

Registration Date:	26-Oct-2018	Application No:	P/05806/007
Officer:	Michael Scott	Ward:	Central
Applicant:	Slough Real Estate Ltd	Application Type:	Major
		13 Week Date:	25 Jan 2019
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



## 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 s106 agreement, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31<sup>st</sup> December 2019, 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.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

2.1 This is a full planning application for:

- Construction of a part 4-storey/6-storey block comprising 30no. 2-bed flats and 25no. 1-bed flats.
- Surface parking for 29 cars (12 in a secure communal garage area and 17 in the open at the rear, of which 3 are designated for accessibility users).
- The provision of 62 secure cycle parking racks in two enclosed ground floor rooms, together with a further 8 cycle spaces for visitors, with a communal store for motorbike/mobility scooters.
- Provision of vehicular/pedestrian access from Mill Street.
- Provision of a public route for pedestrians/cyclists from Mill Street to Fleetwood Road to the rear.

### 3.0 **Application Site**

3.1 The application site lies on the north side of Mill Street – at its eastern end shortly before it becomes Petersfield Avenue.

3.2 The existing premises are set back from the building line on the north side of Mill Street with palisade fencing on the boundaries. The existing occupier BestCars uses the two-storey building as a commercial unit for car sales, with ancillary office space and workshop facilities. There is a secure forecourt for parking, which has access/egress to/from Mill Street.

3.3 To the west lies the Mill West estate, which comprises two commercial buildings, each of which are two-storeys. That at the front is occupied by Euro Car Parts for distribution/storage and offices. This is brick-faced at ground level with corrugated metal cladding at first floor and roof level. The property is set back behind a frontage of brick-faced landscaped planters. The other building at the rear is occupied by several different businesses. All servicing and parking is catered for by a service yard between to the two buildings in the middle of the site.

3.4 On the site's eastern boundary lies a gated, access road serving SEHMI Building Materials merchants, whose site is to the rear of Mill Court, which comprises a two-storey commercial building with four units fronting Mill Street. Three parts are vacant and the remainder occupied for a Pentecostal meeting.

3.5 Directly opposite lies a two-storey terrace of houses with a series of residential buildings to south-west and south-east being three and four-storey blocks of flats respectively. To the rear of these are a number of modern high-rise blocks of flats known as The Junction (4-10 storeys), Rivington Apartments (5-8 storeys) and Lexington Apartments (11-15 storeys).

Of relevance to this site is the evolving redevelopment of sites on Stoke Road where blocks of flats have been built or are under construction or conversion to residential at The Foyer (6 storeys), Beacon House (4 storeys) and Vanburgh Court (5-7 storeys).

3.6 To the north lies Fleetwood Road and Adrians Walk, which are characterised by two-storey dwellinghouses in a mix of detached, semi-detached and terraced forms. These roads can only be accessed from St Paul's Avenue.

3.7 The site lies directly opposite the Town Centre and is not in a conservation area. Nor are there any designated heritage assets in the vicinity.

3.8 There is a road widening line on Mill Street at its junction with Stoke Road. This does not affect the application site.

#### 4.0 **Relevant Site History**

4.1 Relevant site history relating to this site is as follows:

P/05806/003 Change of use from Class B1 to Class B2 – APPROVED 27-Apr-1990

P/05806/001 Change of use from warehouse to light industrial use - APPROVED 27-Sept-1984

4.2 There has been pre-application advice by officers in April 2018 (ref: pre-

app/1008) to an earlier version of the current scheme. In short, this involved a scheme comprising 67 units in two connected residential blocks (12 x 3 bedroom, 22 x 2 bedroom and 33 x 1 bedroom units) associated parking and cycle parking facilities.

- 4.3 The advice given concentrated on the need to explore a form of development which would “*enable the efficient use of land and provide options for the placement of or forms of buildings that are otherwise constrained on small sites. Comprehensive schemes also allow for simplified access.*”

- 4.4 That advice confirmed that the principle of a loss of existing businesses in the area north of the Station would be applicable to this site.

