

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

DEVELOPMENT CONTROL PANEL

21 July 2021

Item: 4

Application No.:	21/01419/FULL
Location:	Star House 20 Grenfell Road Maidenhead SL6 1EH
Proposal:	Extension, alterations and refurbishment of existing building (Use Class E).
Applicant:	Legal & General Assurance (Pensions Management) Ltd
Agent:	Mr Gary Stevens
Parish/Ward:	Maidenhead Unparished/St Marys
If you have a question about this report, please contact: Susan Sharman on 01628 685320 or at susan.sharman@rbwm.gov.uk	

1. SUMMARY

- 1.1 The application site is located within the Maidenhead Town Centre boundary and as such is in a location where the adopted development plan indicates additional and improved employment generating floorspace should be situated. In addition, Policy ED1 of the emerging Borough Local Plan encourages the delivery of a flexible supply of high quality employment floorspace by utilising existing employment areas and promoting a more intensive use of these sites through the recycling, refurbishment and regeneration of existing older or vacant stock. The principle of the proposed development is therefore acceptable.
- 1.2 The proposal will result in significant improvements in the architecture and immediate surroundings of the office building, particularly on its southern frontage, enhancing the quality of a key gateway into Maidenhead Town Centre. The Council's Conservation Officer has advised that the proposed alterations to the existing office building would not harm the significance of the grade II listed Clock Tower positioned to the south of the site but would change its setting, acknowledging however that this has already been heavily altered in recent years and will change further in the future as it includes recently approved schemes such as The Landing.
- 1.3 There are no objections from the Highway Authority, Lead Local Flood Authority or Environmental Protection and the development will not result in any loss of amenity to neighbouring residential properties.
- 1.4 The proposed development would achieve a 39% reduction in carbon emissions through a combination of passive design and energy efficiency measures and the implementation of low and zero carbon technologies. In addition, the development will incorporate photovoltaic (PV) panels and Air Source Heat Pump (ASHP) technology, which will collectively support approximately 39% of expected total energy demand of the building.
- 1.5 Overall, the proposal is considered to be a good example of sustainable development that is supported by development plan policies, policies in the emerging Borough Local Plan and by the NPPF.

<p style="text-align: center;">It is recommended the Panel grants planning permission with the conditions listed in Section 11 of this report.</p>

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 Star Place is a modern 4 storey (with basement parking) office building located at one of the gateways into the town centre (fig 4 AAP) and on an important route from the station. It sits on a site known as 'Grenfell Island' that slopes down towards the south east and is positioned on a prominent corner in Maidenhead Town Centre, located opposite the railway station and in view of the grade II listed clock tower. Until recently the site was occupied by Hutchinson 3G UK Ltd.
- 3.2 The building has a rectangular footprint, with distinctive curved corners, a top floor that is set back behind a partial sloping roof with deep eaves, and a cupola type feature that acts as a focal point on its south eastern corner. This acts as a marker when approaching from the station and terminates the view south east along Queen Street. The main entrance to the building is set back under a glazed canopy, it is located on the southern elevation and is fronted with mirror glazing. The ground floor is clad in light coloured stone, whilst the upper floors are faced in cream coloured cladding with cream metal brise soleil and grey tinted glazing. The soffits, windows and door frames are in grey painted metal. The building is not unattractive, although slightly outdated in appearance, it forms one of a group of similarly designed commercial buildings in this location. To the front is a raised turning circle and drop off area. There is little planting within this space, although there is some greenery in raised planters along the flank elevations of the building.
- 3.3 To the north of the site is the Odeon cinema/ David Lloyd gym, and access to the application site's basement parking is via this adjoining building. The site is bounded by the A308 dual carriageway to the south and west and King Street to the east. The site is adjacent to the Broadway Opportunities Area (known locally as The Landing).

4. KEY CONSTRAINTS

- 4.1 The site is not a designated employment area and has no other site-specific allocation in the adopted Local Plan. This is also the case in respect of the emerging Borough Local Plan.
- 4.2 The main planning constraints for the site are its proximity to a listed building (The Clock Tower) and Maidenhead Town Centre AAP Opportunity Areas. The site is also within an Air Quality Management Area.

5. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 5.1 The proposal is for the extension, alterations and refurbishment of the existing building (Use Class E) involving:
- a. Removal of the entrance canopy and its replacement with a glazed, two-storey foyer extension;
 - b. Removal of the vehicle turning circle and repositioning of the approach lane;
 - c. Alterations to the fenestration, to include a stronger horizontal subdivision of the windows, lowering of the ground floor sill levels, the inclusion of box type projecting windows that rise to roof level and the "pushing out" of the recessed corner windows;
 - d. Installation of three rooftop pavilions and roof terraces;
 - e. New areas of plant and plant enclosure above main roof level;
 - f. The inclusion of photovoltaic panels at roof level
 - g. Green roof areas;
 - h. Creation of a cafe at ground level on the south-eastern corner of the building ; and
 - i. Inclusion of ramped and stepped access to the main entrance and provision of an open space (public realm) adjacent to the new entrance and cafe areas.
- 5.2 The proposed extensions to the building would add 1,457sqm of floorspace to the existing building.
- 5.3 Vehicular access to the application site will continue to take place from Keys Place via the undercroft route running beneath the Odeon cinema and David Lloyd gym complex that leads onto

Kings Street. To accommodate the proposed alterations to the public realm and prioritise pedestrian usability of the space on the southern side of the building, the extent and geometry of the internal circulation routes have been revised.

- 5.4 The existing building benefits from access to 199 car parking spaces. Due to the non-compliant nature of several of the existing car parking spaces, it is proposed to rationalise the existing parking spaces and reduce the parking layout to 176 parking bays. Of these 10% (18 spaces) will benefit from electric charging points and 5% (9 spaces) will be designed as wheelchair user spaces. There is currently no cycle parking available on the application site and so a total of 153 new secure cycle parking spaces, with associated showers and changing rooms, are proposed within the basement area of the building.
- 5.5 There is no planning history relevant to the consideration of the application proposal. However, consideration should be given to the emerging context of nearby sites at The Landing and Nicholsons, in particular in relation to public realm.

6. DEVELOPMENT PLAN

Adopted Royal Borough Local Plan (2003)

- 6.1 The main Development Plan policies applying to the site are:

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area	DG1, E10
Location of employment uses	E1, E6
Highways	P4 AND T5

These policies can be found at <https://www.rbwm.gov.uk/home/planning/planning-policy/adopted-local-plan>

Maidenhead Town Centre Area Action Plan (Adopted 2011) MTCAAP

- 6.2 The main strategic planning policies applying to the site are:

Issue	MTCAAP Policy
Streets and Spaces	MTC1
Greening	MTC2
Design	MTC4
Gateways	MTC5

These policies can be found at <https://www.rbwm.gov.uk/home/planning/planning-policy/development-plan/maidenhead-town-centre-area-action-plan>

MATERIAL PLANNING CONSIDERATIONS

- 6.3 **National Planning Policy Framework Sections (NPPF) (2019)**

Section 4- Decision-making
 Section 6 – Building a strong, competitive economy
 Section 9- Promoting Sustainable Transport
 Section 12- Achieving well-designed places
 Section 16- Conserving and enhancing the historic environment

Borough Local Plan: Submission Version & Proposed Changes

Issue	Submission Version	Proposed Changes
Maidenhead Town Centre Strategic Placemaking Area	•	QP1a
Character & Design of new buildings	SP3	QP3
Economic development	ED1	ED1

6.4 Paragraph 48 of the NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to:

*“a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).”*

6.5 The Borough Local Plan Submission Document was published in June 2017. Public consultation ran from 30 June to 27 September 2017. The plan and its supporting documents, including all representations received, was submitted to the Secretary of State for independent examination in January 2018. In December 2018, the examination process was paused to enable the Council to undertake additional work to address soundness issues raised by the Inspector. Following completion of that work, in October 2019 the Council approved a series of Proposed Changes to the BLPSV. Public consultation ran from 1 November to 15 December 2019. All representations received were reviewed by the Council before the Proposed Changes were submitted to the Inspector. The Examination was resumed in late 2020 and the Inspector’s post hearings advice letter was received in March 2021. The next stage will be for main modifications to be carried out and consulted upon.

