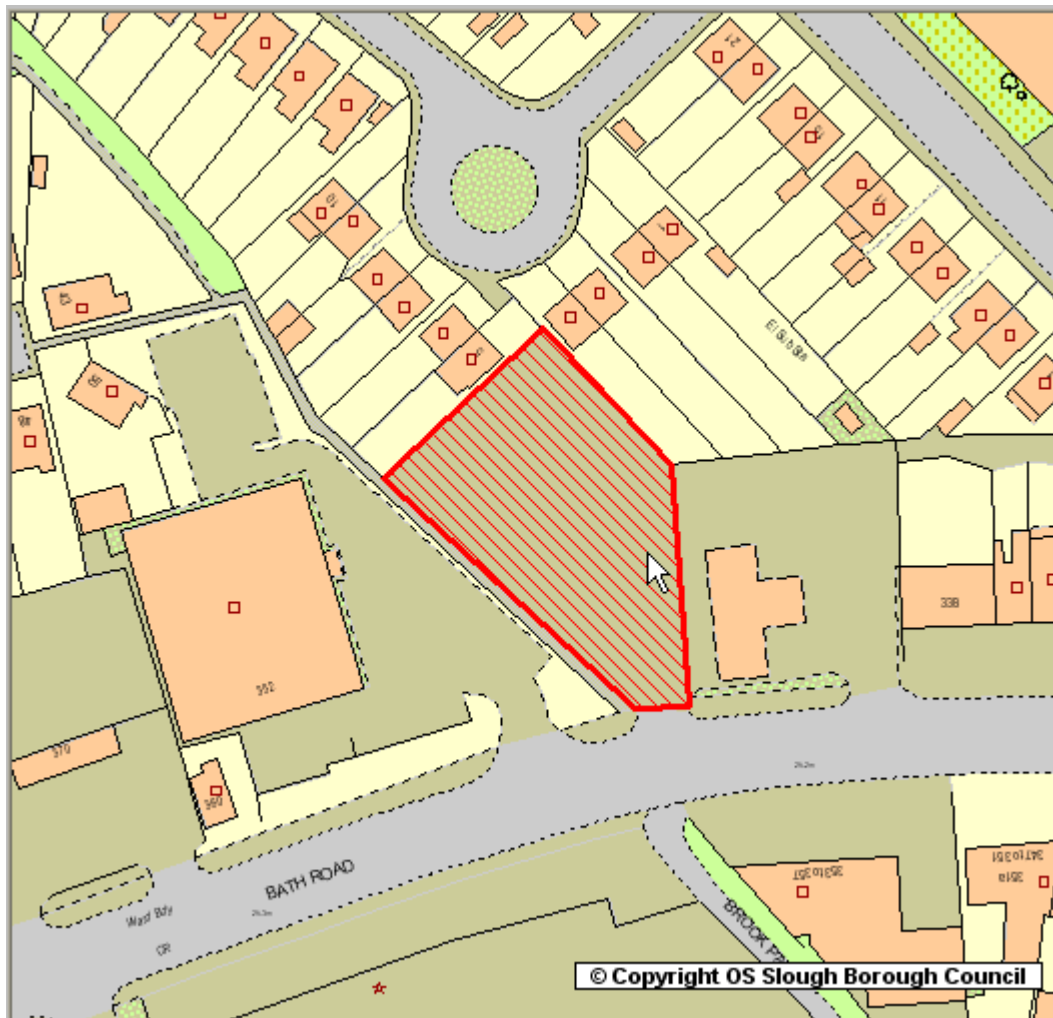


Registration Date:	17th January 2012	Applic. No:	P/00938/020
Officer:	Mr. Dymond	Ward:	Haymill
Applicant:	Mr. Asad Ali	Applic type:	<b>Full Planning</b>
Agent:	Mr. M. Seagrove, 75 The Crescent, SL1 2LJ	13 week date:	
Location:	342, Bath Road, Slough, SL1 6JA		
Proposal:	CHANGE OF USE TO INCORPORATE JET CAR WASH AND ERECTION OF COVERED AREA.		

