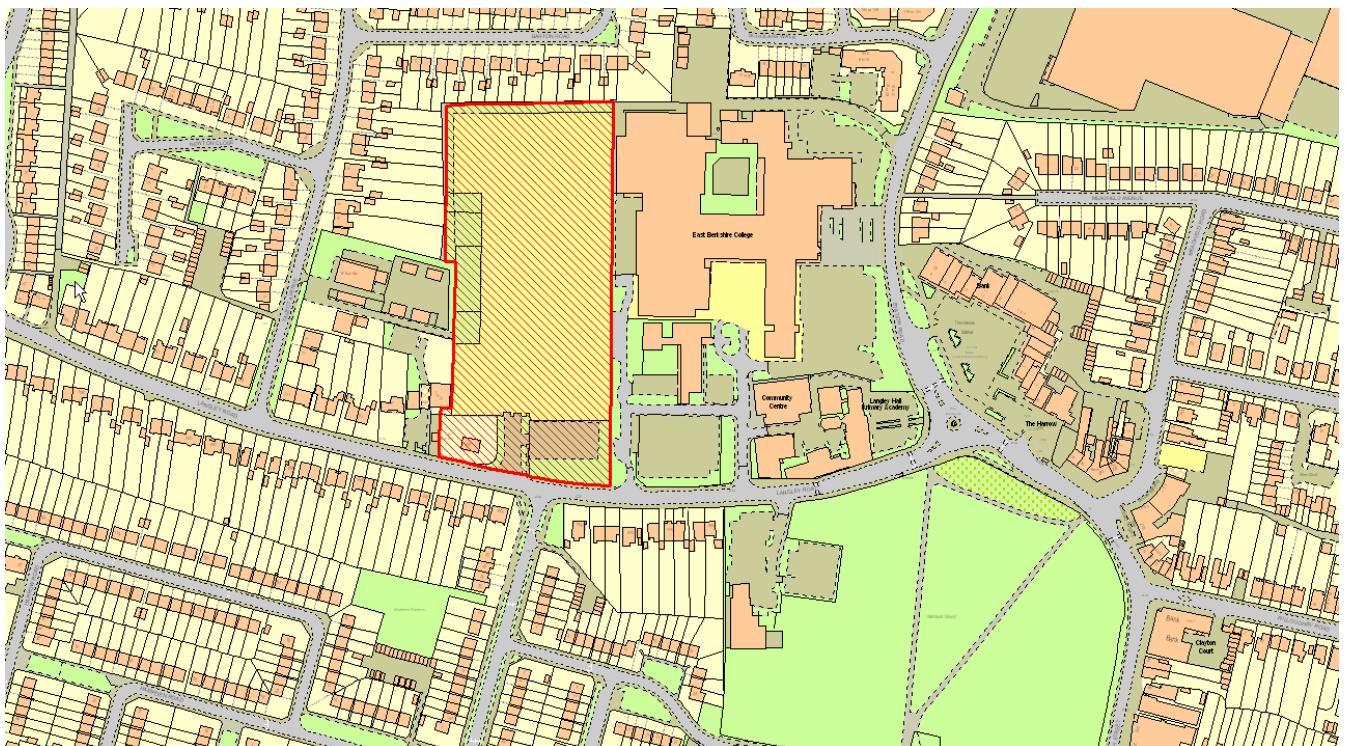


Registration Date:	15-Nov-2014	Applic. No:	P/02684/010
Officer:	Mr. Albertini	Ward:	Langley St Mary's
Applicant:	Mr. Damian Telereal Trillium & BT plc	Applic type:	Major
Agent:	Mr. Roger Rippon, Rippon Development Services Jasmine Cottage, Main Street, York, Y023 3PT	13 week date:	14 th February 2015
Location:	Former BT Depot & 297 Langley Road, Langley, Berkshire		
Proposal:	RESIDENTIAL DEVELOPMENT COMPRISING 129 DWELLINGS (20NO. 1 BEDROOM FLATS, 34 NO. 2-BEDROOM FLATS, 17NO. 2-BED HOUSES, 47NO. 3-BEDROOM HOUSES & 11NO.4-BEDROOM HOUSES), CONSTRUCTION OF NEW ROUNDABOUT ON LANGLEY ROAD AT THE ENTRANCE TO THE SITE, AND ASSOCIATED OPEN SPACE, ACCESS ROADS, CAR PARKING AND LANDSCAPING WORKS. (OUTLINE APPLICATION).		