6.6 The BLPSV together with the Proposed Changes are material considerations for decision-making. The weight to be given to each of the emerging policies and allocations will depend on an assessment against the criteria set out in paragraph 48 of the NPPF.

These documents can be found at:

<https://www.rbwm.gov.uk/home/planning/planning-policy/emerging-plans-and-policies>

6.7 **Supplementary Planning Documents**

- RBWM Borough Wide Design Guide

Other Local Strategies or Publications

6.8 Other Strategies or publications relevant to the proposal are:

- RBWM Townscape Assessment
- RBWM Parking Strategy

More information on these documents can be found at:

<https://www.rbwm.gov.uk/home/planning/planning-policy/planning-guidance>

7. **CONSULTATIONS CARRIED OUT**

Comments from interested parties

26 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 19.06.2021 and the application was advertised in the Local Press on 27.05.2021.

No letters were received either supporting or objecting to the application.

Consultee responses

Consultee	Comment	Where in the report this is considered
Conservation	Some elements require further details to be submitted (via conditions), but no objections in principle to these proposals in design or conservation terms.	8.11
Highways	No highway concerns. Recommends conditions in relation to construction management and details of cycle parking arrangements.	8.17 – 8.22
Lead Local Flood Authority	No objections.	8.25
Environmental Protection	The application site is located in an Air Quality Management Area. An air quality impact assessment has been submitted with the application, the assessment considered the potential impact of the road traffic generated by the proposed development with a net increase of daily trip generation of 14 vehicles. The conclusion of the assessment that the air quality impact is considered to be 'not significant' is acceptable. No objections subject to conditions relating to plant noise and conditions (repairs and maintenance), a construction environmental management plan and delivery/collection times.	8.23 – 8.24

8. EXPLANATION OF RECOMMENDATION

8.1 The key issues for consideration are:

- i The principle of development;
- ii Impact on character and appearance of the area (including the setting of the nearby listed building);
- iii Impact on neighbouring amenity;
- iv Highway considerations and parking provision;
- v Environmental considerations;
- vi Surface water drainage; and
- vii Sustainability and climate change considerations.

The principle of development

8.2 The application site is located within the Maidenhead Town Centre boundary and as such is a location where the adopted development plan indicates additional and improved employment generating floorspace should be situated. In addition, paragraph 80 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt and that significant weight should be placed on the need to support economic growth and productivity.

8.3 Policy ED1 of the emerging Borough Local Plan encourages the delivery of a flexible supply of high quality employment floorspace by utilising existing employment areas and promoting a more intensive use of these sites through the recycling, refurbishment and regeneration of existing older

or vacant stock. The policy adds that new office space will be focused in the town centres of Maidenhead, Windsor and Ascot.

- 8.4 Accordingly, the principle of the proposed development is acceptable. It should also be noted that the inclusion of a cafe would not constitute a material change of use from the building's lawful Class E use.

Impact on character and appearance of the area (including the setting of the nearby listed building)