**Recommendation: Delegate to the Head of Planning Policy and Projects for approval, subject to conditions and receiving no substantive objections from consultees.**



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application is being reported to the Planning Committee at the request of Councillor Wright on the following planning grounds:
- 1.2
- The location of the jet wash is inappropriate because the site is within a residential area.
  - The fact that cars were washed on this site some years ago does not constitute a relevant precedent because those car washes were infrequent. They were confined to a small number of car hire vehicles as and when those rental cars were about to be collected by clients.
  - The proposed car wash will intensify traffic in an already congested area and will create additional car queuing problems.
  - The proposed car wash will create increased noise and air pollution with particularly adverse effects on residents living in close proximity.
  - The significant increase in water and chemicals would exacerbate local drainage and flooding problems which Thames Water have been unable to resolve thus far.
  - The Government has asked all Local Authorities to formulate short-term and long-term plans to conserve water because droughts are predicted to become more numerous and more protracted. As Slough has an over-supply of car washes, and in light of Slough Borough Council's declared intention to pursue 'green environment' policies, this planning application is undesirable, inappropriate and contrary to Council declared policy.
- 1.3 Councillor Strutton has stated that he supports this issue being brought before the Planning Committee for discussion and would like to know the views of Environmental Health, Anti-Social and Highways.
- 1.4 The main concerns raised are how far the noise and waste water effects the residents nearest to the proposed jet wash and problems with traffic flow as the site is located very close to a busy A4 junction.
- 1.5 It is questioned whether there will be restrictions on operating hours so as to limit inconvenience, and noise and dirt pollution as would be caused by such a business so close to residential homes.
- 1.6 It is stated that the operation has no support from residents.
- 1.7 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning Policy and Projects for approval, subject to conditions and receiving no substantive objections from consultees.

## **PART A: BACKGROUND**

### **2.0 Proposal**

- 2.1 This is full planning application for the erection of a covered area in connection with the use of the site as a jet car wash.
- 2.2 The covered area would comprise the erection of a rigid metal frame bolted down to the existing tarmac surface which would be covered by a high grade plastic material to the roof and the sides.
- 2.3 The site is currently in use for the sale and display of used cars. It is understood that a jet wash is currently used at the site for the cleaning of vehicles that are displayed and sold at the site. The existing jet wash could therefore be considered to be ancillary to the main use of the site for the sale and display of cars as it relates to the preparation of vehicles prior to sale.
- 2.4 The applicant is however proposing to broaden the use of this facility to use it for both the washing of stock associated with the use of the site for car sales, as well as cars associated with/visiting nearby car-related businesses and passing trade.
- 2.5 The applicant submits that the washing facility would be used for the washing of stock associated with the use of the site for car sales for approximately half of the time, with the other half being for the washing of cars not on sale at the site. On this basis, it is considered that a composite use would be established in planning terms. In isolation, both jet washes and car sales on open land are considered to be sui generis uses meaning that they do not fall within any use class.
- 2.6 The applicant has stated that the time taken to wash a car on average is around 20-30 minutes. Based on an eight hour trading day, the applicant submits that the number of vehicles being washed is expected to be between 16 and 24.
- 2.7 There would be two full time employees associated with the proposal.

### **3.0 Application Site**

- 3.1 342 Bath Road is a 0.17 hectare site located to the west of the junction with Burnham Lane.
- 3.2 The site is currently occupied by a second hand car dealership and the site is in use for the display and sale of cars. The site is surfaced in concrete and tarmac. A modular building has been sited on the land. This building abuts the northern boundary of the site and is used as the site office.
- 3.3 The existing washing facility comprises a modest plastic storage unit, two

intermediate bulk carriers for water storage and a small generator unit on a movable trolley with a jet wash gun. The existing washing facility is situated adjacent to the fence with number 4 Brook Crescent, towards the rear of the garden.

- 3.4 There are residential properties beyond the northern and eastern boundaries of the site. To the north is the rear garden to 5 Brook Crescent. The flank wall of this property faces the application site and is situated around 1.2 metres off of the boundary.
- 3.5 To the east is the rear garden to the residential property of 4 Brook Crescent. The rear garden is 27 metres in depth. The property itself is situated towards the north eastern corner of the site.
- 3.6 Whilst there are residential properties situated to the north and east of the site, the character of the area is considered to be mainly commercial in nature and this part of Bath Road is fronted by a variety of commercial enterprises, a number of which are vehicle-related in nature.
- 3.7 The site is accessed off of Bath Road. There is a public footpath running along the western boundary of the site.

