planning balance at para 20.0 onwards. The circumstances of requiring the balanced consideration have not changed but the merits of the case have.

Officers have considered the benefits and impacts of the case again and can set the revised balance out below:

In the application of the appropriate balance, it is considered that there are some benefits from the scheme, these include the following:

- The provision of 53 residential units in a sustainable location should be given substantial positive weight.
- The provision of compliant affordable housing should also be given substantial positive weight, especially when acknowledged that it includes family homes in the mix.
- The provision of policy compliant education contributions is a benefit that should be given moderate substantial weight
- The proposal will bring a long-redundant site back into use, making the best use of previously developed land which is a benefit that should be afforded moderate positive weight.

- Sustainable energy measures to be secured at the site are a benefit that should be afforded moderate positive weight.
- Ecological enhancements are a benefit that should be afforded moderate positive weight.

The following impacts were identified:

- Shortfall of parking of 23 spaces.

On the basis of the arguments above, it is considered that the benefits of the current scheme would continue to significantly and demonstrably outweigh the identified impacts when assessed against the policies in the Local Development Plan and the National Planning Policy Framework taken as a whole and would result in an improvement overall due to the scheme providing policy compliant education contributions.

2.3 Revised Recommended Conditions

Following discussion with the applicant the following amendments are proposed to the draft conditions, with the edits displayed in **bold**:

Condition 8 – Secured By Design

No development shall take place above slab level until **details of the measures to be incorporated into the development to demonstrate how ‘Secured by Design Gold Award’ accreditation** will be achieved has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026.

Condition 11 – Car Park Management Scheme

None of the flats shall **be occupied** until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to:

- 1 Ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- 2 Demonstrate the allocation of residential and non-residential parking spaces.
3. Set out the EV charging space arrangements showing location of EV chargers at each space.

Thereafter the allocation and use of the car park and EV charging points shall be done in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area and to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2023.

Condition 12 – Plant Details

Prior to **first occupation** of the development **hereby approved**, details of the plant noise emissions (both proposed plant and the existing substation on the site) shall be submitted to the Local Planning Authority for approval in writing. The resulting plant rating level will be limited to the modal background noise levels measured at the nearest noise sensitive receptor.

The installation of any plant and machinery shall be carried out in accordance with the approved details prior to any occupation of the development, and such details shall be permanently retained thereafter.

REASON In the interest of the living conditions of receptors within the development, to reduce noise pollution and to ensure the satisfactory ventilation of rooms when windows are closed, to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework 2023.

Condition 20 – Parking in Place

Prior to the development hereby approved first being brought into use, 71 no. car parking spaces shall be provided and made available for use in connection with **each** residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use. 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: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

2.3 Change to recommendation

Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant

material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure policy compliant affordable housing, policy compliant education contributions and highways works (vehicle access junctions, proposed loading bays and footway connections to the site, via a Section 278 agreement) which are required to mitigate the impact of the development.
- (ii) Finalising conditions and any other minor changes.

or

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 August 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.