- 8.5 Policy MTC4 (Quality Design) of the AAP outlines that proposals will be required to be of high quality, contributing to an overall improvement in terms of urban design and architecture. A specific focus should be the creation of a mixed-use town centre environment that is welcoming, safe and secure, durable and stimulating and which is also highly accessible and easy to move around. Buildings, streets and spaces should have a clear image and be easy to understand.
- 8.6 Policy MTC5 (Gateways) of the AAP sets out that within the five gateway locations identified, there will be an emphasis on creating high quality entrances that will enhance the town centre's image and identity. The application site is located on the northern edge of the Maidenhead railway station gateway location identified in the AAP and is on an important route from the station to the town centre. The supporting text for policy MTC5 outlines that the main entrance points into the town centre lack any distinctive quality, sense of arrival or help to direct people to their chosen destination, and making the most of opportunities available to improve the gateways will help the town centre's identity and image and enable people to find their way round.
- 8.7 In terms of overall scale and form, the proposed development is sympathetic to its surrounding context with the overall bulk and mass remaining largely unchanged from the existing building. The proposed enlargements have been carefully positioned and scaled to reflect the proportions of the existing building whilst enhancing its architectural quality. The stepped corners of the building will create a focus in the street scene and the hanging winter gardens will also add interest to the west and east elevations. The creation of an obvious glazed entrance will provide a focal point to the building and is welcomed.
- 8.8 The dropping of the windowsills at ground level is supported in order to create a more open and active frontage to the building. The treatment of the windows will add interest and movement to the elevations and also create a "castellated" feature in part at high level. The extent of the proposed glazing, particularly on the upper floors, will generally open up and lighten the appearance of the building. The retention of the stone cladding is supported in terms of sustainability and also to retain links with the materials of the adjacent buildings, which are stone clad or coloured. The use of a cream coloured cladding for the spandrel panels is also supported for these reasons. The window frames will be bronze finished which will contrast well with the stonework.
- 8.9 The creation of a pedestrian focused open space is considered to be a positive benefit in terms of the streetscape of what is currently a very busy road junction. The new steps and ramp are also an important design feature. The provision of a cafe at ground level is welcomed and would add activity to the street frontage. Further details of the open space area (including hard surfacing, lighting, street furniture and soft landscaping) will be required via planning conditions.
- 8.10 The use of photovoltaic (PVs) panels and the green roofs are supported, although further details of the PVs are required to ensure they do not detract from the overall appearance of the building. There are no objections to the use of roof level terraces as these will provide a positive benefit for occupiers of the building. The use of simple glazed and metal balustrades is supported for the balconies and terraces. All roof level services will need to be suitably screened, the details of which can be conditioned.
- 8.11 The Clock Tower, to the south and within view of the application site, is grade II listed and has both architectural and historic interest in accordance with the definition of Heritage Significance contained on page 71 of the NPPF and as explained in the Planning Policy Guidance under "Historic Environment". The Council's Conservation Officer has advised that the proposed alterations to the existing office building would not harm the significance of the listed building but

would change its setting, acknowledging however that this has already be heavily altered in recent years and will change further in the future as it includes recently approved schemes such as The Landing.

- 8.12 The proposal complies with adopted development plan policies and, subject to further details outlined above (to be conditioned), will result in significant improvements in the architecture and immediate surroundings of the office building, particularly on its southern frontage, enhancing the quality of a key gateway into Maidenhead Town Centre.

Impact on Neighbouring Amenity

- 8.13 The proposed development will not alter the separation distances between the existing building and neighbouring premises. In any event the neighbouring properties are set well away from the building meaning that any mutual overlooking would be over a considerable distance.
- 8.14 The new roof terraces have been positioned along the southern and eastern sides of the roof area, so as to be positioned away from the residential properties to the west. Adequate separation, which includes the intervening road, would also be maintained with the neighbouring Landings development site. In any event, a degree of mutual overlooking is not uncommon in a denser town centre environment.
- 8.15 Overall, the outlook and privacy of occupiers of neighbouring buildings surrounding the application site would be maintained and ensure people can feel comfortable in their own homes, in accordance with the Borough Wide Design Guide SPD.
- 8.16 The proposed development would result in a modest enlargement to the existing building form but would also involve the removal of the existing roof, thereby reducing bulk across parts of the building. As a result, there would be a negligible impact on daylight and sunlight levels experienced by neighbouring occupiers.