3.8 The site is located within flood zones 2 and 3.

#### 4.0 Site History

4.1 Relevant applications relating to the site are as follows:

P/00938/019 - ADVERTISEMENT CONSENT FOR DISPLAY OF ADVERTISEMENT BOARD TO FRONT OF SITE – Under consideration.

P/00938/018 - VARIATION OF CONDITION 1 OF APPEAL DECISION LETTER APP/J0350/A/100/1065809 TO EXTEND TEMPORARY PERMISSION FOR USE OF SITE FOR SALE AND DISPLAY OF MOTOR VEHICLES, CUSTOMER PARKING, TRANSPORTER FACILITIES AND FENCING, FOR A FURTHER 5 YEARS - Refused 10-Jan-2007. An appeal was made however this was subsequent appeal withdrawn.

P/00938/017 - REMOVAL OF CONDITION NO.3 OF APP/J0350/A/001065809 BY THE PLANNING INSPECTORATE. THE CUSTOMER PARKING AREA SHOWN ON PLAN 1532/PL/005/B SHALL BE MARKED OUT ON SITE AND RETAINED AT ALL TIMES FOR THIS PURPOSE. THE AREA SO MARKED SHALL NOT BE USED FOR THE SALE, DISPLAY OR STORAGE OF VEHICLES AT ANY TIME. - Approved with Conditions 27-Jul-2003.

P/00938/016 - CHANGE OF USE FOR THE DISPLAY AND SALE OF MOTOR VEHICLES, TOGETHER WITH CUSTOMER CARPARKING TRANSPORTER PARKING, PALISADE FENCING AND SECURITY

LIGHTING (RETROSPECTIVE) 3 YEAR LIMITED PERIOD PERMISSION  
– Application not determined.

Appeal made against non-determination (PINS ref.  
APP/J0350/A/00/1065809) allowed on 24<sup>th</sup> September 2001.

P/00938/015 - REDEVELOPMENT OF EXISTING SHELL PETROL  
FILLING STATION & VAN HIRE/ WORKSHOP/ VEHICLE STORAGE. TO  
PROVIDE CAR SHOWROOM - Withdrawn 06-Aug-2002.

P/00938/014 - VARIATION OF CONDITION NO. 6 OF PLANNING  
PERMISSION P/00938/009 TO ALLOW FILLING STATION TO  
OPERATE 24 HOURS - Refused 17-Dec-1997.

P/00938/013 - INTERNALLY ILLUMINATED SIGNS - Approved with  
Conditions 07-Sep-1995.

P/00938/012 - INSTALLATION OF JET WASH WITH PORTICO AND  
VACUUM FACILITY - Approved with Conditions 14-Sep-1995.

P/00938/011 - RETENTION OF ILLUMINATED AND NON-ILLUMINATED  
SIGNS. - Approved with Conditions 23-May-1994.

P/00938/010 - RELAXATION OF CONDITION NO. 6 OF PLANNING  
PERMISSION P/00938/009 DATED 19.11.84 CONCERNING OPENING  
HOURS OF FILLING STATION. - Refused 29-May-1990.

P/00938/009 - REDEVELOPMENT OF SITE WITH NEW PETROL  
FILLING STATION AND ASSOCIATED BUILDINGS - Approved with  
Conditions 19-Nov-1984.

P/00938/008 - INSTALLATION OF UNDERGROUND DERV STORAGE  
TANK - Approved with Conditions 23-Sep-1982.

