

PLANNING COMMITTEE

31st October 2018

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

Update to Consultation Comments

1.1 Highways – have some major concerns regarding this application based on the information submitted which I have detailed below.

This application proposes 8no 2 bedroom flats on a garage site which is currently in use. The 8no flats require 1.75 parking spaces and 1no secure cycle parking space per dwelling which equates to 14no car parking spaces and 8no cycle parking spaces which I confirm have been provided.

My concerns lie with: [a] the layout of the parking; and, [b] the loss of existing residents parking and the displacement of this parking which I have detailed below:

Parking Layout

The 3no parking bays within the undercroft appear to be undersized and therefore not easily accessible and fit for use. Parking bays must normally be a minimum of 2.4x4.8m which means these bays would have to be at least 7.2m however the plans indicate that the width within the undercroft is only 6.8m due to the pillars impinging on the available width and limiting access due to a shortfall of 400mm which does not comply with the minimum parking bays requirements. Furthermore where bays are situated against a solid upright feature such as a wall as is the case here, we require the end bays to be oversized by 300mm meaning the overall width of the undercroft should be 7.8m, the overall width is 800mm short of this. The applicant will need to address this issue, potentially by enlarging the width of the undercroft section.

Loss of garages/parking

The proposal will lead to a clear loss of car parking spaces. No usage data of the garages has been provided and I would expect the applicant to arrange a 24 hour survey for a minimum of a 7 day period to ascertain further information on the current usage of the garages. Without this information I cannot assess the application and the impact it will have to existing users and the surrounding highway network.

Displacement of Parking

The applicant has suggested that tenants of the garages will be relocated to other vacant garages in the area however no information has been submitted to support this. We would need to understand where the proposed vacant garages are located and if they are suitable in terms of location and distance from their properties. If the garages are not in the direct vicinity, they will not be used for parking as it will be inconvenient and mean the parked vehicles are not overlooked. Whilst such an approach may be slightly more acceptable for instances where garages are being used for storage it is unlikely to be suitable measure for car parking. If this is the case then this will increase the demand on on-street parking in an area where there is already very little capacity to support further on-street parking. I am also minded that an existing garage site very close to this site was recently approved for development which has meant a loss of parking in the area but that application did provide some parking on site for residents in an attempt to offset against the loss of garages. This proposal does not take into account the

displacement of parking from the garages due to this proposal and does not re-provide any level of parking on site for existing residents.

Due to the reasons above, I believe this proposal is premature as it lacks key information and furthermore has not taken into account the inconvenience and impact to existing residents and the added burdens it will create on the highway network through increased levels of on-street parking where demand is already very high and there is very limited capacity for additional car parking and therefore I recommend this application be refused on these grounds.

Officer Comment: re: (a) the infringement is marginal and could be addressed in further detailed design; and, (b) the applicant is seeking to address the issue of loss of existing parking through offering alternative facilities close-by, which would be the subject of discussions with individual occupiers.

No change to recommendation.

1 Amendment to Planning Committee Agenda

- 1.1 Within the contents of the agenda the site is identified as being within Central Ward. For clarity please note that this site is within Chalvey Ward.

2 Update to Consultation Comments

- 2.1 **Environmental Quality** - The LAeq,16h at the façade facing Windsor Road was 70 dB, so a minimum 35 dB is required for noise levels to be suitable for residential development. Bedroom noise reduction requirements are also controlled by L_{max} events from pass-by events. The L_{max} was recorded at 83 dB, therefore a reduction of 38 dB is required for bedrooms. To achieve this, suggested mitigation includes double or secondary glazing for noise sensitive rooms, potentially with 'special acoustic double or secondary glazed windows' for worst cases. This can only be achieved when the window is closed, therefore ventilation is also required. Sharps Redmore Acoustic Consultants has suggested air bricks, wall vents or trickle vents, but no information on the acoustic qualities of these mitigation measures has been provided.

