

PLANNING COMMITTEE
15th October 2015

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

Drainage Officer comments:

The drainage drawings submitted are acceptable.

Environmental Quality comments:

No comments to make with respect to this application.

Transport & Highways comments:

Scope of Assessment

This application is for the expansion of a primary school, located on the northern side of the A412 Yew Tree Road, south east Slough. The proposals consist of the construction of a new hall, staff room, reception area, office and meeting room, a new design room and technology area and one new classroom. The existing temporary classroom located on the school field will be removed and the area once again available for outside play.

The proposals include the re-design of the existing vehicle and the relocation of the staff car park to the south western end of the site. The red line of the application does not cover the proposed access arrangements to the new car park and therefore this issue will need to be addressed as part of a separate application or significant amendment to this application. A new pedestrian access to the school will be provided to the centre of the site.

A Transport Assessment and Travel Plan has been submitted as part of the planning application.

Trip Generation

As of July 2015 there were currently 550 pupils on the school role, it is a concern that the TA suggest that there were only 480 and this needs to be addressed. The maximum number of staff on site is 94, this includes 23 full time teaching staff. A survey of parent and child travel behaviour was undertaken. The results show that 74% walk and 23% are driven to the school. Based on the total number of pupils at the school this is a total of 355 pupils walking and 110 travelling by car. A survey of staff travel showed that 22% walk, 68% drive and 2% come as a car passenger.

It is proposed that there will be a total of 11 extra staff members, when applying the 65% that drive this totals 8 extra staff car trips. This increase in trips is expected to have a negligible impact on the surrounding roads. 130 extra pupils are expected raising the total to 680 pupils by 2019. In terms of new trips this would mean approximately 35 (one way) extra parent / child vehicle trips. Again it is unlikely that this number of trips will have a significant impact on the operational highway network and therefore in the scoping of the application it was agreed that junction modelling would not be required.

It has been considered in the TA that this number of trips will in fact be lower due to pupil absences, siblings at the same school, before and after school activities, and the car journeys that are already present on the network.

It has been assumed that on any day 4% of pupils will be absent and that 28% of pupils will have a sibling at school. No evidence has been submitted to substantiate these figures. The before and after school activities and liked journeys have not been taken into account to ensure a robust assessment. Based on the above the numbers have been adjusted and extra parent trips are expected to be 47 (two way) / 23 (one way). These numbers are accepted.

Trip Distribution

Parent car trips have been distributed on the basis of the schools catchment area, however it is unknown how the car trips have been split throughout the catchment area. It has also been assumed that that all parent car trips are travelling to and from the Hatfield car park as this is the main parking facility for parents. There is no basis for this assumption and it is considered unlikely that all parents will be using this car park. Additionally the car park is located circa 500m from the school by car and therefore it is considered that assigning the traffic to roads which approach the car park would underestimate the effect on the roads closer to the school. However due to the relatively low number of extra trips (a max of 15 of any one given road) no amendments to the distribution and assignment are required.

Junction Assessment

Slough Borough Council had confirmed in earlier correspondence that no operational assessments of junctions will be required.

Vehicle Access

Northern Access

Staff members currently access the school car park via the access on the northern side of Yew Tree Road. However the proposed scheme seeks to re-design the northern access by removing the layby and relocating the access further north. This access will be used by the caretaker to access the bungalow and for all servicing of the site. The proposed access in terms of its alignment is very awkward and it is considered that it has not been adequately demonstrated that it can work as service vehicles are required to go very close to the building before reversing backward through a sliding gate into a playground. Furthermore the visibility splay from the site access is obstructed by some very large cabinets and there is no indication that these cabinets will be relocated and therefore the proposed access arrangement is considered unacceptable in terms of visibility and therefore highway safety.

The drawings currently propose this access as dropped kerb, although it will need to be provided as a bell mouth junction because of the service vehicles using it.

The removal of the layby will require the stopping up of the public highway and diversion of any statutory undertakers' equipment. The legal costs of stopping up the highway excluding any utility costs are £5,000.

Southern Access

The staff car parking is being relocated to the south part of the site on the school playing field. The access is shown to be using the existing Sure Start car park access, but prior to the barrier to the sure start car park the access route turns immediately left through a gate across land outside of the red line of the application through an unsurfaced area under large trees. There is no existing vehicle crossover to this gate nor does this land have planning consent to be used as a car park. The application does not propose for the access road to be surfaced. This access is considered unacceptable in terms of its design, alignment, surface quality and potential for vehicles to backing up onto the highway. It is recommended that the applicant reconsiders the access proposals and ideally creates a new access that would serve both the

new car park and the existing Sure Start centre car park. The Sure Start centre car park access should then be stopped up.

Both vehicle access proposals are unacceptable and therefore the application would need to be refused unless these access proposals can be completely redesigned.

It is unclear the extent of the proposed zig zag school keep clear lines that are proposed along Yew Tree Road but these need to be considered in association with the vehicle and pedestrian accesses. A traffic regulation order will be required to amend the waiting restrictions along this road.

Pedestrian and Cycle Access

The site currently has one point of pedestrian access, which is adjacent to the vehicular access into the main car park. It is stated in the TA that it often becomes congested, particularly with parents pushing buggies or with children with bicycles or scooters. A new pedestrian access with a width of 2.5m will be provided 50m to the south west of the existing pedestrian access. It is considered that this path is too narrow and should be widened to 3m to 4m to take account of the volume of parents and children accessing the school including cyclists. The current path alignment is unclear as it would appear in direct line of an existing tree – this will need to be clarified.