Recommendation: Delegate to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for completion of a satisfactory Section 106 planning obligation.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This outline planning application includes details of access, layout and scale. Only landscaping and appearance are 'reserved matters' for submission at a later date.

2.2 The accommodation proposed comprises :

20 one bedroomed flats
34 two bedroomed flats
17 two bedroomed houses
47 three bedroomed houses
11 four bedroomed houses

2.3 The form of the proposal comprises a mix of 2, 2 and half and 3 storey terraced or semi detached houses plus two blocks of flats – one 2 and half storey on the frontage and the other 4 storey in the middle of the site next to the sub station on the east boundary. In general the houses are arranged around the outside of the site with gardens backing onto existing gardens.

2.4 Access is by way of a new roundabout at the Spencer Road junction; this involves some road widening on the north side. This existing site access will not be reused.

2.5 The car parking ratio is 1.9 spaces per home. All houses have 2 spaces per home 20 of which are in garages or integral garages. Most house parking spaces are on the frontage or 2 small courtyards. Flat parking is undercroft or communal parking around the blocks.

2.6 All existing trees on the site including those on the frontage will be lost. The applicant classes trees at the rear of the site as of low quality. The rear boundary evergreen hedge will be retained.

2.7 Landscaping is indicative but the layout includes provision for a formal amenity space in front of the larger block of flats; amenity space on the Langley Road frontage and limited gaps for small trees between frontage parking spaces. Overall 11 mature poplars and 2 mature limes are to be felled with a query over 2 further frontage oaks.

2.8 No affordable housing or section 106 infrastructure contribution is proposed. The

applicant has submitted a viability study to justify the latter. This matter is still under negotiation. The applicant has now just made an offer to include affordable housing – details and officers response will be reported on the meeting amendment sheet.

- 2.9 Supporting information includes the design and access statement; transport assessment, draft travel plan, flood risk assessment and tree report. The transport assessment indicates the site's good location in terms of access to key facilities and public transport. It also states that the additional traffic generated over and above that which could be generated by the former use of the site can be accommodated on the local highway network without a material adverse traffic impact.
- 2.10 The applicant proposes an estate management company to maintain the estate including the roads. Apart from a short length of the access road the applicant does not intend to offer estate roads for adoption as public highway.

3.0 **Application Site**

- 3.1 This 2.06 hectare site is on the north side of Langley Road immediately west of East Berkshire College. The site also includes 297 Langley Road a vacant home. Adjacent to the west is a development of 3 storey flats at 295 Langley Road; a large electricity sub station compound and rear gardens of two storey houses of Talbot Ave. To the north are rear gardens of two storey houses in Barton Road. Opposite are semi detached houses and the junction with Spencer Road. There is a pedestrian crossing point west of the site.
- 3.2 Most of the site is hardsurfaced and was formerly used for vehicle parking and storage associated with telecommunications equipment. All commercial buildings have been cleared. A belt of trees exists along the north boundary and part of the east boundary alongside rear garden boundaries. There are several frontage trees also.
- 3.3 The site is within 5 minutes walk of Langley Village shops, bus stops and a primary school. It is within 15 minutes walk of the railway station, secondary schools and employment areas. A frequent bus services run past the site to the town centre and Heathrow and includes an evening and Sunday service. Other services are available nearby.

4.0 **Site History**

- 4.1 P/02684/5 Outline application for residential development. Agreed in principle 2001 subject to Sn. 106 agreement. Withdrawn
- 4.2 P/02684/6 Certificate of Lawful Use Motor Transport Depot Refused Jan 2003.
- 4.3 P/02684/007 Outline application for residential development and a surgery. Refused August 2006 primarily because of access issues and lack of full agreement of Sec. 106 package.