However, the development site is in close proximity to an Air Quality Management Area (AQMA 4) which breaches Air Quality Objectives for NO₂. Windsor Road data suggests the area has also been breaching EU limits for NO₂ (40µg/m³), therefore air quality needs to be considered at the building façade. If ventilation is to be installed, there is risk of subjecting residents to poor air quality. There is potential to install air vents which pull air from behind the building, away from traffic emissions, however an air quality assessment is required to determine existing levels affecting the façade.

For these reasons, I suggest two conditions.

1. An air quality assessment shall be undertaken to determine the existing concentrations of NO₂ on the building façade and this, alongside details of mitigation measures required to ensure that the residential units within the development do not breach the National Air Quality Objectives for NO₂ (40µg/m³) in accordance with the Air Quality Standards Regulations 2010 (including, where applicable, details of mechanical ventilation and filtration from air inlet to provide cleaner air for the residents where facades to residential units are predicted to exceed the NO₂ objective), shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The mitigation measures outlined and approved shall be installed on site prior to first occupation of the development and shall be maintained in a working condition at all times thereafter.

Reason: To ensure residents are not subjected to poor air quality in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

2. Prior to the commencement of the development, the specific details relating to the acoustic windows, acoustic doors and acoustic ventilation to be installed on the development to protect against environmental noise in order to ensure maximum internal noise levels of LAeq 35dB and L_{MAX} 45 dB are not to be exceeded, are secured within each affected residential unit, as identified in the acoustic report

(1717176 by Sharps Redmore, dated 29/03/2018) shall be submitted to and approved in writing by the Local Planning Authority. The sound insulation and ventilation measures as agreed shall be installed on site prior to first occupation of the development and shall be maintained in a working condition at all times thereafter.

Reason: To ensure that adequate noise reduction measures are installed within the development to ensure adequate living conditions for future occupiers in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008..

2.1a Officer Comment: These shall be added to the list of conditions, no change to recommendation.

2.2 **Environmental Protection** – No comments received.

No change to recommendation.

1 Update to Consultation Comments

- 1.1 **Environmental Quality** - The LAeq,16h at the façade facing Windsor Road was 70 dB, so a minimum 35 dB is required for noise levels to be suitable for residential development. Bedroom noise reduction requirements are also controlled by LAmx events from pass-by events. The LAmx was recorded at 83 dB, therefore a reduction of 38 dB is required for bedrooms. To achieve this, suggested mitigation includes double or secondary glazing for noise sensitive rooms, potentially with 'special acoustic double or secondary glazed windows' for worst cases. This can only be achieved when the window is closed, therefore ventilation is also required. Sharps Redmore Acoustic Consultants has suggested air bricks, wall vents or trickle vents, but no information on the acoustic qualities of these mitigation measures has been provided.

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Reason: To ensure that adequate noise reduction measures are installed within the

development to ensure adequate living conditions for future occupiers in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008..

1.1a Officer Comment: These shall be added to the list of conditions, no change to recommendation.

1.2 **Environmental Protection** – No comments received.

No change to recommendation.

1 Amendment to front page – correction to plotted red edge



2 Update to Consultation Comments

6.10 Colnbrook with Poyle Parish Council – no objections

1. Update to Consultation Comments

- 1.1 Contaminated Land – No conditions required.
- 1.2 Transport and Highways – As no changes are proposed to the existing pedestrian or vehicular access to the site or existing car parking as a result of the proposals, and the intention is for the canopy to provide a covered area for delivery vehicles to be loaded and unloaded only, I confirm that we have no objections on highways grounds.

2. Part D: Conditions and Informatives

- 2.1 Condition 3 – Details of materials have now been submitted. Condition 3 to be altered to:

‘The materials to be used in the development shall be ‘Plastisol Goosewing Grey’ with Solar Reflectance Index of 22 as outlined within email dated 29/10/2018 at 12:53 from Jason@smart-space.co.uk, unless otherwise agreed in writing by the Local Planning Authority.

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.’

Heritage Assets

Members are reminded that the Queensmere application was reported to the Planning Committee on 26th November 2015 and delegated to the planning manager subject to the completion of a Sec 106 (not yet signed). As a result it has been agreed in principle. The site has, however, been sold and the current owner may want to pursue a different proposal.