## 5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) two site notices were displayed outside the site on 20/11/2018. The application was advertised as a major application in the 16/11/2018 edition of The Slough Express. Neighbour letters were sent out on 09/11/2018 to the following addresses:

18, Fleetwood Road, Slough, SL2 5ET, 17A, Fleetwood Road, Slough, SL2 5ET, 19, Fleetwood Road, Slough, SL2 5ET, 17B, Fleetwood Road, Slough, SL2 5ET, 20, Fleetwood Road, Slough, SL2 5ET, Mill West, 139, Mill Street, Slough, SL2 5AD, Mill West, 138, Mill Street, Slough, SL2 5AD, Mill West, 133, Mill Street, Slough, SL2 5AD, 30, Mill Street, Slough, SL2 5DH, 36, Mill Street, Slough, SL2 5DH, 32, Mill Street, Slough, SL2 5DH, 40, Mill Street, Slough, SL2 5DH, 30A, Mill Street, Slough, SL2 5DH, 34, Mill Street, Slough, SL2 5DH, 38, Mill Street, Slough, SL2 5DH, 40A, Mill Street, Slough, SL2 5DH, 42, Mill Street, Slough, SL2 5DH, 44, Mill Street, Slough, SL2 5DH, 46, Mill Street, Slough, SL2 5DH, 48, Mill Street, Slough, SL2 5DH, 50, Mill Street, Slough, SL2 5DH, 52, Mill Street, Slough, SL2 5DH, Mill Court, 514, Mill Street, Slough, SL2 5DA, Ground Floor, 4, Mill Street, Slough, SL2 5DA, Mill Court, 513, Mill Street, Slough, SL2 5DA, Ground Floor, 3, Mill Street, Slough, SL2 5DA, Mill Court, 512, Mill Street, Slough, SL2 5DA, Mill Court, Ground Floor, 1, Mill Street, Slough, SL2 5DA, Mill Court, First Floor, 51, Mill Street, Mill Court, Ground Floor, 2, Mill Street, Slough, SL2 5DA, Mill Court, 511, Mill Street, Slough, SL2 5DA, 15A, Fleetwood Road, Slough, SL2 5ET, 15B, Fleetwood Road, Slough, SL2 5ET, 16A, Fleetwood Road, Slough, SL2 5ET, 16, Fleetwood Road, Slough, SL2 5ET

- 5.2 The public consultation period expired on 30th November 2018. No comments from members of the public have been received.

## 6.0 **Consultations**

## 6.1 Local Highway Authority:

Following review of the amended plans, we require the applicant to address the following concerns:

1. The access road has 4 bollards; 3 of which are automated illuminated bollards with key fob access for residents and 1 of which is an illuminated bollard. This suggests cars will be approaching the access and waiting for the bollards to be triggered to enter into the property. However, vehicles could be blocking the highway and the footpath which is unacceptable. Therefore, the bollards need to be set back by 11m (this is to cater for both vehicles and refuse vehicles).
2. The access road is proposed to be used not only for vehicles but also for pedestrians and cyclists. Therefore, the applicant will need to ensure the shared access must be a minimum of 5.5 metres wide, plus buffer strips of 600mm on both sides. The shared surface must be accessed from a vehicular crossover raising up into a shared surface area constructed in a material that differentiates the surface from that of the bituminous road it is accessed from, ideally block paving. This will alert motorists they are entering an area where they are likely to encounter pedestrians and cyclists.
3. The bollards Type 02 on the access road need to be set back a minimum of 450mm, as they are currently at the edge of the road.
4. The visitor cycle parking is overhanging onto the access road, this needs to be addressed.
5. The applicant must provide a refuse collection strategy including tracking drawings of refuse vehicles accessing the site.
6. The applicant must provide a servicing/deliveries strategy including tracking drawings of delivery and servicing vehicles accessing the site.
7. The applicant must demonstrate visibility splays from the access in accordance with SBC standards.
8. The 0.52 parking ratio per dwelling is acceptable, given the sustainable location of development.
9. The applicant must advise whether the car parking spaces are communal or allocated.

