



Appeal Decision

Site visit made on 6 April 2021

by J P Longmuir BA (Hons) DipUD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12 May 2021

Appeal Ref: APP/V3120/W/20/3265269

Botley Centre, West Way, Botley, Oxford OX2 9LP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Botley Development Company Phase 2 Limited against the decision of Vale of White Horse District Council.
 - The application Ref P20/V0921/FUL, dated 31 March 2020, was refused by notice dated 4 December 2020.
 - The development proposed is the demolition and redevelopment of existing buildings for new commercial floorspace (Use Classes A1-A5 and B1a) at ground floor level, with development above comprising 150 residential dwellings (C3). Associated car parking and landscaping are also proposed.
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Decision

1. The appeal is allowed and planning permission is granted for the demolition and redevelopment of existing buildings for new commercial floorspace (Use Classes A1-A5 and B1a) at ground floor level, with development above comprising 150 residential dwellings (C3). Associated car parking and landscaping are also proposed at the Botley Centre, West Way, Botley, Oxford OX2 9LP in accordance with the terms of the application, Ref P20/V0921/FUL dated 31 March 2020, subject to the following conditions in the conditions schedule at the end of this Decision.

Application for costs

2. An application for costs was made by Botley Development Company Phase 2 Limited against Vale of White Horse District Council. This application is the subject of a separate Decision.

Main Issues

3. The main issues are:
 - the effects of the proposal in terms of its height, mass and scale on the character and appearance of the area including heritage assets;
 - whether the proposal would lead to parking problems to the detriment of highway safety and;
 - the extent of the affordable housing provision, contributions to public art and education.

Reasons

Character and appearance

4. Botley is a neighbourhood adjacent to the main A34 dual carriageway and is an outlying suburb of Oxford. It has an extensive range of facilities including various shops, a library, community hall, schools, churches, food/drink outlets, post office and good public transport.
5. The appeal site is on West Way, which is a main thoroughfare across Botley, and Westminster Way which runs alongside the A34. It is prominent along both these roads as well as various points on the A34, particularly up to and on its elevated interchange with the nearby A420. From Westminster Way and the A34, the site is seen against the adjacent Premier Inn and a couple of other tall buildings, which form a prominent skyline.
6. Another feature of the skyline is the Seacourt Tower, which is a tall vertical building with shallow roofs and projecting metal work akin to a spire, which is to the east of the A34. It also features prominently over West Way where it is seen with the appeal site and Elms Parade, a two-storey row of shops fronting a parking area and the brick built St Peter and Paul church, as well as, on the north side, largely residential dwellings including a four storey contemporary development near the A34.
7. The appeal site is dominated by two vacant and dilapidated buildings up to 5 storeys. These have a drab and forlorn appearance.
8. The appeal site is on low lying land, and the submitted LVIA shows the site is not prominent in the views from high points of the renown skyline in Oxford city centre. This skyline includes listed buildings and their distinctive towers and spires. The Seacourt Tower is also a feature.
9. The proposed building would be visible from various viewpoints, including the A34, West Way and Westminster Way and a pedestrian thoroughfare to the south within a neighbourhood centre. The Council's concern about the impact of the building does not refer to a particular viewpoint but rather implies the general character of the area.
10. The proposal involves the demolition of the two existing buildings and replacement with a building which would follow around the sites confines.
11. The proposed building would be lowest on the north west, by West Way. This would respect the context of Elms Parade (which the Council considers as a non-designated heritage asset), the church and the residential area on the north side of West Way.
12. The building would be highest on the east/south side at 8 storeys, with the top floor being particularly high, akin to a double (ninth) storey. The building would dominate the human scale particularly at the street level on Westminster Way. The close proximity of this viewpoint means the scale would be overly apparent, creating a sense of overbearing enclosure. However, the building would be experienced in conjunction with the adjacent tall buildings and also the Seacourt Tower, which would give some rationale for its scale. The tallest part of the building also would only occupy part of the floor area; a quarter is estimated in the committee report.

