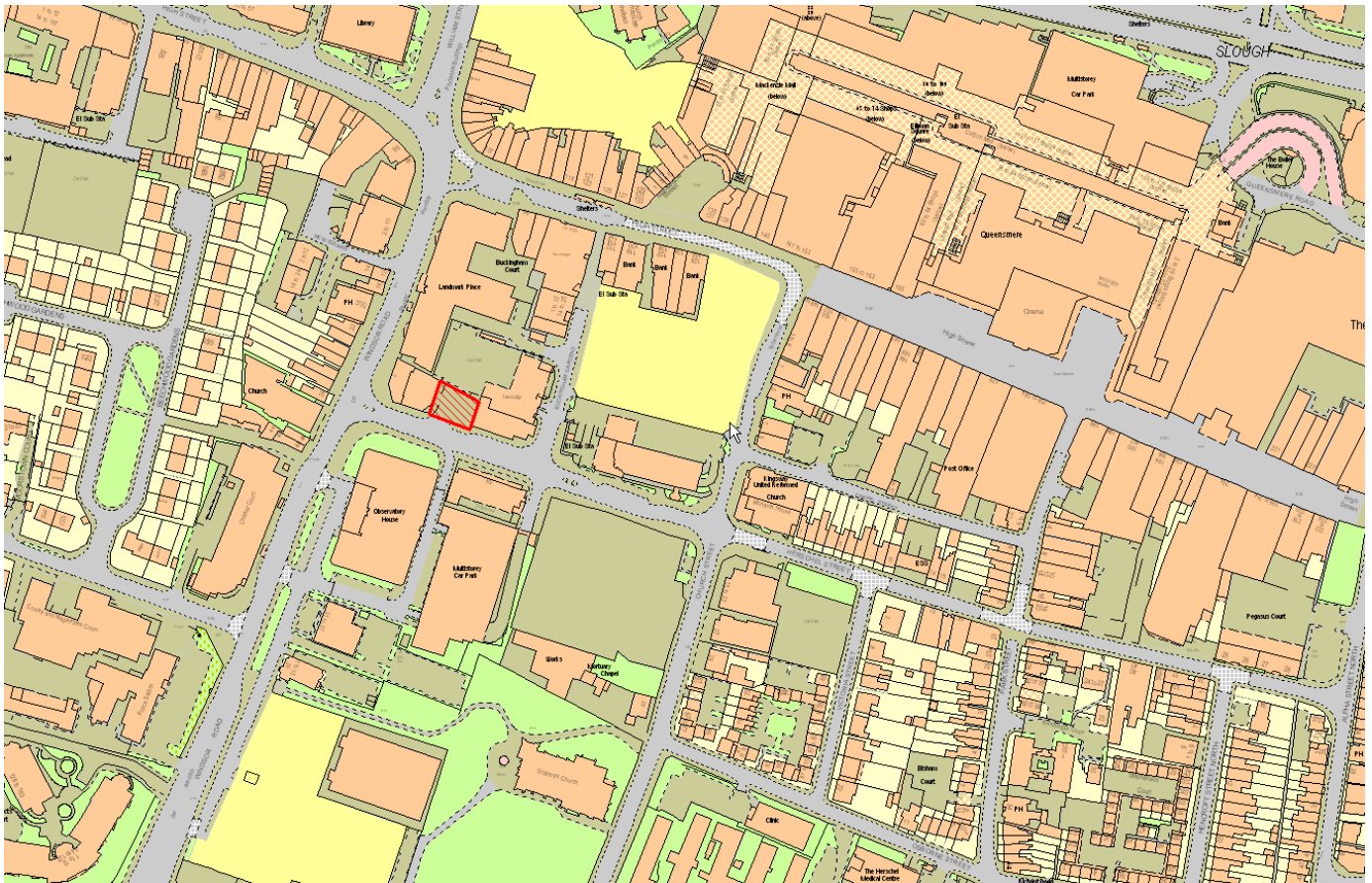


Registration Date:	24/May 2016	Application. No:	P/02586/001
Officer:	Hilary Kernohan	Ward:	Central
		Application type:	Major
		13 week date:	23 <sup>rd</sup> August 2016
Applicant:	Albert Ogunsanya, Zyntax Chartered Architects, 8 Arborfield Close, Slough, SL1 2JW		
Agent:			
Location:	To rear of 7 Windsor Road, Slough, SL1 1Jl (fronting Herschel Street)		
Proposal:	Development of land to the rear of 7no Windsor Rd for a 9no storey building with basement for 24 no 2xbed residential flats, with associated bin and cycle storage, and 3no parking spaces to be retained , and annex office B1A ) on the ground floor at rear.		