Highway considerations and parking provision

- 8.17 The development proposes the removal of the existing drop-off and car parking area fronting the building, and the introduction of a drop-off area for taxis, parallel to Kings Street. The submitted Transport Statement confirms that the drop-off zone would be enforced by the building management to prevent indiscriminate parking which is welcomed.
- 8.18 The existing Class E building currently benefits from 199 car parking spaces, which is proposed to be reduced to 176 spaces post development. The Borough's Parking Strategy requires commercial units to provide a maximum parking ratio of 1 space per 100 sqm, which equates to a parking provision of 214 spaces. However, the Parking Strategy also reports that commercial developments in the town centre well served by public transport can sustain lower levels of parking. Therefore, the provision of 176 parking spaces at a parking ratio of 1 space per 122 sqm is considered acceptable. The proposed number of electric charging points and accessible parking bays accords with the Borough's standards.
- 8.19 The Transport Statement proposes a provision of 153 secure cycle parking spaces. A detailed plan of the cycle parking arrangement will need to be provided which can be covered by condition.
- 8.20 The development proposes no change to the existing access arrangement. The service and delivery access would continue to be provided via the service delivery bay located adjacent to the car park access on Key Place.
- 8.21 Having regard to section 5 (Development Trips & Impacts) of the Transport Statement, it is concluded that the trips generated by the proposal are unlikely to have an adverse impact on the surrounding local highway network.
- 8.22 The Highway Authority has advised that the proposal raises no highway concerns subject to conditions relating to a construction management plan and details of the cycle parking arrangements to be provided.

Environmental considerations

- 8.23 The application site is located within an Air Quality Management Area (AQMA). The applicant has submitted an appropriate air quality impact assessment, which has assessed the potential impact of the road traffic generated, (a net increase of 14 daily trips), by the proposed development. The assessment concludes that the air quality impact would be 'not significant', which Environmental Protection has advised is acceptable.
- 8.24 Environmental Protection has raised no objections to the proposal subject to conditions relating to plant noise and conditions (repairs and maintenance), a construction environmental management plan and delivery/collection times.

Surface water drainage

- 8.25 The Lead Local Flood Authority (LLFA) has advised that the proposal will lead to a reduction in the impermeable area of the site by 72 sqm, and that the proposed green roof will also aid in reducing surface water discharge compared to the existing situation. Accordingly, the LLFA has advised that, within the scope of the proposed development, the proposal satisfactorily addresses flood risk and raises no objection.

Sustainability and climate change considerations

- 8.26 Policy MTC4 of the AAP sets out that development proposals will be expected to be sustainable in their design, construction and operation and this is reinforced by the Council's recently issued Interim Sustainability Position Statement. Sustainable development is at the heart of the NPPF and paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development, focusing on the environmental objective including mitigating and adapting to climate change.
- 8.27 The submitted Energy and Sustainability Statement confirms that the proposed development would achieve a 39% reduction in carbon emissions when compared to the Part L 2013 Building Regulations gas boiler baseline, through a combination of passive design and energy efficiency measures and the implementation of low and zero carbon technologies. In addition, the development will incorporate photovoltaic (PV) panels and Air Source Heat Pump (ASHP) technology, which will collectively support approximately 39% of expected total (regulated and unregulated) energy demand of the building.
- 8.28 The proposal makes more effective use of a previously developed site, reducing the pressure to build on greenfield sites, and will be of a high quality design that will enhance the overall character, appearance and townscape setting of this part of Maidenhead. Overall, it is considered that the proposal is a good example of sustainable development that would benefit the ongoing regeneration of Maidenhead town centre.

9. PLANNING BALANCE AND CONCLUSION

- 9.1 The NPPF makes clear that the purpose of the planning system is to contribute to the achievement of sustainable development, (paragraph 7). Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective – to help build a strong, responsive and competitive economy; b) a social objective – to support strong, vibrant and healthy communities; and c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment. So that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development.