It should be noted that Historic England in their reply dated 20 November 2017 stated:-

“Given that the proposals would compromise an important view we conclude that the significance of both the Castle and the Park would be harmed and the level of harm is sufficiently high for this to be a material consideration when assessing this application. As the wire line probably over-exaggerates the impact of the proposals it would be helpful to have a photorealistic render of the proposed development prepared to give a better idea of what the impact on this view might be. **The HTVIA also correctly points out that this issue already arises in schemes for which a resolution has already been given to grant planning permission.** However, while it is true that the Queensmere scheme also breaks the skyline in this view but the tallest elements of this appear further away from the Castle so do not have such a marked impact. In our view the proposals would significantly increase the harm of the Queensmere scheme by bringing tall buildings closer to the Castle”.

Historic England therefore clearly assessed the impact on the setting of the Listed Building on the basis of potential development coming forward.

It is also worth noting that BEAMs, the councils heritage advisor was sent the correspondence from Historic England.

Highways issues

The agents have supplied a reply (received today) answering concerns raised by the councils highways consultant about the modelling.

The technical note provides details of the areas where Atkins considered amendments should be made to the LINSIG models and addresses the following:

- Model Construction
- Geometric Parameters
- Signal Timings/Controllers
- Modelled Demand Flow Input
- Validation

The agents consider that the additional information in the technical note will answer the queries raised and will mean that there is no need to carry out further modelling. This will be considered by the Councils highways consultant.

Revised List of Draft Conditions

1. Time Limit

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

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

2. Approved Plans

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

List of drawings needs to be completed.

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. Design and materials of buildings

Before the commencement of development details of the design, construction and material of the proposed buildings, shall be submitted to and approved in writing by the Local Planning Authority. The details should include:

- Sample panels of all proposed external wall finishes including piers, lintels, panels and cladding
- Details of Windows and doors, to include the depth of reveal, method of opening, details of head and side casing and cills
- The submitted details shall be at a scale of not less than 1:20 and sample elevations and horizontal/vertical frame sections (including sections through glazing bars) at not less than 1:2.

Once approved the panel(s) shall remain on site for inspection until the completion of the relevant phase of the development for comparison. The development shall only be carried out in accordance with the approved sample panel(s).

4. Hard and soft Landscaping and Landscape maintenance.

Before the commencement of any operations following site preparation and excavation works, full details of both the hard and soft landscape proposals to include:-

- Details of the treatment of all open spaces associated with the development including communal amenity space and private amenity space
- Demonstrate how the overall landscaping measures are entirely consistent with the agreed wind mitigation measures(as shown on Drawing Number 1271-HED-DWG-1006 rev05 received 5 July 2018)
- Soft landscaping, including numbers and types of species to be planted and how the type of planting will enhance biodiversity (as mentioned in the Preliminary Ecological Appraisal by PJC Consultancy Ltd dated 10 Feb 2017);
- Enclosures, including but not limited to types, dimensions and treatments of walls, fences, screens barriers, rails, retaining walls and hedges;
- Details of hard landscaping, including but not limited to types, dimensions and treatments of paved areas, paths and rights of way;
- Details of street furniture, including wayfinding signage, and details of the maintenance of any such furniture;

- Details of external lighting including details of fixtures for street lighting, lighting of open spaces, external lighting of buildings and non-residential ground floor units, hours of operation of lighting and lux levels;
- Details of any other landscaping features forming part of the scheme.
- A Landscaping Management Scheme The landscaping shall be managed in accordance with the approved scheme.

shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall be implemented in accordance with the approved details. All planting, seeding or turfing approved shall be carried out in the first planting and seeding season following the first occupation of the relevant phase of the development. Any trees or plants which, within a period of 10 years after planting, are removed, die or become seriously damaged or diseased in the opinion of the Local Planning Authority, shall be replaced in the next available planting season with others of similar size, species and number, unless otherwise agreed in writing by the Local Planning Authority.