Car Parking

Staff Parking

The main staff car park can currently accommodate 25 vehicles. The additional temporary staff parking area under the trees, which is not within the red line of this application is said to be able to accommodate a further 12 vehicles, resulting in total parking capacity of 37 spaces. It is understood that the school has access to a further 6 spaces within the Sure Start car park with the remaining 6 spaces allocated to the Sure Start centre. A survey of the staff car park showed that during a typical week the car park operates at or over capacity.

The proposed staff car park will accommodate 40 vehicles, with a further 11 spaces located outside of the red line area under the trees. The 6 spaces within the Sure Start car park will also remain. One of the spaces in the area under the trees outside of the red-line, is proposed for disabled use, albeit that it is under a large tree with no hard surface. This is not acceptable. 8 of the proposed spaces require the use of the land outside of the red line area for manoeuvring and therefore this is also unacceptable.

Under the Slough Local Plan Parking Standards 1 space per member of staff is required and therefore an additional 11 spaces should be provided. It would appear that this in effect is being proposed but albeit that the red-line does not cover the spaces. If the car park and its access is redesigned then it may be possible to accommodate more spaces in a better layout.

Parent Drop-off

An on-street parking survey was undertaken on the surrounding streets to establish the number of on street parking spaces available to parents. The survey was undertaken on the 11th September 2015 and on the survey covered the following streets: Yew Tree Road, Upton Road, Hanover Close, Upton Court Road, St Laurence Way, Merton Road, Hatfield Road and The Grove. During the morning peak there is over 55 on street spaces available, and more than 57 in the afternoon. Therefore there is sufficient space on-street to accommodate the additional parent vehicle trips to the school. The survey did not cover the Council's off-street car parks (Hatfield and The Grove) which are also nearby and Hatfield in particular is known to have

available spaces. On Hatfield Road and St Laurence Way in the afternoon however, parents would have to pay as the pay and display charges extend between 9am and 5pm. It is considered that this is likely to discourage parents from parking here, meaning they would contribute to congestion elsewhere.

Whilst the TA suggests that concessions should be given to parents parking on-street this is impractical from a parking management perspective and unenforceable and if anything paying for parking is a good deterrent to parents to driving short distances to schools. However, if parents are unlikely to park in paid spaces then the most likely outcome is that they will try and park as close to the school as possible. This will inevitably mean on Yew Tree Road or neighbouring roads. There are known to be existing problems on Hanover Close and Harewood Place.

Parents are unable to stop on Yew Tree Road, directly outside the school due to parking restrictions. However it is known that this is still an issue having spoken to the head teacher and in the recent past (August 2014) the head teacher advised the local highway authority that vehicles were mounting the kerb and parking on the footway. With the increase in pupil numbers it is likely that parents are likely to try and park on the footway in the vicinity of the school and therefore it is recommended that mitigation is secured such that physical measures in the form of verge/planting and wooden bollards/upstanding granite kerbs to prevent vehicle parking on the footway outside of the school. The footway is wide enough along much of the northern side of the carriageway for this to be achieved and where the footway is not wide enough there is the potential to marginally widen into the school grounds. The head teacher is supportive of this proposal subject to further discussions with the SBC budget holder. This type of measure has been effective around other schools in Slough to ensure that the footways outside of schools are kept as safe areas for pedestrian movement.

Pedestrian Routes to School

The school travel plan identifies a number of issues of concern regarding pedestrian routes to the school and this seems to have been overlooked by the applicant's consultants. These issues have been highlighted in the School Travel Plan and they need to be addressed in the TA and considered within the mitigation package. The two areas of particular interest are:

- Protecting the footway along Yew Tree Road from vehicles parking on the footway as already mentioned; and
- Improving the safety of crossing the St Laurence arm of the Red Cow roundabout, which has a large crossing distance with fast moving traffic. The roundabout has a two lane approach from the north and there is a wide section of carriageway to cross on the roundabout exit to St Laurence Way. No consideration in the TA has been given to this issue, however following a meeting with the school on 13/10/15 a drawing has been proposed by the transport consultant which shows a narrowing of the crossing width. The proposed drawing could be improved in terms of where the narrowing is proposed so as to improve visibility for pedestrians crossing this arm and considering whether a zebra crossing is necessary in this vicinity.

Whilst pedestrian accidents have not occurred in the last 5 years in this location this does not mean that one must wait for an accident to occur before action is taken to address the problem. Consideration does need to be given within the mitigation package to tackle this location as ensuring that as many parents to the school as possible is critical to the success of the expansion of the school.

Travel Plan

The travel plan is considered acceptable and it is acknowledged that the school has been successful in increasing the proportion of pupils to the school. The school also operates a “walking bus” from the Hatfield car park in the morning drop off period. The Travel Plan should be secured as part of the S106 agreement.

Cycle Parking

The school currently has 10 covered bicycle stands able to accommodate 20 bicycles. The store is located in the playground in the vicinity of the access from Yew Tree Road, it is locked during the school day. An additional 5 racks with 10 spaces are proposed and 45 scooter parking spaces. Whilst more cycle parking spaces would be preferred as 97 pupils cycled to the school earlier in the summer, demonstrating the potential of this mode. The proposed number has been accepted. These facilities will need to be covered and secure.

Refuse and Servicing

It is proposed that the school will be serviced via the access to the school bungalow, again from Yew Tree Road. A swept path has been provided to show that a large refuse vehicle could enter, then reverse into a gated access to the playground (that would need to be opened manually) and exit via the same route has been provided. Whilst revised drawings have been submitted the layout of the access is considered very awkward and therefore further design work is required.