P/00938/007 - ERECTION OF BUILDING FOR CAR HIRE, CLEANING  
AND MAINTENANCE AT 344 BATH ROAD, SLOUGH - Approved with  
Conditions 02-07-1979

P/00938/006 - ERECTION OF CAR HIRE AND CLEANING BUILDING  
AND RETENTION OF USE OF PREMISES FOR CAR HIRE PURPOSES,  
KENNING CAR HIRE, BATH ROAD, SLOUGH - Approved with  
Conditions 09-01-1978

P/00938/004 - ALTERATIONS TO EXISTING PETROL FILLING  
STATION TO PROVIDE SELF SERVICE FACILITIES AT KENNING CAR  
HIRE, BATH ROAD, SLOUGH - Approved 22-03-1976

P/00938/002 - INSTALLATION OF ILLUMINATED FASCIA SIGN, 344  
BATH ROAD, SLOUGH - Approved with Conditions 25-02-1970

P/00938/001 - PROPOSED CANOPY AND CAR SALES OFFICE, BATH ROAD, SLOUGH, BERKS - Refused13-10-1968

P/00938/000 - USE OF LAND FOR SALE, DISPLAY AND PARKING OF VEHICLES AT BATH ROAD, CIPPENHAM, SLOUGH - Approved with Conditions 18-11-1966

5.0 Neighbour Notification

5.1 1, 2, 3, 4, 5 Brook Crescent

3, 11, 13, 15, 17 Burnham Lane

351, 351a, 352, 353, 355, 336, 336a Bath Road

Nine objections have been received from 3, 4, 5 Brook Crescent and 1, 3, 11, 13, 15 and 17 Burnham Lane

- 5.2
- Noise pollution: constant use of the jet wash during the evening and weekends.
  - The site will be open late in the evening causing disturbance to local residents in summer.
  - Extra pollution (fumes and noise) of vehicles queuing and possible additional problems on the Bath Road, which is already heavily congested at the weekend with traffic using the retail park.
  - The use of chemicals near a residential area.
  - The site is used at present for the repairing of vehicles most days and evenings.
  - Erection of a canopy in such close proximity to the fence line would dramatically reduce the level of afternoon sunlight in the rear garden. No permanent structures such as buildings or canopies have been erected close to the boundary.
  - With prevailing winds, spray caused by high pressure hoses will cause detergents and chemical to cross garden.
  - Fine water droplets formed by high pressure spray equipment would be released into the atmosphere over garden, with a risk from the bacterial infection Legionnaires' disease.
  - Spray would come into garden which would make washing on line wet and dirty.
  - Structures built to house these proceedings rarely fully contain this vapour.
  - Loss of privacy especially to the residents of Brook Crescent and Burnham Lane.

Additional comments received in response to amended drawings raising the following concerns:

- Is the Hosepipe ban also applicable to this company;
- No toilet facilities are available on this site which is a concern to us;

- The change of canopy location is welcomed but does not alter the belief that the development is not desirable or necessary.
- Amended proposal makes minimal inroads into addressing residents' concerns.

Reference has been made to an article which appeared in the 11<sup>th</sup> May 2012 edition of the Slough Express. The objector has responded to quotes from the applicant featured in the article and has raised the following concerns:

- Is the retrospective application a disregard for planning law?
- Water tanks for cleaning are stored at the fence line and cars are washed a matter of feet away.
- To our knowledge there has never been a car or lorry wash on the site. Cars were washed using a bucket and sponge. The level of disturbance was negligible.
- Noise levels may not reach 110 decibels but do not dismiss the disturbance of the whooshing of spray jets against bodywork and the incessant droning of vacuum cleaners. There is often loud music on whilst work is being carried out.

## **6.0 Consultation**

### **6.1 Highways and Transport**

6.2 No objection. The parking layout is appropriate and there are therefore considered to be no highway impacts.

### **6.3 Environmental Protection**

- 6.4 If there is a change in the car washing or if a greater number of vehicles are going to be washed then Thames Water will need to be consulted to ensure that the company is not acting outside of its Trade Effluent Agreement.
- The Neighbourhood Enforcement Team was consulted about the erection of the canopy in March 2012. No complaints concerning noise nuisance etc had been received concerning this car wash prior to March 2012 and as there was no extension in hours etc proposed it was deemed that it was unlikely that the erection of the canopy would result in nuisance complaints, therefore no objections were raised to the application.
  - The car wash is already subject a Trade Effluent Agreement with Thames Water Utilities. This agreement allows them to discharge a limited amount of 'contaminated' water to the drainage system. Thames Water Utilities are responsible for ensuring the agreement is adhered to and maximum levels of 'contaminants' are not exceeded. I recommended that Thames Water be consulted prior to permission being granted.
  - Although I understand the residents concerns over Legionnaires Disease, it is highly unlikely to be a problem in this case. Legionella is a naturally occurring bacteria that can be found in low levels in rivers, lakes etc. Legionella does not multiply below temperatures of 20°C and problems generally occur when water is stagnant and certain other conditions are met. To my knowledge there have been no outbreaks of Legionnaires Disease linked to aerosols/sprays from car wash businesses. Therefore the car wash would present a relatively low risk.
  - Should the erection of the canopy lead to problems with noise etc the residents can register a complaint of Statutory Nuisance. Officers of the NET will then carry out an investigation into the complaint and can if necessary use their enforcement powers under section 80 of The Environmental Protection Act 1990.