In summary, the Highways and Transport department can only support this application subject to the applicant addressing the above concerns and submitting the amended plans.

## 6.2 Environment Protection:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

## 6.3 Crime Prevention Design Advisor:

I do not wish to object to the proposals at this time. However, opportunities to design out crime and promote community safety remain. To ensure that these opportunities are not missed I ask that the following observations are addressed.

#### Observations and recommendations

Undercroft Parking: From the plans provided I note that undercroft parking has been proposed. These can be problematic in terms of ASB and crime they provide a secluded location where individual can gather unobserved. I ask that access into these private areas should be controlled by electronic operated gate or open lath roller shutter capable of being operated by the driver without the need to leave the safety of their vehicle. I ask that this be redesigned. Detailed plans should be submitted and approved prior to approval.

Ground floor: Ground floor apartment for facing pedestrian and cycle access linking Fleetwood Road to the proposed development. Appears isolated and not inclusive to the development. Given the connectivity permeability of this development I have concerns that the vulnerable occupant will be subjected to excessive vehicle cycle & pedestrian traffic. Where there are several ways in and out of a development these can attract crime/anti-social behaviour (ASB), aid criminal search behaviour and provide escape routes for offenders. I ask that this be redesigned. Detailed plans should be submitted and approved prior to approval.

Boundary treatments Mill West and Mill Court: In general, where private space abuts the communal gardens rear court parking areas, boundary treatments must be secure, difficult to climb whilst providing surveillance opportunities over areas they define. It is requested that a condition is imposed on the applicant to submit a rear boundary treatment plan identifying all boundary treatments where private space abuts the public and semi-private space of communal gardens and parking areas and shall include robust, 1800mm high, close board fencing with 300mm trellis to enable visibility over semi private and public realm. It is requested that the Proposed Boundary Treatment Plan is submitted, and consulted on, prior to planning approval being considered.

Physical security and Access control: It is acknowledged that Building Regulations Approved Document Q addresses the minimum physical security requirements of the each communal entrance door and residential entrance door however from the documentation provided I cannot determine how unauthorised access will be prevented. I therefore ask that a condition is imposed on this application to ensure that, any subsequent approved development is required to achieve robust access control throughout the whole development. Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and

security, safe guarding future residents. This would not only ensure that crime prevention design is incorporated within the development but also assist the authority in satisfying the requirements of NPPF - creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'.

To ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents, I would ask the authority attach the following (or a similarly worded) condition upon any approval for this application;

Condition:

*Prior to commencement of works, a written strategy for access control (as described within best practice guidance Secured by Design Homes 2016) should be submitted to, and approved by the authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of compliance has been received by the authority.*

*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 ASB 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.*

[Officers note: These observations were sent to the applicant's agent who then revised the proposals accordingly to address the issues raised.]

#### 6.4 Thames Water:

Waste Comments, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water	Comments
On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends 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.	

Supplementary	Comments
Please confirm connection point to surface water network either 225 or 600mm dia. surface water in Mill Street.	

#### 6.5 Environment Quality:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

#### 6.6 Contaminated Land Officer:

I have reviewed the "Desk Study Report" (Ref. no J18180) dated October 2018, and prepared by Geotechnical & Environmental Associates Limited (GEA).



Please see my comments below:

- The report is suitable for dealing with the land contamination issues at this stage of the investigation. The Preliminary Risk Assessment identified the site likely to be a low to moderate risk of contamination, thus additional investigation and monitoring is required to ensure there are no unacceptable risks to the human health during or after the completion of the development.
- Considering the site history, I recommend that during the anticipated ground investigations and soil sample analysis, at least 3 sessions of ground gas monitoring are also carried out, together with groundwater monitoring and sample analyses.