The requirement for a Construction Management Plan will be secured though planning conditions.

Mitigation

The Transport Assessment has demonstrated that there is unlikely to be a significant impact on the highway network. However it is considered likely that there could be issues with parking in the area. It is therefore considered reasonable that the developer funds mitigation measures to mitigate the expected impact of the proposals and to make sustainable development more attractive, as this forms a large area of the mitigation measures. With this in mind the following mitigation should be secured through a s106 agreement and implemented through a s278 agreement:

- Removal of the existing layby outside of the northern access;
- New access at the north of the site will full vehicle and pedestrian visibility splays provided with no obstructions within the splays;
- Stopping up of the redundant highway as part of the removal of the layby;
- Physical measures to prevent footway parking along the northern side of the carriageway of Yew Tree Road;
- Crossing improvement of the northern arm of Red Cow roundabout;
- Potential funding of school crossing patrol for a period of up to 5 years subject to funding and recruitment;
- Potential new access to the southern car park and relocation of the existing bus stop;
- Amendment to the zig zag school keep clear lines;

Recommendation

As currently submitted the application is not acceptable and unless major improvements can be made to the two site accesses and incorporating all of the car park into the red-line of the application then the application should be refused on highway safety grounds. Detailed discussions are required on mitigation as these have not taken place due to the late submission of the transport assessment.

NO CHANGE TO RECOMMENDATION

Drainage Officer comments:

The drainage drawings submitted are acceptable.

Environmental Quality comments:

No comments to make with respect to this application.

Design:

The materials have been amended at the front elevation, whereby the first floor sliver cladding is now replaced with bricks to match the existing building. It is considered that the proposal now provides a better design form in terms of visual appearance from the street scene.

It was recommended that at first floor the extension should be set back, however the school is unable to achieve this as this would fall under the government guidance (*Area guidelines for mainstream schools, June 2014*) for the required classroom internal floor area of a minimum of 55 sqm. Given the compact nature of the school in terms of the limited playing field, it is not considered that it would be suitable or viable to relocate the classroom. It should also be noted the school does have various projecting elements at the front, as such the design is not considered to inappropriate.

Transport & Highways comments:

No comments have been received.

NO CHANGE TO RECOMMENDATION

Drainage Officer Comments:

The drainage drawings submitted are acceptable.

Environmental Quality comments:

No comments to make with respect to this application.

Transport and Highways comments:

Below is a summary of the Transport & Highways comments, for full comments please refer to **Appendix 1**.

Summary:

This application proposes to increase staff numbers by 16 and pupil numbers by 210. It will lead to an increase in vehicle trip numbers of 98 in the morning peak hour (55 arrivals and 43 departures) and 98 in the afternoon school peak hour (43 arrivals and 55 departures). Currently 65% of pupils arrive by non-car modes. A Travel Plan has been prepared covering staff and pupil travel, but there is concern that a lack of funding will hamper its implementation and therefore it is not considered very likely that the proposed 9% modal shift will be achieved.

The car parking on-site is increasing by 8 spaces, but compared to Slough Local Plan parking standards this still represents a shortfall of 8 spaces and taking account of the car parking already being over capacity and staff parking on-street in the vicinity of the school it is considered that the applicant should revise the application to increase the number of staff parking spaces on-site.

On-street parking surveys were undertaken on Friday 11th September 2015 and found that there is sufficient on-street parking for parent drop-off within a 400m (5 minutes) walk distance of the school. However it is likely that parents will still try and park as close to the school as possible and therefore measures are required on Elliman Avenue north to protect the footway from vehicle parking. Also the Stoke Poges Lane Mosque has given in principle support to allowing the school to use its car park for parent drop off. Whilst the application is not reliant on this being provided, it has the potential of making a transformational change to parking stress in the vicinity of the school. At present it would appear that some year groups will not be able to access the school from the new western access which is in close proximity to the mosque car park. The school needs to revisit the layout of the site to ensure that this is possible and practical otherwise some of the benefit will be lost.

This application will lead to a worsening of the operational performance at the Stoke Poges Lane/Elliman Avenue/Oatlands Drive junction. It is considered that given that the change in performance is small, no mitigation has been requested to address the capacity issue is acceptable. However there is still an outstanding highway safety concern at this junction which needs further investigation to determine measures could be implemented to reduce cycle accidents at this junction.

Some discussions have been undertaken in regard to mitigation but drawings of the proposed western access and new path have not been submitted. Ideally the implementation of bollards

and path improvement to Lismore Park will also be done by the same contractor subject to highway approval.

Revised tracking drawings need to be provided for refuse collection vehicles.

Recommendation

The issues highlighted in these comments need to be addressed and revised information, clarification of points and full mitigation drawings and commitments need to be provided. As currently submitted there is insufficient parking provision for staff on-site, if this cannot be increased subject to revision of drawings then the application should be refused.

Highways Schedule and Contributions

The applicant will need to enter into a section 106 agreement with Slough Borough Council. This s106 agreement will obligate the developer to enter into a section 278 agreement/Minor Highways work agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule. It should be noted that some of the works listed below are being undertaken on land under the control department and therefore would not strictly fall under a S278 agreement.