**Recommendation:** Delegate to the Planning Manager for Approval



## 1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, to agree revised drawings, to consider the revised information requested following consideration of outstanding consultations, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.

### **PART A: BACKGROUND**

#### 2.0 **Proposal**

- 2.1 This is full planning application for the construction of a 10no storey building including a ground floor and basement, on the site of an existing car park, to the rear of 7no Windsor Rd. The development is to comprise 24 no. 2xbed flats, a ground floor annex office, and associated car parking, bin and cycle storage, and basement floor plant room.
- 2.2 The application is accompanied by the following documents:
- Design and access statement
  - Block Plan Drg 01-14-19
  - Site Ground floor plan and elevations Drg 01-14-20 Rev D
  - Front elevation and Block Plan Drg 01-14-21 RevE
  - Floor Plans 01-14-22 Rev D
  - Sustainable drainage report
- 2.3 The schedule of accommodation is given as follows:

<b>Floor</b>	<b>No. of Units</b>	<b>Unit Mix</b>
Lower Ground	n/a	Plant room and cycle storage
Ground	n/a	Entrance lobby, Management office , fire escape lobby, bin stores
1 <sup>st</sup> -8 <sup>th</sup> floors	3 units per floor	All units 2no bed
Car park		All spaces for use of office at 7no Windsor Rd
Total	24	2 bed

- 2.4 Pedestrian access into the site will be via a door on Herschel Street. The existing vehicular access to the car park under 7no Windsor Road building, will now be via a roller shutter door access from Herschel Rd into a 3 car park - with the access to the ground floor car park of 7no Windsor Rd.
- 2.5 The refuse stores and secure cycle parking have been integrated into the block. Cycle parking is being provided on the basis of 1 lockable storage cupboard per

dwelling unit. There are no external amenity areas being provided due to lack of space. However the proposed apartments have balconies which is normally accepted in town centre sites.

### 3.0 **Application Site**

3.1 The application site is currently a vacant brownfield site, used as a car parking facility for the office building at 7no Windsor Rd. It is located within Slough Town Centre, approximately 100m from the primary shopping area. The proposed development shows both pedestrian and vehicular access onto Herschel St, a main east/west route running just south of the Slough High street shopping area.

3.2 Windsor Rd is one of the main roads accessing the centre of Slough, and is within 400m of the railway station. It also provides easy access to the M4, Windsor, Maidenhead, Heathrow and London.

### 4.0 **Relevant Site History**

4.1 The proposal was however subject to a pre application enquiry and response dated April 1<sup>st</sup> 2014. The proposal at that time was for 12no flatted units of various sizes. The pre application letter confirmed the suitability of the site for residential development. The pre app letter also requested the provision of a range of supporting information to be provided with the application when submitted including drawings, a design and access statement, a travel plan, a transport assessment, a sunlight and daylight assessment, drainage information, a noise impact assessment. Of these only a design and access statement and some of the plans have been provided with the current application.

An earlier version of the application was submitted on 10/12/15 which was for the construction of a 9no storey building with basement to accommodate 14no flats ( 2bed ) and 10no apart–hotel suites, with parking provision and associated works. This has now been superseded by the current application.

### 5.0 **Neighbour Notification**

Neighbour notification letters were sent to :  
Travelodge, 7 Windsor Rd, Observatory House, 58 Herschel St, and Landmark Place

5.1 There has been one representation received from:  
Oury Clarke Chartered Accountants based at 58no Herschel St. They object to the proposal on grounds of inappropriate design, the impact on 7no Windsor Rd due to loss of light to windows on east facade, the inappropriate juxtaposition of a new building and an ancient office building. Poor design quality on the north side of Herschel St.

Local Planning Authority Response:

It is understood that the No 7 Windsor Rd site is fully appraised of this scheme. That address was used for the advertising of the scheme and they have also been directly consulted. The LPA are advised that the 7no Windsor Rd car park would continue to be accessed from the application site, via the roller shutter door

proposed on Herschel St. The LPA have been informally advised that it is the intention of the owners of No7 Windsor Rd to apply for the redevelopment of their site, and as they are the owners of the application site, they are not objecting to the application scheme. The design of the development has been appraised and is not found to be inappropriate in this location.

## 6.0 Consultation

6.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on June 7<sup>th</sup> 2016. The application was advertised in the June 10<sup>th</sup> 2016 edition of The Slough Express.