- 9.2 Paragraph 11 of the NPPF explains how the presumption in favour of sustainable development applies. For decision-taking this means: c) approving development proposals that accord with an up-to-date development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 9.3 Having regard to the three dimensions of sustainable development, from an environmental perspective the proposal would make effective use of previously developed land and would improve the appearance of the existing building, thus enhancing this part of Maidenhead in which it is located. In addition, the proposal would deliver a new landscaped civic space and incorporates renewable energy technologies and biodiverse roof, which would help reduce carbon emissions and energy requirements. From a social perspective, the proposal would provide a new cafe, supported by a new outdoor civic space that will provide a place for the community to meet and socialise, and would improve accessibility within the application site. In terms of economic benefits, the applicant has advised that the proposal would create 315 construction jobs over the 1 – 2 year construction period, (including 123 of these being filled by local residents of RBWM); will generate £22.1 million in construction gross value added; support for up to 1178 jobs in the re-developed Star House, representing an employment uplift of up to 138 new FTE jobs, plus a further 52 jobs within the national supply chain; will generate up to £10.3 million in gross value added from employment at the redeveloped Star House, together with £90,000 expenditure in the local economy from on-site employment at Star House and additional jobs within RBWM supported through the supply chain.
- 9.4 Although the development plan is out-of-date, the proposal is considered acceptable when assessed against development plan policy, and other material planning considerations do not indicate that an alternative recommendation should be reached. Consequently, the proposal should be assessed in the normal way and the ‘tilted balance’ is not applied in this case.
- 9.5 Overall, the proposal is considered to be a good example of sustainable development that is supported by development plan policies, policies in the emerging Borough Local Plan and by the NPPF. Accordingly, it is recommended the Panel grants planning permission subject to the conditions set out in Section 11 below.

10. APPENDICES TO THIS REPORT

- Appendix A - Site location plan
- Appendix B – Proposed south and east elevations
- Appendix C – Proposed north and west elevations
- Appendix D – Proposed ground floor plan
- Appendix E – Proposed roof plan

11. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 Prior to installation, details of the materials to be used in the hard landscaping and external hardsurfacing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Development Plan Policies - DG1, E10, MTC4.
- 3 Prior to installation, details of the external lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Development Plan Policies - DG1, E10, MTC4.

- 4 Prior to installation, details of the street furniture within the open space area to the south-east of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Development Plan Policies - DG1, E10, MTC4.
- 5 Prior to installation, details of the external steps and ramp, showing how they will be fully accessible and integrate with the existing pavement area, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Development Plan Policies - DG1, E10, MTC4.
- 6 Prior to installation, details of the windows, including the glass type and colour, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Development Plan Policies - DG1, E10, MTC4.
- 7 Prior to installation, details of the screening to the roof level mechanical and electrical services shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Development Plan Policies - DG1, E10, MTC4.
- 8 Details of a soft landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within the first available planting season following the practical completion of the development. The development shall be retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity in the first available planting season.
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Development Plan Policies - DG1, E10, MTC4.
- 9 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1.
- 10 No development shall take place until a site specific Construction Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The Plan must demonstrate the adoption and use of the best practicable means to ensure highway safety and the free flow of traffic and to reduce the effects of noise, vibration, dust and site lighting. The Plan should include:
- i) Details of how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period;
 - ii) Procedures for maintaining good public relations including complaint management, public consultation and liaison;
 - iii) Arrangements for liaison with the Environmental Protection Team;
 - iv) All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays, unless in case of business critical plant maintenance/replacement;
 - v) Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above;
 - vi) Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
 - vii) Procedures for emergency deviation of the agreed working hours;
 - viii) Control measures for dust and other air-borne pollutants; and

ix) Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of highway safety, the free flow of traffic and the amenities of surrounding occupiers during the construction of the development. Relevant Development Plan Policies T5, NAP3.

11 The rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at least 1m from the closest window of the nearest noise-sensitive property to the building. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15minute period).

Reason: To protect the residential amenities of the area. Relevant Policy Local Plan NAP3.

12 Works of repair or maintenance of plant, machinery or equipment shall only be carried out at the site between 08:00 and 18:00 hours Mondays to Fridays, 08:00 and 13:00 on Saturdays and at no time on Sundays, or Bank Holidays or Public Holidays, without the prior written consent of the Local Planning Authority, unless in case of business critical plant maintenance/replacement).

Reason: To protect the residential amenities of the area. Relevant Policy Local Plan NAP3.

13 The development hereby permitted shall be carried out in accordance with the approved plans listed below.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.