The Highways Schedule includes:

- Temporary access point as necessary;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary)
- Improvement works (path surface and lighting) to the path that links the Elliman Avenue / Stoke Poges Lane junction with the new western access to the school (SBC Housing land);
- Implementation of CCTV covering the path and connection to the Council CCTV centre;
- Construction of a footway across the northern end of Elliman Avenue north which will link Lismore Park;
- Introduction of additional bollards along the western edge of the Elliman Avenue north footway to prevent footway parking;

The Transport contributions and other obligations will include:

- £6,000 Travel Plan monitoring contribution;
- £3,000 Traffic Regulation Order contribution;
- Funding of school crossing patrol officer for 5 year period subject to further discussion and ability to recruit;
- Travel Plan and monitoring requirements;

Conditions

Should the application be revised in line with the above comments it is recommended that planning permission is granted. However, the following conditions will apply:

1. No part of the development shall be occupied until the new means of pedestrian/cycle access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

2. No doors or gates to open over the highway.

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

3. No part of the development shall commence until details of a scheme for car parking, garaging and manoeuvring in accordance with the Local Planning Authority's "Car Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not 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.

4. No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been 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.

5. Construction Management Plan and Routing (wording to be agreed)

Informatives

1. 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.
2. 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.
3. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

P/03678/018 - 76-78, Stoke Road, Slough, SL2 5AP

Members are advised that discussions are on going between the applicant and the Council regarding a strategy for sustainable drainage. At this stage the applicants are seeking only to meet the requirements of the building regulations, however the requirements to meet the new sustainable drainage regulations are more stringent. The Council's Principle drainage engineer has advised that:

“the design of drainage is required to be for a 1:100yr event + 30% (residential) or 20% (commercial) with no surface flooding below a 1:30yr event. This is obviously more onerous than building regs”.

The applicants are seeking to secure that matter by planning condition, however a strategy needs to be agreed before planning permission is granted as the design of the drainage system may have implications for the final design.

Comments have been received from the Council's land contamination officer who has advised the following conditions:

1. 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.

2. 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.

3. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of 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 potential risks from land contamination are adequately assessed and 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.

4. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and 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.

NO CHANGE TO THE RECOMMENDATION

P/16196/000 - 83-127 Windsor Road, Slough

Regarding outstanding items referred to in para 1.4 and 1.5 of the supplementary report a revised plan has been received for columns and road widening. The column changes are probably acceptable but the Transport Section are checking the plans. The road widening line adjustment is acceptable. As mentioned in the previous report amendment sheet the Council had agreed one compromise which remains on the plans. That compromise is a pinch point on the proposed shared cycleway/footway in front of Villa 1 near Arborfield Close – instead of the desired 3m width a short section will be 2.3 metres wide tapering northwards to the desired 3m width. Information on delivery truck reversing space has yet to be received.

The technical report to confirm what the applicant says about reducing the effect on light to some adjacent homes (para 1.3) is an outstanding matter as it has only just been received.

Attached is the updated site boundary to cover the slightly extended rear car park and associated existing access to it referred to in the previous Committee amendment sheet. (Note : the revised layout plan does not show this revision yet).

The updated description of the proposal is as follows:

Demolition of existing buildings and construction of three urban villas ranging from four to six storeys to provide 114 apartments, 130 car parking spaces and associated landscaping

Neighbours have been notified of the revisions and the normal 14 day period for observations (on revisions) to be made expires on the 23rd October. The revised recommendation now includes specific reference to consideration of any further observations received by the Planning Manager before the application is determined. As the revisions involve a reduction of the proposed development in response to the Planning Committee's and neighbours' concerns no new issues are raised.

Six objection or comment letters have been received so far raising similar concerns to those raised before in particular height; out of character; overshadowing; overlooking; lack of light ; traffic; lack of parking and requesting either 4 or 5 storeys height as a maximum. The following process related matters have also been mentioned :

- Question whether there are long term wider plans for the area/developer approaching Windsor Road home owners.
- Short period for consideration of the revisions
- Mail delivery times eating into the stated response period
- Planning Committee meeting being held before the 14 day period expires
- Request that the application not be decided by the Planning Manager.

In response the Council has no long term plans for redevelopment opposite the site. As indicated above the re-notification process involving 14 days for response and the Planning Manager considering observations is normal. Furthermore this is considered reasonable as the change to the development proposal is a reduction in size with parking improved and no new development related issues raised.

List of drawings to be approved (subject to any changes re outstanding matters)