5. Surface Water

The surface water control measures shall be carried out in accordance with the following details:-

- Campbell Reith Flood Risk Assessment 12584 F1
- Campbell Reith Surface Water Management Plan 12584 F1
- Campbell Reith Email dated 30th August 2018

The surface water control measures shall be retained thereafter and the drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON 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.

6. Drainage Strategy

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

7. Piling Method Statement

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

piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

8. Impact Studies of water supply

Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

9. Water Abstraction Source

Development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason - To ensure that the water resource is not detrimentally affected by the development.

10. Foundation Design

Development shall not commence until further information on foundation design has been submitted to the Local Planning Authority in consultation with Thames Water, for detailed consideration. This will include:-

- a. the methods to be used
- b. the depths of the various structures involved
- c. the density of piling if used and
- d. details of materials to be removed or imported to site.

More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason - to better assess the risk to water resources from the construction of the foundations.

11. Detailed Foul Water Drainage Strategy

Development shall not commence until a detailed foul water drainage strategy has been submitted to and approved by the Local Planning Authority in consultation with Thames Water. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy.

Reason: In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the proposed development, a drainage strategy must be submitted detailing the foul and surface water strategies.

12. 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.

13. Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development. In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

Reason: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

14. Prior to the plant, machinery and equipment hereby approved first being brought into use, a BS4142 (2014) Noise Assessment shall be submitted to the Local Planning Authority for approval in writing. The noise rating level emanating from the proposed plant and equipment shall not exceed 0dB above the existing prevailing background levels that exist in the absence of the development and calculated 1m from the nearest residential boundary. Once approved, the plant and equipment shall be operated in accordance with the approved Noise Assessment.

REASON To protect the residential amenities of the area and prevent nuisance arising from noise and to accord with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan

15. Secure by Design

No part of the development hereby permitted shall be occupied until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design Gold Award' accreditation will be achieved 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 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026

16. Refuse Management Plan

Prior to first occupation of the development, a 'refuse management 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 'refuse management strategy' shall include the annotation of the separate general waste and recyclable bin stores. 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.

17. Provision of car parking and cycle parking

The development shall not be occupied until the car parking spaces and cycle stores have been provided in accordance with approved plans. The car parking spaces and cycle store shall be retained thereafter at all times unless otherwise agreed in writing by the Local Planning Authority.

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

18. Car Parking Management Strategy

Prior to the occupation of the residential development a Car Parking Management Strategy shall be submitted and be approved in writing by the local planning authority. The Car Parking Management Strategy shall govern the allocation of car parking spaces, including the wheelchair accessible spaces for the lifetime of the development. All car parking spaces shall remain exclusively for use by occupants of the residential units for the duration of the lifetime of the development.

Reason:- To ensure that there is adequate car parking available for residents of the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

19. Energy

The energy efficiency and renewable technologies in respect of the two residential blocks of flats shall be implemented in accordance with proposals set out in the Energy Statement prepared by Watkins Payne dated September 2017 and retained for so long as the development exists.

Reason:-

20. BREEAM for Hotel

Prior to first occupation of each of the non-residential parts of the Development buildings hereby approved, a BREEAM Final (Post-Construction) Certificate, issued by the BRE (or equivalent authorising body), must be submitted to the Local Planning Authority and approved in writing to demonstrate that a Very Good rating has been achieved for each non-residential building, unless otherwise agreed in writing, for the non-residential part of the development. All the measures integrated shall be retained for as long as the development is in existence.