4.4 P/02684/008 Outline application for residential development and a surgery agreed in principle Jan 2008. Section 106 not completed; application treated as withdrawn.

4.5 P/02684/009 Palisade fence approved 2009.

5.0 **Neighbour Notification**

5.1 Langley Rd 281, 287, 295, (flats 1-12),
306-326 ev 334-350 ev
Spencer Road 2a-2d 1-11 odd
Station Rd E Berks College
Talbot Ave. 10-32 ev
Barton Rd 2-34 ev

5.2 4 observations received raising issues of :

5.3 Concern about big trees affecting property. *Response – the nearest big tree will be felled.*

5.4 Additional traffic will add significantly to existing problems. Prefer new access onto Station Road. Object to height of block on frontage – prefer 2 storey only which would be more in-keeping and less intrusive. *Response – see Section 9 and para 10.2;*

5.5 Lack of privacy given buildings are 3 storeys and have sky lights. Concern about boundary changes. Concern about school, medical facilities to serve additional families; congestion on Langley Rd. *Response – see para 10.3 re privacy and re infrastructure see para 11.1 and Section 9 transport.*

5.6 E. Berkshire College – supportive in principle. Concern about yet another new junction on Langley Rd. and the affect on traffic flow at peak periods. Prefer use of existing College site access junction. *Response – the applicant is aware of the request but does not wish to change the scheme.*

5.7 Public notice in local paper

6.0 **Consultation Internal**

6.1 **Traffic /Highways**

Request a travel plan, financial contribution for travel plan monitoring and parking controls near the site; limit new residents from obtaining parking permits. Request financial contribution towards mitigation of extra traffic generated by the development.

Highway design comments addressed in revised layout.

6.2 **Environmental Protection**

No comments received.

6.3 Housing

Request normal policy compliant affordable housing package of 30% social rent and 10% other affordable homes. Preferred mix of homes put forward.

6.4 Education – request financial contributions towards new school places.

6.5 Recreation – no comments received

7.0 **Consultation External**

7.1 Environment Agency

No objection; highlight surface water drainage issues to be addressed by Council.

7.2 Berkshire Archaeology – request condition to cover pre construction investigation of site.

7.3 Police Crime Design Advisor – no comments made.

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

8.1 The site is identified as a site for housing on the Proposals Map 2010 (site SSA 22). Other policy matters are referred to below.

8.2 Core Strategy policy 4, type of housing, expects predominately family housing outside the town centre. However the inclusion of some flats on the BT site is acceptable because of its location. The site is in a very sustainable location being in easy walking distance of a range of key facilities and services including the railway station and frequent bus services that include services to Heathrow. A suitable range of house sizes is proposed.

8.3 The lack of affordable housing means the proposal does not comply Core policy 4. The applicant's viability statement indicates development is not viable if affordable housing is included. However the applicant also says they are willing to discuss an overall package of planning obligations such that an element of affordable housing might be included. Negotiations on this matter continue.

9 **Transport and Access**

9.1 The existing site access is too close to Spencer Road to be a safe access for a major development. The proposed roundabout is suitable.

9.2 In terms of traffic generated by the development the past use of the site needs to be taken into account. However 129 homes is expected to create a net increase

in traffic on an already congested network at peak times. Consequently a package of measures is requested to mitigate the net increase in traffic including a travel plan and a financial contribution for help encourage non-car modes of travel.

9.3 The car parking ration of an average of 1.9 spaces per home is suitable for the sites proximity to facilities and transport. Confirmation that there is sufficient space for cycle parking is awaited.

9.4 The scheme complies with Core Policy 7 Transport in terms of access, layout and car parking. In terms of wider transport and highway network matters compliance requires measures outlined in 9.2 above to be secured.

10.0 **Design and Layout Matters**

10.1 The layout is quite simple with homes lining the street. The combination of narrow fronted terraced homes and extent of car parking on frontages means the street scene will be dominated by cars there being very limited space for planting.