14005-A-BBA-00-DR-0301	Site Location Plan	1:1000	P04
14005-A-BBA-00-DR-0302	Site Ownership Plan	1:500	P05
14005-A-BBA-XX-DR-0303	Existing Site Plan & Topographical Plan	1:250	P04
14005-A-BBA-XX-DR-0304	Existing Site Elevations- South and West	1:250	P02
14005-A-BBA-ZZ-DR-0305	Existing Site Elevations - North and East	1:250	P02
14005-A-BBA-XX-DR-0306	Proposed Site / Roof Plan	1:250	P06
14005-A-BBA-00-DR-0315	Ground Floor Plan	1:250	P11
14005-A-BBA-01-DR-0316	First Floor Plan	1:250	P07
14005-A-BBA-ZZ-DR-0318	Fourth and Fifth Floor Plan	1:250	P08
14005-A-BBA-ZZ-DR-0320	Proposed Site Elevations In Context	1:500	P05
14005-A-BBA-ZZ-DR-0321	Elevations South & West	1:250	P06
14005-A-BBA-ZZ-DR-0322	Elevations North & East	1:250	P06
14005-A-BBA-00-DR-0324	Typical Sections A-A & Y-Y	1:250	P06
14005-A-BBA-00-DR-0325	Section B-B	1:250	P03
14005-A-BBA-00-DR-0326	Section C-C Relationship with Herschel Park	1:750	P01
14005-A-BBA-00-DR-0330	Villa 1 Ground Floor Plan	1:100	P05
14005-A-BBA-00-DR-0331	Villa 1 Typical & Penthouse Floor Plans	1:100	P05
14005-A-BBA-00-DR-0332	Villa 2 Ground Floor Plan	1:100	P05
14005-A-BBA-00-DR-0333	Villa 2 Typical Floor Plans	1:100	P04
14005-A-BBA-00-DR-0334	Villa 3 Ground Floor Plan	1:100	P04
14005-A-BBA-00-DR-0335	Villa 3 Typical & Fourth Floor Plans	1:100	P03
14005-A-BBA-00-DR-0336	Villa 3 Penthouse Floor Plans	1:100	P02
14005-A-BBA-ZZ-DR-0340	Villa 1 Elevations	1:100	P05
14005-A-BBA-ZZ-DR-0341	Villa 2 Elevations	1:100	P05
14005-A-BBA-ZZ-DR-0342	Villa 3 North & West Elevations	1:100	P04
14005-A-BBA-ZZ-DR-0343	Villa 3 South & East Elevations	1:100	P03
14005-A-BBA-XX-DR-0345	Typical Elevation Treatment	1:50	P02
14005-A-BBA-XX-DR-0350	View Looking East Towards Herschel Park	NA	P02
14005-A-BBA-XX-DR-0351	View Looking South Along Windsor Road	NA	P02
14005-A-BBA-XX-DR-0352	View Looking North Along Windsor Road	NA	P02
For information :			
14005-A-BBA-00-DR-0400	S73 Car Parking Assignment - Site Plan	1:250	P01
14005-A-BBA-00-DR-0405	Locksley Court S73 - Red Line Plan	1:250	P01
14005-A-BBA-00-DR-0410	Lincoln Court S73 - Red Line Plan	1:250	P01

CHANGE TO RECOMMENDATION:

Delegate to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings, alteration of draft conditions and consideration of any further neighbour re-notification responses.

Appendix 1 – Traffic & Road Safety/Highways Development Comments for James Elliman Primary School

Scope of Assessment

This application is for the expansion of a primary school, located on Shackleton Road, to include seven new classrooms, a library and ancillary accommodation. 16 extra staff members and 210 extra pupils are proposed.

A Transport Assessment and Draft Travel Plan has been submitted as part of the planning application.

There are currently 630 pupils at the school and a total of 122 members of staff, of which 35 are full time teaching staff, 66 are support staff and 25 are catering or facilities staff (note the catering staff- of which there are 5 are not employees of the school). It is expected that there will be 210 extra pupils (total 840 pupils) and 16 extra staff members after the expansion giving a total number of staff of 138.

Trip Generation

A 'hands up' survey of children at the school showed that around 35% travel to school as a car passenger, 63% walk and just 1% cycle. When applied to the 210 additional pupils this results in an expected 74 extra car trips and 132 additional pupils walking. The staff survey showed that 79% of staff drive and 14% walk. If this is applied to the 16 extra staff members, 12 additional vehicles trips are expected, which will have a negligible impact on the surrounding highway network.

Information has been gathered from the school which suggests that 4% of pupils are absent on a given day, and approximately 491 pupils (78% of the school population) at the school have a sibling at the same school, a small number of pupils attend activities before and after school (27 in the morning and 60 in the afternoon). On this basis the car journeys have been adjusted to take account of pupil absences and of the families that have more than 1 child at the school. This is an accepted method. This then results in an increase of:

- 86 parent two way car trips (43 arrivals and 43 departures) in the morning and the afternoon;
- 24 staff car trips (12 arrivals in the morning and 12 departures in the afternoon); and
- A small number of visitor trips will also occur.

The TA it has assumed that all parent trips will take place in the same hourly period which corresponds to the timing of the before and after school clubs.

Trip Distribution

The trip distribution for pupils has been based on the distribution of existing pupils attending the school. This is an acceptable and the preferred method. The distribution shows that the largest increases of movement will be on Stoke Poges Lane South, with an increase of 31 vehicles and Elliman Avenue west with 64 (two way) vehicle movements. The Stoke Poges Lane / Elliman Avenue junction has been modelled and the results are shown in the section below. Staff trips have been assigned equally on the five main routes leading to the site. There is no justification for this, however considering the low number of additional staff trips that are expected, the method is accepted.

Junction Assessment

It is expected that the Stoke Poges Lane / Elliman Avenue Junction will see the largest increase in traffic with 64 extra vehicles in the AM and PM peaks. This junction has been assessed and

modelled using LinSig software. Due to the closure of Stoke Poges Lane bridge and the uncertainty of when it was going to re-open it was not possible to undertake traffic surveys of the junction and therefore Results for a 2020 scenario have been presented as this is when the site is expected to be fully operational. Traffic flows at the junction have been taken from the Transport Assessment submitted in relation to Lynch Hill Academy (former Arbour Vale site). The James Elliman additional traffic has then been added to this. It would have been useful if base 2015 results could also have been presented in the TA.

Results for 2020 base traffic with Lynch Hill Academy and 2020 base with Lynch Hill and the expansion to James Elliman are presented. The results from this modelling show that in both scenarios the junction should be operating just within reserve capacity.