6.5 Principal Engineer - Drainage and Lighting

6.6 No objection on flood risk grounds. Concerns may be raised by the Environment Agency regarding the proximity to the stream which is culverted as a surface water sewer under the footpath to the west of the site.

6.7 Environment Agency

6.8 Comments requested. An update will be provided on the Committee amendment sheet.

6.9 Thames Water



6.10 Comments requested. An update will be provided on the Committee amendment sheet.

6.11 Health and Safety Executive

6.12 Comments requested. An update will be provided on the Committee amendment sheet.

## 7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

### The National Planning Policy Framework

Building a strong, competitive economy

Promoting sustainable transport

Requiring good design

Promoting healthy communities

Meeting the challenge of climate change, flooding and coastal change

### The Technical Guidance to the National Planning Policy Framework

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

Core Policy 1 – Spatial Strategy

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 12 – Community Safety

### The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

### Other relevant documents

Slough Borough Council Developer's Guide Part 1-4

7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the principle of the proposed development, design and impact on the street scene, potential impact on neighbour amenity, transport and highway matters, and drainage and flood risk issues.

## 8.0 **Principle of the Proposed Development**

8.1 The proposal is to provide a covered area for a jet car wash in connection

with the change of use of the site to allow for the washing of cars associated with the existing car sales business as well as those from outside of the site.

- 8.2 The recent planning history relating to the site and the neighbouring land to the east is set out above.
- 8.3 The site has been used for vehicle-related commercial uses for a number of years. More recently, there was a former petrol filling station located at 340 Bath Road. A van and car hire depot was located at 344 Bath Road.
- 8.4 In June 2000, the petrol filling station was acquired by a car sales business. Following the demolition of the former petrol station kiosk and the removal of the petrol pumps, this site was used for the display and sale of motor vehicles.
- 8.5 In January 2001, the use of 344 Bath Road as a van and car hire depot ceased and this land was also used for the display and sale of motor vehicles by the same operator.
- 8.6 The use of these sites for the display and sale of motor vehicles was the subject of a planning appeal. That appeal was allowed and permission was granted for a temporary period. An application has subsequently been approved to remove conditions imposed on this decision.
- 8.7 It should therefore be noted that the application site and the adjacent site have a history of vehicle-related commercial uses.
- 8.8 It should also be noted that permission has previously been granted at the adjacent site when it was in use as a petrol filling station for the provision of a jet wash and vacuum facility under application P/00938/012. This facility would have been used by customers and the general public in connection with the former use of the site as a petrol filling station.
- 8.9 In terms of the acceptability of the principle of the proposal, it is considered that the use would be acceptable. The area is considered to be mainly commercial in nature and this character was acknowledged by the Inspector in their consideration of a previous planning appeal relating to the site.
- 8.10 The existing jet wash is considered to perform an ancillary function insofar as it relates to the normal activities of cleaning and vehicle preparation which would typically be found at a site used for the display and sale of cars.
- 8.11 The proposal would in effect formalise the location of the washing facility, provide a permanent structure to contain the activity, and also allow for other vehicles to be cleaned on the site when the jet wash was not required to be used for the washing of cars associated with the use of the site for car sales.

8.12 The proposal is considered to provide an opportunity for appropriate controls relating to the activity to be imposed. The proposal is not considered to constitute a significant perceptible change in the nature of the use at the site.

## 9.0 **Design and Impact on the Street Scene**

9.1 The covered area would comprise the erection of a rigid metal frame bolted down to the existing tarmac surface which would be covered by a high grade plastic material to the roof and the sides. The structure would be open at either end to allow vehicles to enter and leave the washing area.