## 6.2 Highways & Transport

### Application Proposals

A planning application has been submitted for the construction of a nine floor (including basement) residential development. It will consist of 24 two bed residential flats and an office area. Refuse storage and the office will be located on the ground floor and cycle parking will be located in the basement. Three car parking spaces will be retained for use associated with the proposed office.

The site will be located on land at the rear of 7 Windsor Road, which is currently used as additional parking for the office building at 7 Windsor Road.

### Trip Generation

A trip generation has not been carried out by the applicant as part of the planning application. Therefore the local highway authority has carried one out using the TRICS database. The below table includes the likely number of vehicle trips that will be generated by the site as well as the total number of person trips that will be generated. Daily trips for both the residential and office use are shown along with the total.

#### Residential use

Mode of Transport	Daily Trips		
	Arrive	Depart	Total
Vehicles	23	25	48
Total Person Trips	64	67	131

#### Office use

Mode of Transport	Daily Trips		
	Arrive	Depart	Total
Vehicles	3	3	6
Total Person Trips	8	8	16

#### Total use

Mode of Transport	Daily Trips		
	Arrive	Depart	Total
Vehicles	26	28	54
Total Person Trips	72	75	147

As can be seen from the above tables the development is likely to generate 54 daily vehicle trips and 147 daily total people movements. These additional movements will have an impact on the highway network and should be mitigated.

#### Vehicle Access

The current vehicle crossover and access point into the site will be retained, although it appears as though it is going to be narrowed slightly. These works are in principle acceptable but will require amendments to the bell mouth width and siting of the tactile paving. These works will need to be secured through a S278/ Minor Highways Works Agreement.

The access will be used for both the proposed site and the adjoining site at 7 Windsor Road as the access to their car park.

It was proposed that roller shutter gates will be implemented at the access point to the proposed development from Herschel Street, this was considered unacceptable as it may have resulted in vehicles waiting on Herschel Street to enter the site and causing an obstruction on an already busy road. The layout has been amended so that vehicles can come off the road and sit inside the building while they wait for the shutter door to open. The roller shutters should be implemented at the access point from the development site into the undercroft parking for 7 Windsor Road, this should discourage antisocial behaviour and cars being left overnight. The plans have been amended to meet this requirement.

#### Car Parking

The development is located in the town centre and therefore has a minimum parking requirement of nil. The applicant is providing no parking for the residential use, which is acceptable on Policy grounds. To ensure that residents do not then park on the surrounding roads a s106 obligation should be secured which will prohibit any residents of the development from being eligible to receive an on-street residents parking permit. If future occupiers require parking they will need to purchase a season ticket in one of the off-street car parks.

It was requested that the developer should contribute towards funding a car club in the immediate Windsor Road area to which a contribution of £30,000 would be appropriate, however, due to the availability of public car parks, this will not be pursued.

Three of the car parking spaces that are currently provided on the site will be retained. These will be for the use of staff in the existing office. The parking spaces on the plans have been measured and they are found to measure 2.4 x 4.8m with a 6m aisle behind.

#### Comments on the revised scheme

The Eurobins are now fully contained within a ground floor store, and the vehicular access and undercroft to the west side of the building is now of sufficient height and scale to allow a refuse lorry to reverse into the building to allow for waste collection, without blocking the highway.

- detriment of public and highway safety. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.
- The proposed access is at a point where pedestrian visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.

Section 106, conditions and informatives would apply:

#### *Section 106 Agreement*

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 work identified in the highways schedule and for the contributions / obligations set out in the transport schedule.

The contributions schedule includes:

- £30,000 transport contribution to Windsor Road car club scheme (prior to commencement)- this has now been amended to an education contribution
- Residents of the development ineligible to receive on-street parking permits in any existing or future on street parking scheme.

The highways schedule includes:

- Amendments to the existing bell-mouth junction;
- Re-siting of the tactile paving;
- Drainage connections (as necessary);

### 6.3 **Land Contamination**

The proposed development is located within 250m of 15no potentially contaminated sites, 6no with disused tank entries, and one area formerly undergoing mineral extraction. Based on the above information, it is anticipated that the prevalent risk associated with the proposed works could be ground gas/hydrocarbon vapours migration and intrusion into the residential development. In view of this, further information is required in order to ensure that there are no unacceptable risks to human health receptors. Conditions, provided at the end of this report, are recommended.