As stated in previous correspondence, the TA for Arbour Vale School / Lynch Hill Academy had both the Elliman Avenue junctions with Stoke Poges Lane and Stoke Road operating over capacity once the school was fully operational. This is concerning as the above assessment does not have the junction operating over capacity, even though it had taken flows from the Lynch Hill TA which included; base 2020 flows, committed development and Lynch Hill Secondary Academy traffic which James Elliman traffic was then added onto.

A review of the model itself has been carried out with the following findings:

Network Construction

- General network layout is fine
- Lane widths are generally a little generous and have been amended slightly in a revised model
- Turn radii are generally too tight and have been increased slightly
- Opposed right turn coding is not correct on all arms and has been updated in the revised model
- Storage in front of the stop line and non-blocking storage look to be reasonable.

Phases, Stages & Cycle Time

- Phase numbering does not match the signal timing sheet
- Minimum Green periods for pedestrians were not coded in properly and have been amended in the revised model
- The intergreen table is wrong and has been amended
- The stage order is incorrect and has been amended.
- A cycle time of 180 seconds has been used in the assessment and is not correct. Operational data supplied by Slough BC indicate that the average cycle time for the junction is 108 seconds in the morning and 104 seconds in the evening peak.
- No amendments have been made for demand dependent stages, in this case, Stage 3. Operational data suggests that Stage 3 is called 64% of cycles in the Morning Peak and 47% of cycles in the Evening peak and that the following intergreen is variable dependent on clearance time with an average of 9 seconds to clear. Taking into account of cycle times, bonus greens are applied to Stage 1 as follows – 7 in the Morning Peak and 10 in the Evening Peak

Traffic Flows

- Traffic flows are presented in the 'Figures' section of the Transport Assessment. However, only the generated trips appear to have been provided and not the base or future background flows. As such, the flows in the model have not been checked.

Conclusions

- With the amendments in place the junction operates within its design capacity in all scenarios although without Practical Reserve Capacity in the Evening Peak. It naturally operates worse in the with development scenarios but only marginally so. Because of this it will not be required that the junction is re-modelled.

Vehicle Access

Access to the staff and visitor car parks is from Shackleton Road, at its most northerly point. The exit is 50m to the south again onto Shackleton Road. Both the exit and entrance are gated and the exit gates are closed during the arrival period to prevent parent cars from entering the site. No changes to vehicle access arrangements are proposed. It is considered that with the small increased in staff trips that no changes will be necessary.

Pedestrian and Cycle Access

The site has 2 existing pedestrian access points. They are located either side of the vehicle access point on the east side of the school. Both are from cul-de-sac section of Elliman Avenue that runs in a northerly direction from the junction of Elliman Avenue/Shackleton Road.

A signalised pedestrian crossing is provided on Elliman Avenue to the east of Shackleton Road so pupils coming from this direction are able to cross the road safely. It should also be noted that as part of the Arbour Vale expansion it is proposed to add crossings on all arms of the Stoke Poges Lane / Elliman Avenue junction.

New Access

It is proposed to open a new pedestrian access to the school directly from the path that runs along the western boundary of the school playing field. The new pedestrian/cycle gate would be at the south western corner of the playing field. It would provide access to the corner of the Elliman Avenue / Stoke Poges Lane junction.

The current path (which is not a Public Right of Way) is in need of improvement to its surface, and new lighting and CCTV is also proposed. Whilst it is understood that the applicant has agreed to do these works no drawings have been submitted and no formal agreement is in place to guarantee that these works will be brought forward. This improvement will need to be secured through a planning condition/S106 agreement.

The advantages of this new link are that it will:

- reduce the walk distance to the school by circa 100m from the west;
- take pedestrian/cycle and car trips away from the busy James Elliman Access, which in turn will reduce congestion and improve road safety;
- improve the permeability of the site;
- be in close proximity to the Stoke Poges Lane mosque car park.

It is also proposed that the applicant will fund the cost of providing a short length of footway (circa 10m) from Lismore Park to the school access that avoids pedestrians from having to walk across the turning head of Elliman Avenue, which gets very congested. This will need to be secured through a planning condition/S106 agreement.

Accidents

A review of personal injury accidents (PIAs) has been undertaken for the 5 year period (01/03/10- 28/02/15). It found that there have been a significant number of accidents in the vicinity of the school.

- 3 PIAs have occurred on Elliman Avenue north adjacent to the school including a vehicle colliding with a child on the footway; the two other accidents involved vehicles attempting to u-turn;
- 3 PIAs at the junction of Elliman Avenue north / Elliman Avenue – 2 of which involved cyclists being hit by cars in turning movements and the third involving a car failing to stop at the give way line;
- 12 PIAs at the Elliman Avenue /Stoke Poges Lane junction – 5 of which involved cyclists and 2 of them school aged children at a time similar to that of the end of the school day.

Whilst the TA suggests that there is no obvious contributory factor in these collisions, that is often a “stock phrase” in TAs. The number of cycle accidents occurring at these two junctions (7 in 5 years) does warrant further investigation given that the School’s Travel Plan seeks to increase cycling and without more cycling and walking then the operation of the junction will be worse than set out in the junction modelling.

Car Parking

The school’s current car park is located on the northern side of the site, with a smaller parking area located on the east side of the school buildings. Vehicular access to the car parking from the east on Elliman Avenue north.

Currently there are 52 marked parking spaces in the car park and an additional 10 in front of the school (total 62), for a total of 126 staff members. There are a further 9 parking spaces located in the north-west section of the main car park which are allocated for the use of Sure Start children’s centre. A survey of this car park was undertaken and it was found that it was consistently over capacity with at least 3 cars double parked. It is also understood that staff are parking on Elliman Avenue during the day and other surrounding roads.