10.2 The 4 storey block is quite large for a suburban site. It is located away from existing homes to limit its impact. The 3 storey block on the frontage of Langley Road will contrast with the traditional two storey suburban homes opposite. However it is set back from the road sufficiently for it to be a suitable entrance marker for the new development without having an adverse impact on the street. The minimum distance between the flat block and existing homes opposite is 32 metres which is acceptable in terms of overlooking.

10.3 Separation distances between new and existing homes of Barton and Talbot Road are satisfactory with 32 metres being the minimum spacing. Of the big trees on these boundaries proposed for felling some are poor quality but the quality of others is disputed however retention would mean new homes being set back significant distances. There are other trees within some of the adjacent gardens that will still act as a screen. However the evergreen hedge along the rear boundary will be retained. The Council's tree officer

10.4 The east boundary abuts College land which is less sensitive; new College buildings come close to the boundary but there is an evergreen hedge along the edge of College grounds. On the west boundary the flank of a 3 storey block of flats at 295 Langley Road is close to the boundary and contains non habitable room windows. Whilst no new building is directly opposite the flank of a house, 6.6 metres away, is nearby.

10.5 The loss of Langley Road frontage trees is regrettable. Some are good quality trees and the group of trees is a distinctive feature of Langley Road. However to fit in the access roundabout there is only scope to retain two oaks. The applicants recent plans show no trees retained. This has been queried as it is different from earlier versions. Because of the significant tree loss it is appropriate to require replacement trees, some semi mature, on the frontage and other parts of the development.

- 10.6 Garden sizes are acceptable. The flats have a small amount of amenity space. Balconies can supplement this but because this is an outline scheme there are no details of the buildings.
- 10.7 The proposal is large enough to require some recreation space in accordance with Core Strategy policy 10 infrastructure and Local Plan policy OSC5. Non is proposed on site but Langley recreation ground lies nearly opposite the site. Normally a contribution to enhance recreation facilities would be expected to comply with Council policy.
- 10.8 In respect of other design matters and subject to resolution of tree retention (para. 10.5) the scheme complies with Local Plan policy EN 1 design and Core Strategy policy 9

11.0 **Infrastructure and Section 106 matters**

- 11.1 For this proposal to be acceptable in terms of Core Strategy policy 4 and 10 affordable housing needs to be secured together with financial contributions for education, transport and recreation. However the Council can make an exception if it thinks the viability study justifies a reduced contribution. At present there is insufficient evidence to justify the applicants zero contribution but as negotiations continue the application is not being recommended for refusal. It is likely that the development will not be viable with the full range of contributions normally sought. As negotiated with other schemes where viability is an issue affordable housing is being prioritised above education, recreation and transport contributions as affordable homes are a direct benefit for the town. Some transport money may also be needed to make there scheme acceptable.
- 11.2 An update on negotiations will be provided on the amendment sheet.

PART C: RECOMMENDATION

12.0 **Recommendation**

- 12.1 Delegate a decision to the Planning Manager :
- for the signing of a satisfactory Section 106 Planning Obligation
 - to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.
 - to refuse the application if a satisfactory Section 106 planning obligation has not been signed.

PART D: LIST OF CONDITIONS.

1. Outline applications - Reserved Matters.

Details of the appearance and landscaping of the development (hereinafter

collectively referred to as 'the reserved matters') shall be approved in writing by the Local Planning Authority prior to the commencement of the development.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Article 4 of The Town and Country Planning (Development Management Procedure) (England) Order 2010.

2. Outline applications - Time limit

Application for approval of all reserved matters referred to in condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of thirty months from the date of this permission.

The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

- i) the expiration of 3 years from the date of this permission: or
- ii) the expiration of two years from the final approval of the reserved matters referred to in condition 1 above, or in the case of approval of different dates, the final approval of the last such matter to be approved.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.

3. Approved plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing No. 051302-TELE-01 Rev D Proposed Planning Layout received 3rd March 2015
- (b) Drawing No. 051302-TELE-02 Rev XX Proposed Information Layout received 2015
- (c) Drawing No. 051302-TELE-04 Storey Heights received 3rd March 2015
- (d) Drawing No. 051302-TELE-03 Location Plan (site boundary)
- (e) Drawing No. 051302-TELE-SEC01 Cross Section
- (f) Drawing No. 051302-TELE-SEC02 Cross Section

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

4. Lighting Scheme

The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity, crime prevention, and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and policy 12 of the Core Strategy 2006-2026.