9.2 The size of the structure would be 8 metres in length by 5 metres in width. The height of the structure would be 2.8 metres.

9.3 In design terms, it is considered that the proposal would be of an acceptable appearance. It would thus comply with policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

## 10.0 **Potential Impact on Neighbour Amenity**

10.1 A number of objections have been received from neighbouring residents. The concerns raised are set out in detail in the above consultations section. A number of the concerns raised relate the current and potential impact of the proposed use on their amenity.

10.2 The main areas for consideration in relation to the impact on neighbour amenity are considered to be as follows:

- Noise from the jet wash
- Noise and pollution from vehicles using the jet wash
- Containment of water and spray drift
- Potential impact on health

10.3 The washing of cars in preparation for their display and sale is currently being carried out on the site. The operation of the existing jet wash has been observed on site.

### 10.4 **Noise from jet wash**

10.5 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 states that development shall not give rise to unacceptable levels of pollution including noise.

- 10.6 The National Planning Policy Framework states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts.
- 10.7 When considered in the context of the commercial character of the area and the busy nature of the Bath Road fronting the site, it is considered that the noise which would be generated by the proposal would not be unduly detrimental.
- 10.8 In order to define the nature of the use and secure appropriate long term noise mitigation measures, it is proposed to recommend a condition requiring the submission of a scheme to control/reduce noise emanating from the development for approval.
- 10.9 The potential impact arising from the use of the jet wash could also be controlled through a condition limiting the hours of operation. This would ensure that the use is not carried out in the evening or during the night when the potential to give rise to significant detriment would be greater by reason of the lower background noise levels in the vicinity.
- 10.10 It should be noted that despite these safeguards which are considered to satisfactorily address the noise issues, were the jet wash to lead to perceived problems with noise, a complaint of Statutory Nuisance could be registered. Officers of the Neighbourhood Enforcement Team would then carry out an investigation into the complaint and can if necessary use their enforcement powers under section 80 of The Environmental Protection Act 1990.
- 10.11 **Noise and pollution from vehicles using the jet wash**
- 10.12 It is not considered that the noise and pollution resulting from cars using the jet wash would be unduly detrimental to the amenity of neighbouring residents. It should be noted that the site is currently used for the display and sale of cars and vehicle movements within the site are not, and could not reasonably be subject to control. When considered in the context of the existing use, the commercial nature of the area and against the background noise levels of the busy Bath Road, it is not considered that vehicles using the jet wash would give rise to unacceptable noise or pollution.
- 10.13 **Containment of water and spray drift**
- 10.14 Concerns have been expressed in objections received regarding the impact on neighbour amenity as a result of water droplets and mist being blown over neighbouring residential properties and falling on adjacent gardens.
- 10.15 It is stated that this is as a result of the nature of the existing jet wash and its close proximity to the boundary with the neighbouring property, notably 4 Brook Crescent.

- 10.16 Whilst these concerns are noted, the proposal would involve the provision of a covered area. This covered area would be enclosed to the roof and the sides. It is considered that this would limit significantly the potential for spray drift.
- 10.17 Furthermore, the location of the proposed car washing enclosure has been amended. The proposed position of the jet wash covered area has been relocated to the south and would now be sited adjacent to eastern boundary of the site, opposite the neighbouring car sales business.
- 10.18 The amended location of the covered area, coupled with the enclosed nature of the covered area is considered to limit against the potential for spray drift and the water used in connection with the jet wash would be adequately contained such that it would not have an undue detrimental impact on adjoining occupiers.
- 10.19 Whilst the concerns of local residents regard the potential impact on their amenity are noted, it is considered that the proposal would not be unduly detrimental and that conditions could adequately control the potential adverse impacts arising from the use.
- 10.20 **Potential impact on health**
- 10.21 The National Planning Policy Framework states at para. 120 that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.
- 10.22 Concerns have been expressed in representations received regarding the potential impact arising from airborne water droplets and the risk of Legionnaires' disease.
- 10.23 The Council's Environmental Health officer has commented that the potential risk is highly unlikely to be a problem in this case. Legionella is a naturally occurring bacteria that can be found in low levels in rivers, lakes etc. Legionella does not multiply below temperatures of 20°C and problems generally occur when water is stagnant and certain other conditions are met.
- 10.24 The Council's Environmental Health officer has stated that there have been no outbreaks of Legionnaires Disease linked to aerosols/sprays from car wash businesses. Therefore the car wash is considered to present a relatively low risk.
- 10.25 The potential impact on neighbour amenity is therefore considered to be acceptable and the proposal would therefore comply with Core Policy 8 of