The TA states that 13 extra parking spaces are proposed, but further information has been submitted by the applicant to clarify that this number is actually only 8 net new spaces. Based on the current modal split of 79% of staff travelling by car then there will be a demand for 13 spaces, but as the car park is already operating over capacity then the full parking standard of one space per member of staff should be provided, which would equate to 16 spaces. Therefore there is a shortfall of 8 parking spaces against the Slough Local Plan parking standards. It is therefore recommended that prior to determination the applicant revisits the parking provision and investigates whether further spaces can be accommodated on-site.

Parental Drop-off

Parents are permitted to stop on the eastern side of Elliman Avenue north (a cul-de-sac) in the vicinity of the school to drop off / pick up children, there is capacity along here for approximately 17 parked vehicles. It was observed on a site visit that the area is extremely congested with parents parking fully on the footways and obstructing the turning head. Parking on the footway and across the cycle lanes was also occurring on the east-west section of Elliman Avenue. The western side of the cul-de-sac section of Elliman Avenue has double yellow lines and school keep clear markings to discourage parking, but these were generally being ignored by parents causing highway safety concerns and severe congestion.

Due to the number of additional parents that are expected to try and park and drop off children a parking beat survey on existing on-street parking provision has been undertaken. The survey covered a 400m area around the school and included the following streets or part of: Lismore Park, School Lane, Elliman Avenue north, Elliman Avenue, Carrington Road, Montague Road, Belgrave Road, Shackleton Road, Oatlands Drive and Stoke Poges Lane. The results showed that between 63 and 103 on street spaces are available in the morning drop off period and

between 56 and 97 in the afternoon pick up period. The survey also confirmed that congestion along Elliman Avenue north is very severe and illegal parking on the western side is present. As previously stated this was also observed to be happening on a site visit, showing that it is a common occurrence. Although on-street parking is available the majority of parents choose to park much closer to school, which leads to the severe congestion in the immediate vicinity of the school.

Mosque Car Park

As a result of this situation, the applicant and the school on the recommendation of the local highway authority has contacted the Stoke Poges Lane Mosque and they have in principle agreed to the parents of the school using the Mosque car park. Subject to this agreement being secured through a car park management plan then this has the potential to make a transformational change to the severe congestion in the vicinity of the current school access. The benefit of using the mosque car park only works with the new western pedestrian/cycle access as this is a short distance from this path.

From discussions with the school and in respect of the design / internal operation of the school, the head teacher advised that only certain year groups would be able to access the school from the west. Further clarification is needed on this point as given the potential for significant improvement in highway safety and reduction of congestion on Elliman Avenue north if all pupils can access from the west using the Mosque car park then the school should make every effort to accommodate this. This application should not be determined until this point has been clarified and effort made to ensure that all children can access from the west. If this means re-designing the car park layout then so be it.

Safety Measures on Elliman Avenue north

The applicant has agreed to fund the implementation of bollards along the western side of Elliman Avenue to prevent vehicular egress onto the footways which are currently protected by double yellow lines. Taking account of the collision involving a child at the school this is an essential measure to maintain highway safety and these must be implemented prior to first occupation of this development.

On the basis that the Mosque car park is used by parents then I would recommend that further measures are implemented on Elliman Avenue north to prevent parents from parking on this road due to highway safety concerns.

Cycle Parking

The school currently has 5 covered bicycle stands that are able to accommodate 10 bicycles. These are located in the south east corner of the main staff car park. It was observed on a site visit that 10 bicycles were parked meaning the stands were at capacity.

It is proposed to add parking for an additional 20 bicycles which will give a capacity of 30 bikes. With the ambitious targets in the travel plan (described in the TA as an increase of 1% to 4%) it is considered that cycle parking should be increased by a minimum of a further 10 spaces to total of 40. It is indicated in the TA that the new cycle parking will be located in a more convenient position adjacent to the route into the school from the new pedestrian / cycle access. The storage must be covered and secure. The proposals also include stands for 20 scooters, which is considered sufficient.

Refuse and Servicing

The school will continue to be serviced from the staff car park in line with the current arrangements. A swept path is provided which shows a refuse vehicle entering the rear car

park, reversing and leaving via the existing access. It is considered that the vehicle does not need to enter the rear car park at all and that it could enter via the southern access and leave via the northern access with no need to reverse. Tracking has been requested to demonstrate that this works, but it has not been provided and therefore this issue is outstanding.

Travel Plan

A Travel Plan is being prepared by the transport consultant and there has been some consultation with the school. I am not aware that the Final Travel Plan has been submitted, but from the review of the Draft Travel Plan there is still work to be done to bring it up to an acceptable standard. The Travel Plan will need to be secured through a S106 agreement.

The main concerns with the travel plan are as follows:

- The travel plan needs personalising to the school otherwise there is a risk that they will not take ownership of the Plan. Some relevant information on the school's current initiatives relating to travel, for example, would be useful;
- Maps and pictures would be good to illustrate the document and present the information in an easier to read / digest format for the person implementing the Travel Plan;
- The targets need further work as the baseline position for the school is much higher in terms of car use for pupils (35% car compared to 21% for Claycots), and for cycling the current level is only 1%. There is lots of potential for change here. Having a 9 percentage point change for both travel plans does not work, as they are at different starting positions in terms of the potential for change;
- Targets for both cover 1, 3 and 5 years however monitoring only covers 3 and 5 – this needs amending;
- The measures are far too generic and need tailoring to each school with careful thought as to whether they will actually be implemented. For example, the WOW scheme is committed to however no cost is committed for this. Whilst the school is currently taking part in WOW which is funded by LSTF, this funding ceases in March 2016 and the schools will need to fund these initiatives themselves. This measure therefore needs committing to fully;
- No detail is given of 'park and stride' sites and this will need to be amended following discussion with the Mosque; and
- Details of the proposed new cycle / scooter storage must be committed to (location within the site, amount of spaces, etc).