### 6.4 **SuDS comments**

There is no information on the discharge of roof water within the application. The developer needs to look at the following:

- The use of Sustainable Drainage Systems is seen as a primary objective of Government and should be applied whenever practically and technically feasible. SuDS: manage runoff flow rates using infiltration and the retention of storm water; are sympathetic to the environment; can provide habitat to wildlife in urban areas; encourage natural ground water recharge; manage pollution at its source thus protecting water sources from pollution (MfS 11.4

12-13).

- Guidance on SUDS is available in the Interim Code of Practice for Sustainable Urban Drainage Systems, Part H of the Building Regulations and Sewers for Adoption 6<sup>th</sup> Edition (MfS 11.4 14).

A SuDS report was submitted to the LPA on July 14<sup>th</sup> 2016, and it is currently with the Drainage section for review. A draft condition is enclosed in this report, however it is hoped that the update sheet on this committee report will contain details of the agreement of the SuDS strategy for this application.

## 6.5 **Drainage**

A full drainage philosophy plus layout and calculations will need to be provided for approval prior to construction works commencing on site. The philosophy should include the existing site drainage scenario, the proposal for the site drainage detailing the use of SuDS systems, and any proposed connection to a Thames Water sewer with confirmation their approval and allowable discharge rate. A condition is provided at the end of this report.

## 6.6 **Air Quality**

1. The construction of a residential development lies adjacent to the town centre AQMA means that air quality impacts need to be carefully weighted and suitably mitigated in a manner that is proportionate to the development.
2. The location of the site means noise from road traffic is also a material consideration.

*The first question is an Air Quality Assessment Required?*

The answer is no

3. This is based on IAQM guidance. Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)

A two stage approach is advocated: Stage 1 Criteria two key criteria to be met before proceeding to stage 2:

Stage 1 Criteria - If any of the following apply

- A) Is development 10 or more residential units/or a residential site area or more than 0.5ha/or more than 1000m<sup>2</sup> of floor space for all other uses/or a site area greater than 1ha? (YES)

AND

- B) The development has more than 10 parking spaces/or the development will have a centralised energy facility or other centralised combustion process (NO)

The development only has 3 parking spaces.

4. We have a draft Low Emission Strategy Programme, and an existing Air Quality Action Plan covering AQMA 3 (Tuns Lane) which includes a requirement for Public EV provision and Electric EV car club provision across the Borough. The total programme for EV public infrastructure provision (fast

and rapid) and EV car club 'Borough Wide' is approximately £2million. This programme will be formally implemented within our Low Emission Strategy in Summer 2016. We are seeking S106 contributions, from developments that impact on our local air quality management areas, towards this programme, the contribution will be based on (Offsetting Emission Approach) as advocated by IAQM guidance Section 5.11 – 5.15.

5. We will be seeking a S106 contribution based on trip generation from all vehicles using the site whether for commercial or residential purposes or for promoting sustainable forms of travel within the Town Centre AQMA or other AQMAs.
6. Additionally we also expect on site mitigation to reduce the impact of boiler and road generated emissions on our existing air quality management area.

The guidance I refer to is the Institute of Air Quality Management: Land Use Planning & Development Control: Planning for Air Quality (May 2015)

#### Principles of Good Practice IAQM

##### Design + Construction Phase

- New development should not contravene the Council's Air Quality Action Plan or render the mitigation measure unworkable
- New development should be designed to minimise public exposure to pollution sources, by locating habitable rooms away from busy roads.

The Council's Air Quality Action Plan 2012 advocates the following measures relevant to this development

- Securing financial contributions from development proposals for improving transport links, developing transport hubs (Slough Town Centre, and Slough Trading Estate) and improving the Borough's railway stations. (The EV programme is aimed at supporting the LSTF smarter travel project and actually builds onto this project). The Council wants to build EV transport hubs at all these strategic locations. These measures will support our Low Emission Strategy and objectives reducing NOx and PM emissions.
- Promoting Sustainable forms of travel: Promotion of electric/low emission vehicles; provision of electric vehicle recharging points in Council car parks, and, where possible, in new development. Our Low Emission Programme also considers on street EV charging points.
- Explore potential for future town centre residents' car club; we have expanded our ambitions to look at Borough wide EV car club.

A number of conditions are proposed in relation to the production of a Construction and management plan, and the need for the provision of a 1EV Mode 3 fast charger.



6.7 **Noise**

A condition is required for the protection of residents against excessive road traffic noise, provided below.

6.8 **Affordable housing contributions**

Based on all 24 x 2 bed apartments I calculate the commuted sum as £323,400

**Affordable Housing - revised scheme all 2bed flats**

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
1BF			£39,600	£0
2BF	24	7	£46,200	£323,400
Total	24	7		

6.9 **Education contributions**

This application provides no amenity space for future residents. In lieu of a contribution toward amenity space, a contribution towards education requirements is required as follows : 24no x 2bed (£4828x24 ) = £115,875.

6.10 **Thames Valley Police Crime Prevention (comments on revised scheme)**

It is noted that the revised proposed includes some of the recommendation made in report P/02586/001, however, opportunities to design out crime and to promote community safety remain. Further detail is required with regard to the physical security and access control of this development. To ensure that these opportunities are not missed I will be ask that the remaining concerns, critically regarding the physical security of the development, access control and associated management plans and policies, be dealt with via 'planning conditions'. If the following can be addressed via condition, then there would be objection to the development.

Comments are clarified in the following observations;

- It is noted from the plans provided that the commercial car parking area will be secured via roller shutter, however no details as to how this will be managed have been provided. If the roller shutter is closed during normal office hours I cannot identify where employee vehicles will wait as the shutter opens. If the shutter will held open during peak times and office hours the secluded parking area and residential fire exit will remain vulnerable. Car parks that aren't secure, are extremely vulnerable to criminal activities attract anti-social behaviour, and can become a place for the homeless to sleep or shelter (the applicant acknowledges that this area is prone to street drinking and rough sleeping). If access control and management practices are not affectively combined to prevent unauthorised access, this could facilitate criminal activity. I ask that every effort be made to prevent unauthorised access into this private space via robust management operation of the secure roller shutters. (please refer to Objection P/02586/001, where I advised the car park access *must be protected by electronic gates or shutters. These measures must incorporate an access control system that allows authorised access, where the driver can operate the system without leaving the*

vehicle).

**Physical security of dwellings** – Given the higher than average crime and ASB issues in the areas, if robust access control is not designed in to this development I would have fundamental concerns that access into/ out off the residential and adjoining commercial car parking areas would be excessively permeable providing a legitimate excuse for individuals to be in private areas where they have no right to be, creating opportunity for crime, ASB and raising the fear of crime. In addition, the lack of natural surveillance within the core areas of the apartment blocks increases the need to maintain ownership of these areas via physical security measures.

3 no further conditions are proposed by the Crime prevention officer- these are provided in the conditions and informative sections below.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 The application will be assessed against the following policies:

#### **7.2 The National Planning Policy Framework (NPPF) 2012 and the Planning Practice Guidance**

In its overarching Core Principles the National Planning Policy Framework states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

#### **7.3 Local Development Framework, Core Strategy 2006-2026, Development Plan Document December, Adopted December 2008**

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 12 (Community Safety)

#### 7.4 Adopted Local Plan for Slough, Adopted 2004

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

7.5 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4 December 2015 to 4 March 2016.

#### 7.6 Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4  
Slough Local Development Framework Proposals Map  
Planning Guidelines for Flat Conversions (Indicative Room Sizes)

The site is not an allocated site in the Slough (Local Development Framework) Site Allocations Development Plan Document

- 7.7 The main planning considerations are considered to be:
- Principle of development
  - Design and appearance on the character of the area
  - Impact on neighbouring Uses/Occupiers
  - Transport, Highways and parking
  - Housing Mix & Affordable Housing
  - Quality of Housing
  - Amenity
  - Sustainability
  - Noise
  - Air Quality
  - Land contamination
  - Flood Risk & Sustainable Drainage System

## 8.0 Principle of Development

- 8.1 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a “golden thread running through both plan making and decision taking”. In respect of decision taking this means inter alia approving development proposals that accord with the development plan without delay.

Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals being:-

- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
  - Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
  - Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value
  - Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.
- 8.2 At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development. The site is within Slough Town Centre.
- 8.3 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.
- 8.4 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In

particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

8.5 The principle of flats on this town centre site is accepted. Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing.

## 9.0 **Design and appearance on the character of the area**

9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that planning should:

*Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings .....housing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.*

9.2 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

*The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.*

9.3 Policy EN1 of the adopted Local Plan requires that *development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses.*

9.4 The 24 units are accommodated in a rectangular shaped block with an area of undercroft parking to the front left (SW) of the site. The frontage section of the block measures circa19m wide and circa13m deep, with the front aspect onto Herschel

Road. There are 3no parking spaces under the building, with the undercroft also providing access to the car park of 7no Windsor Rd.

- 9.5 The building is 10no storeys high, including a ground floor and a basement. The materials have been conditioned, requesting samples to be provided at the Committee meeting to ensure a suitable pallet and high quality finish.
- 9.6 The design of the building is considered to be acceptable in principal, although careful consideration needs to be given to the use of materials both in terms of bricks and cladding .These will need to be of high quality comparable to materials used on other quality town centre buildings. No objection has been received from either the Travelodge or 7no Windsor in relation to the proximity of the development to those properties, and indeed the proposed site provides an access into No 7 Windsor Rd. To the north of the building, there is considered to be an adequate distance 37m between the application proposals and adjacent buildings to the north. One objection has been received from offices premises on Herschel Rd, however it is considered that with the proposed development slightly lower (0.2m) than the tallest section of the adjacent Travelodge, this is not considered to be excessive.

#### *Landscaping*

- 9.7 There is very limited space around the building, however no plan has been provided to show the intentions of the developer.

#### 10.0 **Impact on neighbouring Uses/Occupiers**

- 10.1 As stated previously, within the National Planning Policy Framework, twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals and include that planning should:
- *Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

Core Policy 8 of the Slough Local Development Framework Core Strategy states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will:

*b) respect its location and surroundings.*

Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of.....*relationship to nearby properties*.....

- 10.2 The following potential impacts are identified:
- a) The proposed building is 750 mm from the side wall of Travelodge and 600mm from the side wall of No 7 Windsor Rd. The front of the building faces Herschel St at a distance of approx 23 m and to the rear an office block is at a distance of some 34m.
  - b) There has been one objection from a neighbour on the south side of Herchel

Road in relation to the building scale and materials. However the proposals are the same height as the Travelodge on the adjacent site to the east, and materials are yet to be approved.

## 11.0 **Transport, Highways and Parking**

11.1 The enclosed highways report provides a range of conditions required to bring the development to an acceptable standard. The applicants have been asked to provide an access undercroft of 4.5m height, and crime prevention require a roller shutter barrier into the car park. Revised plans are now considered acceptable.

## 12.0 **Housing Mix & Affordable Housing**

12.1 The National Planning Policy Framework requires that local planning authorities ensure the provision of a wide range of good quality homes

12.2 The site being located within a neighbouring shopping centre is not considered appropriate for the provision of family housing. It is further considered that the proposed development of 2 bed flats is appropriate, as there is a significant over provision of 1 bed flats in Slough.

12.3 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. Where the size of the proposed development is less than 24 units, the affordable housing contribution can be via mean of a commuted sum in a section 106 agreement. The proposed contribution is for £323,400, which would be part of a Section 106 agreement, to which the applicant has agreed.

## 13.0 **Quality of Housing**

13.1 The National Planning Policy Framework states that local planning authorities should aim *“to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.....”*

13.2 With respect to the unit sizes as indicated on the floor plans, these have been assessed against, and meet the Council’s Flat Conversion Guidelines.

13.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. The installation of obscure glass may be appropriate in places to protect privacy.

### Amenity

13.4 The proposal is for a mix of studios, one and two bedroom flats. It is proposed that each of the units would have their own private balcony and that a common private amenity space would be provided.

13.5 The proposal would fall below the level of amenity space normally sought for one, two and three bedroom flatted schemes, as set out in the Council’s guidance. Although not ideal it would not form a basis for refusal of the application as the site

is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield. It is considered that as each of the units would have their own private balcony this would constitute an acceptable level of provision for this town centre site.

#### 14.0 **Sustainability**

14.1 It is made clear in the NPPF, and in Sloughs Core Strategy Policy 8 Sustainability and Environment, that a continuing assessment of environmental objectives to preserve energy and to promote sustainability is required. No sustainability statement has been provided. The Planning Statement states that key sustainability issues that have been considered in relation to this site include:

- Growing road traffic and congestion;
- Lack of affordable and suitable housing provision;
- Land use constraints to physical expansion;
- Waste management issues;
- High levels of noise pollution;
- Poor air quality

14.2 In relation to the provision of a sustainability strategy. the applicant has advised that:

- To minimise energy all lighting will be low energy LED type, with motion sensors in hallways, and a daylight sensor on external walls
- Low consumption sanitary fittings and controls such as spray taps , low flow shower heads , and ultra low flush toilets will be used
- Renewable energy – no proposals

It is considered that further detail is required and will be conditioned.

#### 15.0 **Noise**

15.1 Core Policy 8 from the Core Strategy, states that development shall not give rise to unacceptable levels of pollution including noise and shall not be located in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.

15.2 No Noise Assessment has been provided by the applicants. The Environmental quality consultation specifies a proposed condition ensuring appropriate noise mitigation standards are met in the construction of the building.

#### 16.0 **Air Quality / Electric Car Infrastructure**

16.1 The site lies within the Town Centre Air Quality Management Area (AQMA). The site lies very close to railway station and bus station, has excellent public transport links. No car parking is being provided for the future residents of the proposed development; however a new electric charging point provision needs to be made available to the users of the 7no Windsor Rd car park, which is to be accessed through the undercroft of this proposed new building. Based upon guidance given on other nearby sites, it is concluded that the impact would be small and within the



context of the AQMA but it will add to the overall cumulative impact of many developments within and around the town centre. A request has been made by the Environmental Quality Manager for a contribution of £30k towards the establishment of a Town Centre Car club, however, in this instance it is considered that the required financial contribution should be applied to educational development and affordable housing in the town.

## 17.0 **Land Contamination**

17.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

17.2 The National Planning Policy Framework (NPPF) identifies land identifies land contamination as a material consideration in the planning process and notes that decisions by Local Planning Authorities should ensure the site is suitable for its intended use. Where a site is affected by contamination identified to pose unacceptable risks to receptors, the responsibility for securing a safe development rests with the developer and/or landowner.

17.3 The Council's Land Contamination Officer has been consulted on the proposals for the site and has recommended the incorporation of conditions into any consent.

## 18.0 **Flood Risk & Sustainable Drainage System**

18.1 Flood risk is not applicable, as the site does not fall within the flood risk zone –A condition is proposed in relation to SuDS provided below.

## 19.0 **Section 106**

19.1 Requirements :

- Affordable housing contribution - £323,400
- Education Contribution - £115,875
- Residents of the development to be ineligible to receive on-street parking permits in any existing future on-street parking scheme
- Obligation to enter into S278 agreement in relation to Minor highways works including
- Increase in size of lift shaft to enable full men's bike access 1.8m
- Relocation of roller shutter to the entrance of the undercroft parking at Herschel Rd
- Amendments to existing bell mouth junction
- Amendments to the visibility spays to show 2.4m x2.4m
- Tracking for the delivery vehicles to reverse into the site
- Re-siting of tactile paving
- Drainage connections as necessary
- Over-sailing licence as necessary

- 19.2 The contribution schedule will include:
- Provision of welcome packs to residents produced in accordance with the template to be provided by Slough Borough Council;
  - 1 Electric vehicle rapid charging points as per IAQM guidance.

The contributions are considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

## 20.0 **PART C: RECOMMENDATION**

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., and is therefore recommended to delegate the application to the planning manager for approval, subject to the signing of a S106 agreement and the following conditions:

## 21.0 **DRAFT CONDITIONS**

### **1. Time Limit**

The development hereby permitted shall be commenced within three years from the date of this permission.

**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 91 of the Town and Country Planning Act 1990.

### **2. 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:

- Block Plan Drg 01-14-19
- Site Ground floor plan and elevations Drg 01-14-20 Rev D
- Front elevation and Block Plan Drg 01-14-21 RevE
- Floor Plans 01-14-22 Rev D

**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

### **3. Sample of external materials - Development**

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in

accordance with the details approved.

**REASON:** To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

#### **4. Sample of external materials - Access**

Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

**REASON:** To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

#### **5. External Lighting**

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

**REASON:** In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

#### **6. 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. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

#### **7. Piling Method Statement (Thames Water)**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

**REASON:** The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

## **8 Working Method Statement**

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the construction period.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

**REASON:** In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

## **9. Bin Storage**

The bin stores shown on the approved drawings shall be completed in accordance with those drawings 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.

## **10 Balconies – Obscure Glass**

The proposed balconies shall be of obscured glass and retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

**REASON:** To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

## **11. New Means of Access**

No part of the development shall not commence until the new means of access has been altered 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, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## **12. Gates**

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

**REASON:** In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## **13 Pedestrian Visibility Splay**

No part of the development shall begin until details of pedestrian visibility splays of 2.4 x 2.4m have been approved in writing by the Local Planning Authority in consultation with the Highway Authority. No dwelling shall be occupied until the approved splays have been provided. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

**REASON:** To provide adequate forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it, and convenience of users of the highway and of the access . This is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## **14. Loading and Unloading**

The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted, with a minimum floor to ceiling height of 2.4m. The reversing area for large vehicles into the building without blocking the highway, will be retained throughout the lifetime of the building.

**REASON:** To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## 15. Cycle Parking

No occupation of the development shall occur until cycle stores for each flat measuring a minimum of 2m in length, 2m in height, and 0.9 m in width shall be provided, one per apartment, with secure lockable doors. The cycle storage areas shall only be accessible from secure areas of the building. The cycle parking shall be provided in accordance with these details, and shall be retained at all times in the future for this purpose.

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

## 16. The Lift

The lift shaft shall extend below the basement floor so that the basement storage area shall be served by the lift. The lift shall be large enough to carry a full size men's bicycle in a horizontal position min 1.8m length.

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

## 17 Height of Vehicular Access to Building

The height of the vehicle access shall be a minimum of 4.5m between car park surface level and the lowest point of the building to allow service vehicle access under the building.

**REASON:** To enable servicing of the development off the public highway in the interests of highway safety

## 18 Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

**REASON:** In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

## **19 Balconies – Obscure Glass**

The proposed balconies shall be of obscured glass and retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

**REASON:** To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

## **20 No Loading or Unloading**

No loading or unloading of goods for residents shall take place directly from Stoke Road at any time unless otherwise approved in writing by the Local Planning Authority.

**REASON:** In the interests of general highway safety and to comply with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

## **21 Phase 1 Desk Study (LPA)**

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, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## **22 Phase 2 Intrusive Investigation Method Statement (LPA)**

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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

### **23 Phase 3 Quantitative Risk Assessment and Site Specific Remediation**

#### **Strategy (LPA)**

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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

#### **24 Remediation Validation (LPA)**

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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## **25 SuDS**

Prior to commencement on site, A full drainage philosophy plus layout and calculations will need to be approved in writing by the LPA.-any proposed connection to a Thames Water sewer with confirmation of their approval their approval and allowable discharge rate.

**REASON:** To comply with Code of practice for sustainable urban drainage systems, Part H of the Building regulations and sewers fro Adoption 6<sup>th</sup> Edition

## **26 Noise condition**

Prior to commencement on site, the applicant shall design a sound insulation and ventilation scheme for the new development to protect future occupiers and guests being unreasonably affected by excessive road traffic noise on Windsor Rd. The scheme shall be designed to BS 8233 Guidance on the Sound Insulation and noise reduction for buildings Table 4 Indoor ambient noise levels for dwellings and \Table H.3 Indoor Ambient Noise ranges for hotel bedrooms.

**REASON:** To protect residents against excessive road noise

## **27 Gas Boilers**

All gas fired boilers to meet a standard of <40 mgNOx/kWh.

**REASON:** In compliance with Slough LDF 2006-2026 Core Policy 8

## **28 Car Park Access Plan**

Prior to the first occupation of the residential development, details of the the Car park access Management Plan be submitted and approved in writing, this should include the operation of the car park entrance vehicle and pedestrian access/egress.

**REASON:** To avoid unauthorised access into the secluded area and access to residential fire exit. To comply with the requirements of Secure by Design

**29 Concierge management Plan:** Prior to the first occupation of the residential development, details of the proposed concierge sustainability, operation, operational hours and responsibilities be documented within the development's Management Plan, to be submitted and approved.

**REASON:** Sustain high quality secure development during life time of the development.

## **INFORMATIVES:**

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

2. 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.
3. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the Piling Method Statement.
4. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

5. 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.
6. 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.
7. 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.
8. 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.
9. 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.

10. 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.
11. The applicant must obtain a license from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.
12. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 is required to be entered into as part of any consent for the application proposals.
13. To meet the requirements of full **Secured by Design Accreditation**, the following advice is provided :
  - External communal entrance- given the higher than average crime rates in the area, all external and internal communal entrance doors need to meet the requirements of the minimum physical security requirements of PAS24:2012, and include electronic remote release locking systems with audio and visual intercom link to each apartment (capable of recording and capturing and storing images of individuals using the door entry panel). This will allow residents to communicate with their visitors without having to open their front door and speak to them face to face, as this allows them to filter who is allowed to enter the building and up to their flat.
  - Refuse doors must also meet the requirements of PAS24 or equivalent standard and include electronic remote release locking system.
  - Residential floor secondary security doors (segregation): In addition, the option to move freely between floors combined with the lack of natural surveillance within the core areas increases the need to maintain ownership of these areas via physical security measures. In order to prevent unauthorised access onto and between residential floors I ask that the secondary security doors sets that create the secure 'air lock lobby isolating the lobby from private residential corridors also meet the minimum physical security standards of PAS 24:2012. These in turn must be controlled by an electronic remote release system with intercom audio link to apartments. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.
  - Residential door Sets: Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.
  - Postal deliveries: Will the postal deliveries will be managed my concierge within reception. This must be clarified prior to commencement, due to the extreme potential for postal areas to be used to access the core of the building