Based on the above, I recommend approval subject to conditions, as set out below at 19.0.

6.7 Lead Local Flood Authority:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 National Planning Policy Framework 2019:

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes

Section 7: Ensuring the vitality of town centres

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 14: Meeting the challenge of climate change, flooding and coastal change

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment

Core Policy 6 – Retail, leisure and community facilities

Core Policy 7 - Transport

Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural, built and historic environment  
Core Policy 10 – Infrastructure  
Core Policy 11 - Social cohesiveness  
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
H9 – Comprehensive Planning  
H11 – Change of Use to Residential  
H14 – Amenity Space  
T2 – Parking Restraint  
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map
- Interim Planning Framework for the Centre of Slough (reported to Committee 31 July 2019. Resolved to be adopted and approved for publication).

Slough Local Development Plan and the NPPF

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 revised version of the National Planning Policy Framework (NPPF) was published on 19<sup>th</sup> February 2019.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law

requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

7.2 The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Affordable housing and Infrastructure
- S.106 matters

8.0 **Principle of development**

8.1 The application entails the change of use of land from commercial activities to residential use.

8.2 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing.

8.3 However, as described above, the application site is immediately outside of the Town Centre. There have been significant new residential developments between Slough railway station and Mill Street as well as along Stoke Road at the junction with Mil Street. These two areas are coalescing into a single area which includes the application site. The character of this area is one of high density flats with a reduced standard for on-site car parking due to its higher public transport links and accessibility. Therefore, the site is not considered to be in a typical suburban area. As per the Pre-Application Advice, it is accepted that flats would be an appropriate housing type on this application site.

8.4 Having regard to the National Planning Policy Framework 2019 and the Local Development Plan, there are no objections to the principle of residential flattened development on this site.

8.5 Turning to the issue of “comprehensive” redevelopment raised in the Pre-

Application response, it is noted that the application proposes the redevelopment of the site in a form that would set a pattern for the redevelopment of the adjacent site to the west – were that site to become available. The proposed layout entails a “horseshoe” shaped footprint with a six-storey frontage block on Mill Street, a 4-storey block across the rear part of the site parallel to the 6-storey frontage block and a 4-storey “link” block on a north-south axis set away from both the western and eastern boundaries of the site. As such, it would not preclude or prejudice a reciprocal form on the land to the west and provides a satisfactory degree of separation from the land to the east.

## 9.0 **Mix of housing**

- 9.1 The National Planning Policy Framework 2019 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The proposal would provide a mix of one-bed and two-bed units; which, given the location of the building in these particular site circumstances is considered appropriate and thus acceptable.

## 10.0 **Impact on the character and appearance of the area**

- 10.1 The National Planning Policy Framework 2019 encourages new buildings to be of a high-quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1.
- 10.2 The proposed design reflects the evolving street scene of Stoke Road and the area on the north side of Slough railway station. The façades demonstrate a rhythm of windows and balconies with the ground floor clad in a contrasting finish to form a “base” that unifies the entire built form. Window and patio door openings are slightly recessed to offer a distinct shadow line and thus depth and animation in the facades on all sides of the building’s envelope. The length of the façade alongside the internal street is modulated by components of the elevation breaking-up the overall length through a stronger emphasis on introducing verticality in these elements. In conclusion, it is considered that the overall character and appearance of the proposed development would be in-keeping with the emerging streetscene of this increasing residential “quarter”.
- 10.7 As set out above, there is a considerable range of building heights and a variety in scale and massing of building forms in the area between Stoke Road to the west, Slough railway station to the south and the change of character at the end of Mill Street as it becomes Petersfield Avenue to the east. The proposed scheme reflects this set of circumstances with its tallest element on Mill Street and the lower parts to the rear, as its reduces in scale

towards the domestic residential properties in Fleetwood Road to the north.