13. Additionally, the A34 is an assertive feature of the area due to its elevated offshoots and form, which demeans the attractiveness of Westminster Way and the views of the appeal site. Moreover, the height, size and hard surfaces of the A34 give an urban context, which provides some justification for a tall building.
14. The LVIA shows the site in relation to the Oxford skyline. An earlier (and lower) scheme is incorporated into the imagery, which could not be updated for this scheme due to access limitations during the pandemic. Nonetheless due to the distances involved, the proposal would not appear significant on this skyline, even allowing for the accumulative effect of the adjacent buildings. The individual towers and spires of the Oxford skyline as well as the background of tree cover would not be undermined. I note the comments from Oxford Preservation Trust and the photograph taken from St George's Tower. I have not been advised about the focal length of the lens, but in any event find that it does not lead me to a different conclusion.
15. I therefore find that the height would lead to an adverse impact, but this would be limited due to the nature of some of the context and views being localised.
16. The Council's decision notice also refers to the mass and scale of the proposal. However, the roof would be broken into various heights and forms as one element would be pitched in contrast to other flat roof elements. The building would also be broken into various segments, changing along the four sides of the site and a fifth formed by a chamfered cut away section. This fifth side would allow the building to orientate and address the facing view from West Way.
17. The elevations show variations in the arrangement of glazing and pattern of walling which would again break up the massing and the perception of the scale. Balconies too are proposed on some elevations which would also break up the walling.
18. The appeal site is part of a wider scheme for redevelopment, permitted in June 2016. This is an extant permission having been partly implemented. The Council do not suggest any impediment and the scheme has a real prospect of being implemented. Accordingly, I give this extant permission significant weight.
19. The main difference between the proposal and the extant scheme is that the building would be 1.5m metres higher, thereby adding another storey. The increased height would have limited impact for the reasons above. The elevations and form of the appeal proposal would reflect the concept of the extant scheme. The massing of the now proposed building would be similar.
20. I therefore conclude that the proposal would result in limited and localised harm to the character and appearance of the area due to the increased height.
21. The site was included in the Botley Supplementary Planning Document (SPD) adopted 2016. This provides an analysis of the context of the site and acknowledges it is a landmark location and notes the influence of the Seacourt Tower. It envisages re-development up to 8 storeys on the site but also states the need to break up massing and consideration of the surroundings.
22. North Hinksey Neighbourhood Plan (NP) is pending referendum. Policy GS3 highlights the importance and analysis of impacts on local views which includes

the appeal site. It also acknowledges the above SPD. Policy HS1 requires new development to respect and enhance the character and area, whilst H3 seeks to avoid adverse effects.

23. Policies CP37 and CP44 of the Vale of White Horse Local Plan 2031 (LP) require high quality townscape and positive response to a site and its surroundings, in terms of height, scale and massing as well as protection of the important views and the skyline.
24. Paragraph 127 of the National Planning Policy Framework (the Framework) requires that proposals are sympathetic to local character and history. Paragraph 130 highlights that design quality should not be eroded in a revised scheme and makes reference to the importance of SPDs. The National Design Guide similarly lists respect for context as one of the components of good design. It also stresses height needs to be considered in relation to the surroundings and can create enclosure.
25. The proposal would be in conflict with the above which is considered further in the planning balance below.
26. Historic England's Conservation Principles, Policies and Guidance advises on the components of significance: evidential, historical, aesthetic and communal. Paragraph 197 of the Framework requires that the significance of the non-designated heritage asset is taken into account and a balanced judgement is required. Historic England Advice Note 4: Tall Buildings emphasises the need to consider the wider surroundings and accumulative impact. Paragraph 193 of the Framework affirms that great weight should be given to the significance of the assets and 194 emphasises the importance of the asset's setting. The proposal would not be contrary to the above.

Parking and highway safety

27. The decision notice refers to the potential highway safety problems arising from the suggested shortfall of car parking and cycle storage: the proposal would create 30 more dwellings than the extant permission, but these would not have any parking spaces.
28. The site has frequent and quick bus connections to Oxford, which together with extensive facilities within easy and pleasant walking, mean it would not be essential for the residents to have a car. Furthermore, provision could also be made for car club access. