

Registration Date:	26-Oct-2018	Application No:	P/05806/007
Officer:	Michael Scott	Ward:	Central
Applicant:	Slough Real Estate Ltd	Application Type:	Major
		Extension of Time:	31 Jan 2020
Agent:	Stephen Davy Peter Smith Architects, Fanshaw House, Fanshaw Street, London, N1 6HX		
Location:	23-25, Mill Street, Slough, Berkshire, SL2 5AD		
Proposal:	Demolition of the existing building and redevelopment of the site to provide two connected residential blocks for 30 x 2 bedroom and 25 x 1 bedroom units, associated parking and cycle parking facilities; with a new public pedestrian and cycle route connecting Fleetwood Road and Mill Street.		

Recommendation: Delegate to the Planning Manager for approval



SUPPLEMENTARY REPORT

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:
- 1) For approval subject to: the satisfactory completion of a Section 106 Agreement, finalising conditions, and any other minor changes.
- 2) Refuse the application if a satisfactory Section 106 Agreement is not completed by 31st March 2020, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee
- 1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

Introduction

- 2.0 At the meeting of the Planning Committee on 2nd October 2019, Members deferred the determination of the application; so that, officers could hold further discussions with the applicant and their agent regarding the “parking” concerns and the issue of an “affordable housing” contribution.

The “parking” concerns

- 2.1 As set out in the original report – attached – Highways officers have put forward a strategy of reduced car parking provision at sites that lie adjacent to the Town Centre and benefit from a high accessibility to public transport. The current application site meets those parameters. Accordingly, the current scheme offers a parking ratio of 0.53 which equates to 29 spaces for 55 flats.
- 2.2 The Committee expressed concerns that parking could overspill into neighbouring streets, albeit recognising the site's accessibility to the railway station.
- 2.3 There was a concern that Mill Street would be subject to congestion arising from parking “overspill” from this site and others immediately across the road in the Town Centre – where there is a nil requirement for on-site parking, as well as a likelihood of future residents at the application site choosing to park in roads to the north, such as Fleetwood Road, St Paul's Avenue and beyond.

- 2.3 Officers were requested to re-visit the applicant's Transport Statement and consider whether appropriate recognition had been made of the potential for these concerns to be founded.

The "affordable housing" issue

- 2.4 The Council sought technical advice from BPS (Independent Surveyors) as to whether the development could provide affordable housing in accordance with policy requirements. BPS reviewed the proposed 55 unit development.
- 2.5 The report concluded that the applicant's appraisal inputs relating to use value, build costs, residential pricing, finance and other costs appear generally reasonable and where there are disagreements in inputs, the differences between the Council's valuer and the applicant's valuer are minor.
- 2.6 The viability report that was submitted has been assessed by the Council's third party viability specialist where it has been found a policy compliant level of planning obligations would result in a negative residual deficit of £3,113,000. Given the degree of this negative deficit the developer asserts the proposed scheme would not be deliverable.
- 2.7 It was considered that this is evidence that indicates that the current proposals cannot viably sustain on-site provision of affordable housing, and sufficient evidence has been provided to demonstrate this position.
- 2.8 However, Members expressed concerns that there would be no affordable housing contribution. So, officers were requested to re-visit the independent report and meet with the applicant and their agent to communicate the concern and seek a meaningful response.

3.0 **Parking and highways**

- 3.1 The applicant had demonstrated a parking ratio of 0.53 parking spaces which remains unchanged. Although the site technically sits outside the town centre boundary, which requires no on-site parking, it must be noted that this boundary lies in the centre of the road on Mill Street and therefore a 0.53 parking ratio is deemed appropriate and in-line with other similar developments that have recently been approved in the immediate vicinity. In addition to this, the parking ratio is deemed appropriate, given its location, as it respects the strategies of Councils approved Transport Vision, by encouraging the use of alternative modes of transport and aiding a modal shift towards more sustainable modes of transport, whilst helping to reduce the impact on air quality in the town.

- 3.2 Members raised concerns with the existing level on-street parking on Mill Street at the last committee meeting on 2nd October 2019. The Local Highway Authority (LHA) agrees that there is an existing problem on Mill Street and that it must be ensured that this problem is not increased, as a result of the development. In order to mitigate against the risk of this problem deteriorating, a £12,000 contribution towards a Traffic Regulation Order (TRO) review of the area and the implementation of a Control Parking Zone (CPZ) scheme have been sought from the applicant which they have agreed to in principle.
- 3.3 Parking on site must be controlled and managed by means of a Car Park Management Plan, this must be secured via a pre-commencement condition. Within this suggested condition, the applicant must propose a way to allocate the parking spaces, identify visibility splays, loading/unloading areas, turning areas, etc and manage unauthorised parking on the site.
- 3.4 The Transport Statement submitted by the applicant adequately demonstrates the likely trip generation of the site and the principle of it is agreed. As this location in Slough is classed as having good accessibility to non-car transport due to its close proximity to the railway station, bus station and onward travel therefore this has a very limited impact on the overall results, it is considered to be appropriate to use the applicant's comparisons.
- 3.5 The new pedestrian link path from Fleetwood Road must be fully implemented as a public right of way prior to first occupation and this will be secured via the Section 106 Agreement. Furthermore the path is to be fully constructed by the applicant, and dedicated to the Council as a public Right of Way. The path would need to be kept open to the public at all times and maintained by the applicant in perpetuity.
- 3.6 A refuse collection strategy must be submitted via condition for approval as a pre-commencement condition to ensure safe measures are agreed and implemented.

4.0 **Section 106 - Infrastructure and Affordable Housing - contributions**

4.1 *Infrastructure:*

Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

4.2 *Education:*

As the proposal is between 15 and 100 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority would seek education contributions. In accordance the tariffs set out in on page 6 of the Developer's Guide, each one bed flat attracts £903 and each two bed flat attracts £4,828. Based on the proposed mix, the proposal would attract a

financial contribution of £167,415.

4.3 *Open Space:*

The proposal is a high density development, comprises less than 70 units and all of the flats would be served by balconies; so, the proposal would attract a financial contribution of £300 per flat, which amounts to £16,500.

4.4 *Affordable Housing:*

Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. In accordance with the updated Developer Guide Part 2, (September 2017), as the proposal is between 25 and 69 units, the application would attract a 25 percent financial contribution towards affordable housing units to be built off-site.

4.5 *Viability:*

Paragraph 57 of the National Planning Policy Framework states *“Where up to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it, is up to date, and any change in site circumstances since the plan was brought into force.”*

4.6 As the total policy compliant level of planning obligations for this scheme would exceed its net worth, it has to be acknowledged that the development would not be viable.

4.7 As such, the report concluded that “the current viability position of the scheme does not support the provision of affordable housing”.

4.8 Further to a meeting with the applicant, their agent and officers, the applicant has offered a contribution of £100,000 towards “any section 106 requirements”; so, this could be considered by the Council as a contribution towards off-site affordable housing.

4.9 However, on the basis that the scheme was to include a section 106 financial contribution of £100,000, the scheme would remain unviable, with a negative residual surplus of £786,000; though, the applicant has stated they would proceed with the development.

4.10 Where it is found that the policy compliant amount of affordable housing and / or infrastructure payments cannot be achieved, it is for the Local Planning Authority to balance the priorities in where to allocate any financial contributions.

- 4.11 In the balancing of competing priorities, Members may consider distributing the value of the contribution offered towards the two issues of most need; namely, the control of potential overspill parking and some affordable housing stock.
- 4.12 Based on the above, subject to securing the financial contribution of £100,000, as set out in paragraph 3.8, to be allocated towards (i) on-street parking controls and (ii) affordable housing (with a review mechanism), through a Section 106 Agreement, no objections are raised regarding affordable housing and infrastructure.

Revised Section 106 Obligations

- 5.1 Further to paragraph 3.12 above, the Section 106 to accompany the current application would be required to secure the following:
- The dedication of a public right of way from Mill Street to Fleetwood Road for pedestrians and cyclists.
 - The provision of 3 electric vehicle charging points.
 - A clause relating to Euro VI vehicles passing through the AQMA.
 - Section 278 Agreement obligations for the satisfactory implementation of the works to the access at Mill Street.
 - A contribution of £88,000 towards off-site affordable housing.
 - A contribution of £12,000 towards the investigation of a Transport Regulation Order to introduce a Controlled Parking Zone within the vicinity of the site.
 - A provision for Viability Review Mechanism to ensure any further future contribution to affordable housing is identified under circumstances when an improved viability arises.

6.0 PART D: LIST CONDITIONS AND INFORMATIVES

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing Numbers

The development hereby permitted shall be carried out in accordance with the following approved plans:

- a) Drawing No. MLS-P002-S2-P0; Dated 22/10/18; Rec'd 26/10/2018
- b) Drawing No. MLS-P005-S2-P0; Dated 22/10/18; Rec'd 25/10/2018
- c) Drawing No. MLS-P110-S2-P0; Dated 22/10/18; Rec'd 25/10/2018
- d) Drawing No. MLS-P210-S2-P0; Dated 22/10/18; Rec'd 25/10/2018

- e) Drawing No. MLS-P211-S2-P0; Dated 22/10/18; Rec'd 25/10/2018
- f) Drawing No. MLS-P212-S2-P0; Dated 22/10/18; Rec'd 25/10/2018
- g) Drawing No. MLS-P213-S2-P0; Dated 22/10/18; Rec'd 25/10/2018
- h) Drawing No. MLS-P010-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- i) Drawing No. MLS-P101-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- j) Drawing No. MLS-P102-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- k) Drawing No. MLS-P103-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- l) Drawing No. MLS-P104-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- m) Drawing No. MLS-P105-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- n) Drawing No. MLS-P106-S2-P2; Dated 04/04/19; Rec'd 04/04/19
- o) Drawing No. MLS-P100-S2-P4; Dated 16/04/19; Rec'd 16/04/2019
- p) Drawing No. MLS-P200-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- q) Drawing No. MLS-P201-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- r) Drawing No. MLS-P202-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- s) Drawing No. MLS-P203-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- t) Drawing No. MLS-P300-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- u) Drawing No. MLS-P301-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- v) Drawing No. MLS-P302-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- w) Drawing No. MLS-P303-S2-P1; Dated 16/04/19; Rec'd 16/04/2019
- x) Flood Risk Statement & Drainage Strategy by Ardent ref: 175610-02; Dated September 2018; Rec'd 26/10/2018
- y) Sustainability Statement by AJ Energy Consultants Ltd dated September 2018; Rec'd 26/10/2018
- z) Daylight & Sunlight Studies (Neighbouring Properties) and (Within Development) by Right to Light Consulting dated 4 October 2018; Rec'd 26/10/2018

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

3. New finishes:

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of 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 amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. 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 C665 & C552 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

5. Phase 3 Quantitative Risk Assessment & Site Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) 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

6. 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.

7. Drainage scheme

No development hereby permitted on the site shall commence until a detailed foul and surface water drainage strategy for the site, based on sustainable principles and an expressed assessment of the hydrological and hydrogeological context of the development, and including detailed drainage layout plans and calculations and any piling proposals, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details and so retained thereafter.

REASON: To ensure the provision of adequate infrastructure to serve the development, in the interests of the protection of the water environment, in accordance with national and local planning policy and guidance set out in the NPPF 2019 and Core Strategy policies 8, 9 and 10 and Local Plan policies EN1 and EN34 of the Slough Local Development Plan.”

8. Construction Management Scheme

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

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

9. Car Park Management Plan

No part of the development hereby permitted shall be occupied until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to :

- a) Ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) Ensure spaces are not permanently linked to dwellings.
- c) Allocation of any visitor spaces.

No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter the allocation and use of car and disabled parking spaces shall be in accordance with the approved scheme.

REASON to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019

10. Service road design and layout

No development shall commence on site until details of the proposed service access road including position of bollards, visibility splays and tracking diagrams and materials have been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON To ensure adequate inter-visibility between the access and the existing public highway and throughout the site for the safety and convenience of users of the highway and of the access, in accordance with Core Policy 7 of the Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

11. Refuse Collection Strategy

No development shall commence on site until a strategy to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

No dwelling shall be occupied until the Refuse Collection Strategy has been implemented as approved. Thereafter the refuse/recycling facilities shall be used in accordance with the approved scheme.

REASON to ensure the collection of refuse/recycling does not lead to traffic and highway safety issues in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019

12. 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. The approved scheme 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.

13. Architectural details

Construction of the buildings above damp proof course level shall not commence on site until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows (including surroundings and reveals), down pipes, gutters, edging details to flat roofs, balustrades and balconies have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

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.

14. Designing out crime

No development above ground floor slab shall commence until a secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2019.

15. Landscaping Scheme

Construction of the buildings above damp proof course level shall not commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 7 of this planning permission.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with

Policy 8 of the adopted Core Strategy 2006 - 2026.

16. Cycle Parking

The cycle storage facilities shown on the approved plans shall be provided on site prior to occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

17. External Site Lighting

No part of the development hereby permitted shall be occupied 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 safeguarding the amenities of neighbouring properties and to ensure safer access and use of the cycle/pedestrian route through the site between Mill Street to Fleetwood Road in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

18. Car Parking

The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

19. Privacy screening

No part of the development hereby permitted shall be occupied until a scheme of privacy screening to the sides of the balconies to prevent conflicts of privacy within the proposed development has been submitted to and approved by the Local Planning Authority. The approved scheme shall be installed on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual and neighbour amenity, and to ensure no overlooking into the neighbouring sites to help ensure that there would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

20. No Parking Permits

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

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with paragraph W Part 3 of the GPDO 2015 (as amended) and the requirements of the National Planning Policy Framework 2018.

21. No additional windows

No windows (other than those hereby approved) shall be formed in the any elevation of the development without the prior written approval of the Local Planning Authority.

REASON To ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

INFORMATIVES:

1. 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.
2. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
3. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
4. Highways:

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

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

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

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

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.

5. Crime Prevention:

Regarding Condition 11 above, the applicant is advised as follows:

The following minimum requirement should be addresses in order to achieving this condition.

- External Communal entrance: All external and internal Communal entrance doors will meet the requirements of the minimum physical security requirements of LPS1175 Issue 8 as a minimum.*
- Include an Access controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must be capable of recording images and storing them for a minimum of 30 days and be compliant with UL293 (providing reassurance that the doo entry system has assesses against a prescribed security test regime.*
- Tradesperson's release mechanisms are not permitted as they have been proven to be a cause of Anti-Social Behaviour and unlawful access to residential areas.*
- Secure communal lobbies: Any internal door sets must meet the same specification as above (this is also a requirement Building regulation part Q).*
- The system must provide compartmentalisation of each floor within the development, via controlled lift and stair core access or the inclusion of dedicated doorsets on each landing preventing unauthorised access on to the corridor from the core.*
- Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.*
- Bin and cycle store doors and external sliding doors and roller shutters: These must be secure, meeting the minimum physical security standards of LPS1175 Issue 8 and also be access controlled as above.*

6. Thames Water:

The applicant is advised that 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.