- 10.8 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1 and EN2 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

11.0 **Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework 2019 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

- 11.2 Neighbouring the site to the north are the flank walls of the two-storey dwellings of Fleetwood Road. Given these lie some 15 metres away and orientation of the respective buildings there would be no significant impact on the residential amenities of those occupiers.

- 11.3 The other closest residential properties are those directly opposite on the south side of Mill Street. The properties rear amenity areas are to the south and unaffected by the proposals. The front windows would not be significantly affected by the new building opposite at a distance of over 16 metres. The changes in 'before' and 'after' accord with allowances set out in the BRE Daylighting & Sunlighting tests.

- 11.4 The current neighbours to west and east are in commercial use. The proposed building would represent a different form and use; so, the scheme has blank flank walls to each of the two blocks that lie adjacent to the common boundary. Thus, there would be little impact on the amenities of the adjacent commercial occupiers. Moreover, the proposals are laid out so as to not prejudice the amenities of potential future new occupiers.

- 11.5 The proposed layout seeks to address the need to facilitate further development of the immediately adjacent land to the west and east should those sites become available.

- 11.6 Thus, the siting of the service access road on the eastern side of the application site ensures the proposed building form provides a significant degree of separation from that site.

- 11.7 Whereas, on the western side, the proposed design suggests a form that would mirror it, having the six-storey front element on the frontage and the

four-storey part abutting the boundary at the rear and a space between to allow a similar scale and massing laid out alongside to create another block in the same alignment. Thus, this current application would not give rise to a detrimental relationship with any future development facing across the common boundary.

- 11.8 Subject to conditions, no objections are raised in terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019.

12.0 **Living conditions for future occupiers of the development**

- 12.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.

- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

- 12.3 There will be access from separate cores with stair and lift facilities to ensure safe circulation as appropriate.

- 12.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's current guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook.

- 12.5 Each of the flats would be served by private balconies. Additionally, there would be a communal garden and playspace, in the centre of the development. Natural surveillance of this area should ensure its safe use. Screening of the balconies should be conditioned to prevent overlooking of adjacent units and prevent the prejudicial development of adjoining sites. Additionally, the site lies a short walk from the southern side of the Bower Playing Fields, with the more extensive Salt Hill Park somewhat further afield. Overall, it is considered that the future occupants would have access to outdoor amenity space.

- 12.6 The site lies in an area where it would be necessary to ensure future end users are not subject to exposure to contamination. The Council's Scientific Officer has suggested conditions which are included at 19.0 below. No concerns have been raised regarding air quality.

- 12.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the

NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

**13.0 Crime Prevention**

- 13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 13.2 The scheme has been developed in conjunction with the Thames Valley Police Liaison Officer. So, the scheme comprises two blocks with separate access and full consideration for the "compartmentalisation" of the interior layout to minimise circulation. Access to each block would be gained from the internal street linking Mill Street and Fleetwood Road on the eastern side of the site. There would be secure external doors with wide approach zones and long sight lines thus providing a good level of natural surveillance.
- 13.3 Cycle storage would entail two separate facilities dedicated to Blocks A and B in proportion to the number of flats in each; so, there would be space for 34 cycles in that serving Block A and space for 28 cycles in that serving Block B. Both of these two rooms would be on the ground floor within the main entrance access foyer of the respective block.
- 13.4 As the scheme includes a dedicated public right of way between Mill Street and Fleetwood Road for pedestrians and cyclists, careful consideration has been given to sight lines and the layout of the surface and adjacent parts of the building to ensure there is a safe and unobstructed route.
- 13.5 Based on the above, and subject to the condition set out below, the proposal is considered to be in accordance with the requirements of Policy EN5 of the adopted Local Plan.