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

#### 11.0 **Transport and Highways**

- 11.1 The applicant is proposing a one way system and the proposed layout out of the internal vehicular circulation has been shown on the submitted block plan.
- 11.2 Vehicles would enter the site using the existing access off of Bath Road. A clockwise route around the site would then be followed, between the rows of parking bays, to the jet wash facility which would be sited adjacent to the eastern boundary. Cars would then leave the site using the Bath Road access.
- 11.3 The Council's Transport consultant considers that the parking layout is appropriate and no highway impacts are therefore foreseen.

#### 12.0 **Drainage and Flood Risk**

- 12.1 The Council's Drainage Engineer has been consulted. It is considered that there are no objections on flood risk grounds. It is however noted that the site is in close proximity to a culverted stream.
- 12.2 The proposal would involve the disposal of trade effluent. The applicant has submitted a copy of their low volume consent for the discharge of trade effluent from Thames Water. Thames Water have been consulted and their comments will be reported on the Committee amendments sheet.
- 12.3 The site is located within flood zones 2 and 3. The Environment Agency have been consulted. Their comments will be reported on the Committee amendments sheet.
- 12.4 An update will therefore be provided in respect of drainage and flood risk matters.

#### 13.0 **Summary**

- 13.1 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that following the consideration of any additional comments received from consultees, the application be approved subject to conditions.

### **PART C: RECOMMENDATION**

- 14.0 Recommendation

14.1 **Delegate to the Head of Planning Policy and Projects for approval, subject to conditions and receiving no substantive objections from consultees.**

14.2 **PART D: LIST OF CONDITIONS**

CONDITIONS:

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

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

(a) Drawing No. MP/2012, Dated Jan 2012, Recd On 24/04/2012

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. The jet wash hereby permitted shall not be open to members of the public / customers outside the hours of 09:00 hours to 17:00 hours on Mondays - Fridays, 10:00 hours to 17:00 hours on Saturdays, and the jet wash hereby permitted shall not be open to members of the public / customers on Sundays and Bank/Public Holidays.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

4. No amplified public address systems, sound systems or loudspeakers shall be used at the site at any time.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

5. No development shall commence 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 in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. No development shall commence until a scheme for the disposal of surface water and trade effluent arising from the jet wash hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, surface water and trade effluent arising from the jet wash shall be disposed of in accordance with the approved scheme, unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that the surface water drainage arrangements are sufficient in the interests of drainage and flood risk in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. Prior to the development hereby approved first being brought into use, the alterations to the existing points of access between the application site and the highway shown on deposited plan No. MP/2012, Dated Jan 2012, Received 24/04/2012 shall be carried out and retained in that form thereafter.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

8. Prior to the development hereby approved first being brought into use, 2.4m by 2.4m pedestrian visibility splays shall be provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.



9. Prior to the jet wash hereby approved first being brought into use, the parking bays and internal access roads shall be marked out as shown on deposited plan No. MP/2012, Dated Jan 2012, Received 24/04/2012 and retained in that form thereafter.

REASON In the interests of highway safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10. Prior to the jet wash hereby approved first being brought into use, the covered area shall be enclosed to the sides and roof as shown on deposited plan No. MP/2012, Dated Jan 2012, Received 24/04/2012 and detailed in the submitted Design and Access Statement, and retained in that form at all times thereafter

REASON In the interests of minimising the potential for spray drift arising from the jet wash to safeguard neighbour amenity in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

11. No development shall commence until a scheme to control/reduce noise emanating from the development (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented on site prior to the jet wash hereby approved first being brought into use and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

12. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the National Planning Policy Framework.

#### INFORMATIVES:

1. 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.
2. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN5, T2 and T8 of The Adopted Local Plan for Slough 2004 and 1, 5, 6, 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, The National Planning Policy Framework and Technical Guidance to the National Planning Policy Framework

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.