5. Bin storage

No development shall commence until details of the proposed bin stores (to include siting, design and external materials) have been 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 at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

6. Surface Water Drainage

No construction work shall commence until surface water drainage details have been submitted to and been approved in writing by the local planning authority. No dwelling shall be occupied until its associated drainage (inclusive of drainage of common areas serving dwellings) has been installed in accordance with the approved details.

REASON In the interest of flood prevention.

7. Landscaping Scheme

No development shall commence on site until a detailed landscaping and tree planting scheme has been 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 scheme shall include 5 semi mature trees

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.

8. Landscape management plan

No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include the time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

9. Public space management

No development shall take place until a public space management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for unadopted highway areas and should include the time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

10. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. No dwelling shall be occupied until its associated boundary treatment has been implemented on site in accordance with the approved details and retained at all time in the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

11. New access

No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

12. Internal access roads

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

13. Cycle storage

No construction work shall commence until details of cycle storage for the flats have been submitted to and been approved in writing by the local planning authority (details to include location and stand type). No flat shall be occupied until its associated cycle store has been constructed.

REASON In the interest of encouraging non car modes of travel.

14. Off site highway works

No dwelling shall be occupied until off site highway works comprising a new roundabout at the junction with Spencer Road has been completed.

REASON In the interest of the free flow of traffic and conditions of general safety on the adjacent highway network.

15. Sustainable development

Construction of the development shall not commence until details of low or zero carbon energy generating equipment have been submitted to and been approved in writing by the local planning authority. No building shall be occupied until its associated energy generating equipment has been installed and made operational in accordance with the approved details. The details shall show how the energy generated on the site from low or zero carbon sources will be equivalent to 10% of the developments estimated carbon emissions [and it shall also state which buildings will incorporate the equipment]. The calculation of the 10% shall be based upon carbon emissions as measured by Building Regulations (Target Emission Rate) applicable to the relevant building but assuming no energy generating equipment is installed.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Slough Core

16. Electric Vehicle Charging Points

No dwelling with a garage shall be occupied until it has been installed with a fast charging electric vehicle charging point in accordance with details that shall have first been submitted to and approved in writing by the local planning authority.

REASON In the interest of encouraging use of low emission modes of travel.

17. Rain Water Storage

Prior to the occupation of each house that has a down pipe on its rear or side elevation a rain water storage container shall be installed in accordance with the following (unless otherwise agreed by the local planning authority) : The butt or tank capacity shall be at least 150 litres for two bedroom houses and be at least 200 litres for houses with three or more bedrooms.

REASON In the interest of sustainable development in particular reduction of fresh water consumption in accordance with Policy 8 of the Core Strategy 2008.

18. Hours of construction

During the construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy 8 of the Core Strategy 2006 - 2026.

19. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted 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, off-loading, parking and turning within the site, wheel cleaning facilities during the construction period, hours of operation of construction works. 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 in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

20. Soil Contamination Phase 1 Desk Study

Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

21. Soil Contamination Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON : To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

22. Soil Contamination Phase 3 Site Specific Remediation Strategy

Development works shall not commence until remediation works have been carried out in accordance with a Site Specific Remediation Strategy (SSRS). The SSRS must first be submitted to and approved in writing by the Local Planning Authority. The SSRS shall, as a minimum, contain details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM), the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON : To ensure that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

23. Soil contamination Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

24. Removal of Permitted Development rights - outbuildings

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 25 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size property and location of the development.

INFORMATIVE(S):

1. Section 106 Legal Agreement

The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

2. Highways

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 postal numbering of the homes.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

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. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

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.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

The applicant has stated the highways, excepting a short stretch of the access road, will not be offered for adoption. If the highways are offered for adoption the layout will need to change and this may require a reduced number of dwellings on the site to accommodate design changes needed to make the highways suitable for adoption and ensure a suitable design of housing development.

3. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.