Reason:-

21. Environmental and Working Method Statement

No development shall begin until details of a scheme (Environmental and Working Method Statement) to control the environmental effects of construction work and ensure that the development is not detrimental to highway and pedestrian safety has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- control of noise
- control of dust, smell and other effluvia
- control of surface water run off
- site security arrangements including hoardings
- proposed method of piling for foundations
- construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- the route of construction traffic to the development
- the use of vehicles 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.
- Considerate construction certification
- Phasing / Timings plan
- Construction access;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.
- Details of crane lift plan and operation

- Temporary construction access points

The development shall then be carried out in accordance with the approved scheme for the duration of the construction works or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the 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, and the National Planning Policy Framework and to minimise danger and inconvenience to highway users

22. The building operations required to carry out the development hereby permitted shall only be carried out within the following times and not at all on Sundays and Bank Holidays:-
- 8.00 am to 6.00 pm Monday to Friday
 - 8.00 am to 1.00 pm on Saturdays

Any hammer-driven piling or impact breaking out of materials carried out in pursuance of this permission shall be carried out only between the hours of 10.00 am to 4.00 pm Mondays to Fridays and shall not take place at any time on Saturdays, Sundays and Bank Holidays.

Reason:-

23. Ecology Measures
The development hereby approved shall only be carried out in accordance with the mitigation measures detailed in the Preliminary Ecological Appraisal by PJC Consultancy Ltd dated 10 Feb 2017 and unless otherwise agreed in writing by the Local Planning Authority, the above identified mitigation measures shall be retained in perpetuity.

Reason:-

24. Details of external building equipment
Before the commencement of any operations following site preparation and excavation works details and drawings of all proposed vents, flues, downpipes, satellite dishes, all roof plant and machinery, lift over-runs shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the agreed details.

Reason:-

25. Cleaning Gantry Equipment
Any cleaning gantry equipment erected in connection with the development shall be designed so that it is fully retractable behind all sections of the facing edges of the building on which it is placed. The gantry shall be kept fully retracted when not in use.

Reason:-

26. Lifts
All lifts serving the residential uses hereby permitted shall be installed as shown on the approved plans. All lifts approved shall be operational prior to the first occupation of the

respective residential access cores. All lifts approved shall be retained and maintained in an operational condition for the lifetime of the development.

Reason:-

27. A1, A2 and A3 uses

Notwithstanding the Town and Country Planning (General Permitted Development) (England) Order, the units hereby approved for A1, A2, and A3 purposes shall only to be used for these uses and no other purpose. Before any such space is occupied, a plan shall be submitted to and approved in writing by the local planning authority to confirm the nature of the use and to define the extent of any ancillary outdoor area for the use. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason:-

28. Details of shop fronts

Prior to the first occupation of the spaces marked on the approved plans as 'retail', full details of the proposed shop fronts for the applicable non-residential unit shall be submitted to and approved in writing by the local planning authority, including details of the following:

- Detailed drawings at scale 1:20 (including sections) of the proposed shop fronts;
- Detailed drawings at scale 1:20 of the proposed area for signage;
- Details of the proposed materials for the shop front; and Details of any security measures.

The development shall be carried out in accordance with the approved details.

Reason:-

29. Hours of opening A1, A2 and A3 uses

Any A1, A2, or A3 use hereby permitted shall not open to the public outside the hours of:

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- 07:00 – 23:00 Monday to Saturdays
- 10:00 – 23:00 Sunday and Bank Holidays

Reason:-

30. Extraction of fumes and odours

None of the approved non-residential uses shall commence until a scheme for the extraction and treatment of fumes and odours generated from cooking or any other activity associated with any of those non-residential units has been submitted to and approved in writing by the local planning authority. Any equipment, plant or process approved pursuant to such details shall be installed prior to the first use of the premises and shall be operated and retained in accordance with the approved details and operated in accordance with manufacturer's instructions.

Reason:-

31. Gymnasiums

Notwithstanding the Town and Country Planning (General Permitted Development) (England) Order, the gymnasiums shown within the hotel and the residential block shall be used as gymnasiums only and for no other purpose.

Reason:- Crime and Safety and to be provide recreational facility for the flats

32. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order (as amended), the two residential buildings shall only be used as Build to Rent accommodation and for no other purpose.

Reason:

REASON To define the use and in the interests of the amenities of the area and future occupiers in accordance with Core Policies 4 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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.
3. 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.
4. 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.
5. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
6. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
7. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that

the surface water discharge from the site shall not be detrimental to the existing sewerage system.

8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
9. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
10. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
11. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.