**14.0 Highways and Parking**

- 14.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework states that '*Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

- 14.3 Cycle parking is to be provided in accordance with the Council's standards. There would be two separate cycle stores; each with secure access from within the foyer/core reception areas of the two blocks.
- 14.4 The application site is located within a short walking distance of Slough railway and bus stations with a high level of public transport accessibility.
- 14.5 As such, it considered appropriate to apply a lower figure than the Council's standard for car parking provision in this case, as has been done in the vicinity of the application site on those sites at the junction of Stoke Road and Mill Street to the east.
- 14.6 The application proposes 29no. parking spaces at surface level. This produces a provision of 0.53 spaces. The Council's Parking Standards suggest one space per unit in out-of-Town Centre locations. However, for comparison, it should be noted that the proposals at Beacon House/The Foyer are being advanced on the basis of a ratio 0.5 and Vanburgh Court was approved on the basis of ratio of 0.56. So, although the proposal falls short of the standard set out in the development plan, the Developer's Guide SPD is clear that these standards should be applied flexibly for residential development in very accessible locations.
- 14.7 The provision of services and facilities for shopping and other needs are immediately available within the locality. Therefore, it is considered that the shortfall in off-street car parking in such a sustainable location would not lead to highways concerns. A condition preventing future residents from applying for Council parking permits has been included at 19.0 below.
- 14.8 Some aspects of the layout of the service access road would need to be resolved through condition, as there are outstanding issues of detail to ensure bollards and visitor cycle parking facilities are satisfactorily provided in a manner that does not impede access or lead to concerns for highway safety.
- 14.9 The inclusion of a pedestrian/cycle link between Mill Street and Fleetwood Road will enable sustainable modes of travel locally and thus contribute to an overall reduction in emissions and pollution. This environmental benefit will be enhanced by the inclusion of three EV charging points.
- 14.10 Based on the above, and subject to the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 **Affordable housing & Infrastructure**



15.1 A thorough and robust review of the applicant's viability statement by the Council's independent consultants, BPS, concluded that the proposals would not generate sufficient value to provide any contribution to affordable housing.

15.2 However, it is recommended that there should be Viability Review Mechanism under s.106 to ensure that future values would not lead to set of circumstances which may justify such a contribution.

16.0 **Drainage & Flooding**

16.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. According to the EA flood maps, the site is located in Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources.

16.2 As the site is located in Flood Zone 1, it does not have to undergo the Sequential and Exceptional tests.

16.3 The Flood Risk Statement concludes that the proposals are consistent with the NPPF. The site will not be at significant risk of flooding or increase the flood risk to others.

16.4 Changes in government legislation from April 2015, require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot increase from existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.

16.5 Discussions and exchanges with the Council's consultants, Hampshire CC, who act as the Local Lead Flood Authority, have not yet finalised the drainage strategy to accompany the proposals. As such, a condition is set out below to ensure the scheme meets with appropriate standards. Any update will be provided on the Amendment Sheet.

17.0 **Section 106 Requirements**

- 17.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. 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.
- 17.2 A draft Heads of Terms should include the following:
- 1) The dedication of a public right of way from Mill Street to Fleetwood Road for pedestrians and cyclists.
  - 2) The provision of 3 electric vehicle charging points.
  - 3) A clause relating to Euro VI vehicles passing through the AQMA.
  - 4) Section 278 Agreement obligations for the satisfactory implementation of the works to the access at Mill Street.
  - 5) A provision for Viability Review Mechanism to ensure any future contribution to affordable housing is identified.
- 17.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:
- (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.

18.0 **PART C: RECOMMENDATION**

- 18.1 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 s106 Agreement, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31 December 2019, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee

19.0 **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. 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).

#### 10. Boundary Treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. 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.

#### 11. 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.

#### 12. 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.

### 13. 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.

### 14. 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.

### 15. 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 polices), and the requirements of the National Planning Policy Framework 2019.

#### 16. 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 polices), and the requirements of the National Planning Policy Framework 2019.

#### 17. Refuse/recycling storage details

Prior to first occupation of the development, a management strategy (the 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.

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

#### 18. 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 polices), and the requirements of the National Planning Policy Framework 2019.

#### 19. 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.

#### 20. 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 polices), 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](mailto: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 door entry system has been assessed 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.