Construction Management Plan

The submission of a construction management plan must be secured as a planning condition. This must ensure that the effects of construction activities are minimised on the highway safety and routing to the site is agreed for construction vehicles.

Mitigation

Based on the Transport Assessment it is expected that these proposals will have a significant effect on the surrounding highway network, which is already congested in places, particularly with parents parking along streets in the vicinity of the school. The expected mitigation based on the information provided is summarised below:

- Additional bollards along Elliman Avenue north are required;
- Amendments to waiting restrictions in the vicinity of the school are likely to be required subject to further consideration;
- Additional staff parking is required within the site;
- A new pedestrian/cycle gate and new tarmac path with lighting and CCTV, to connect with the path leading towards the signalised crossroads at Stoke Poges Lane / Sheffield

Road / Elliman Avenue will need to be provided. A maintenance agreement for this path will need to be agreed;

- Provision of path improvement linking Lismore Park and the northerly pedestrian access into the school to reduce the risk of pedestrian collision;
- It is stated within the TA that a school crossing patrol will be provided but it is unclear as to whether funding is in place for this commitment.

Summary

This application proposes to increase staff numbers by 16 and pupil numbers by 210. It will lead to an increase in vehicle trip numbers of 98 in the morning peak hour (55 arrivals and 43 departures) and 98 in the afternoon school peak hour (43 arrivals and 55 departures). Currently 65% of pupils arrive by non-car modes. A Travel Plan has been prepared covering staff and pupil travel, but there is concern that a lack of funding will hamper its implementation and therefore it is not considered very likely that the proposed 9% modal shift will be achieved.

The car parking on-site is increasing by 8 spaces, but compared to Slough Local Plan parking standards this still represents a shortfall of 8 spaces and taking account of the car parking already being over capacity and staff parking on-street in the vicinity of the school it is considered that the applicant should revise the application to increase the number of staff parking spaces on-site.

On-street parking surveys were undertaken on Friday 11th September 2015 and found that there is sufficient on-street parking for parent drop-off within a 400m (5 minutes) walk distance of the school. However it is likely that parents will still try and park as close to the school as possible and therefore measures are required on Elliman Avenue north to protect the footway from vehicle parking. Also the Stoke Poges Lane Mosque has given in principle support to allowing the school to use its car park for parent drop off. Whilst the application is not reliant on this being provided, it has the potential of making a transformational change to parking stress in the vicinity of the school. At present it would appear that some year groups will not be able to access the school from the new western access which is in close proximity to the mosque car park. The school needs to revisit the layout of the site to ensure that this is possible and practical otherwise some of the benefit will be lost.

This application will lead to a worsening of the operational performance at the Stoke Poges Lane/Elliman Avenue/Oatlands Drive junction. It is considered that given that the change in performance is small, no mitigation has been requested to address the capacity issue is acceptable. However there is still an outstanding highway safety concern at this junction which needs further investigation to determine measures could be implemented to reduce cycle accidents at this junction.

Some discussions have been undertaken in regard to mitigation but drawings of the proposed western access and new path have not been submitted. Ideally the implementation of bollards and path improvement to Lismore Park will also be done by the same contractor subject to highway approval.

Revised tracking drawings need to be provided for refuse collection vehicles.

Recommendation

The issues highlighted in these comments need to be addressed and revised information, clarification of points and full mitigation drawings and commitments need to be provided. As

currently submitted there is insufficient parking provision for staff on-site, if this cannot be increased subject to revision of drawings then the application should be refused.

Highways Schedule and Contributions

The applicant will need to enter into a section 106 agreement with Slough Borough Council. This s106 agreement will obligate the developer to enter into a section 278 agreement/Minor Highways work agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule. It should be noted that some of the works listed below are being undertaken on land under the control department and therefore would not strictly fall under a S278 agreement.

The Highways Schedule includes:

- Temporary access point as necessary;
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary)
- Improvement works (path surface and lighting) to the path that links the Elliman Avenue / Stoke Poges Lane junction with the new western access to the school (SBC Housing land);
- Implementation of CCTV covering the path and connection to the Council CCTV centre;
- Construction of a footway across the northern end of Elliman Avenue north which will link Lismore Park;
- Introduction of additional bollards along the western edge of the Elliman Avenue north footway to prevent footway parking;

The Transport contributions and other obligations will include:

- £6,000 Travel Plan monitoring contribution;
- £3,000 Traffic Regulation Order contribution;
- Funding of school crossing patrol officer for 5 year period subject to further discussion and ability to recruit;
- Travel Plan and monitoring requirements;

Conditions

Should the application be revised in line with the above comments it is recommended that planning permission is granted. However, the following conditions will apply:

6. No part of the development shall be occupied until the new means of pedestrian/cycle access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

7. No doors or gates to open over the highway.

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

8. No part of the development shall commence until details of a scheme for car parking, garaging and manoeuvring in accordance with the Local Planning Authority's "Car Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use

before the development hereby permitted is occupied and that area shall not 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.

9. No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been 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.

10. Construction Management Plan and Routing (wording to be agreed)

Informatives

1. 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.
2. 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.
3. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.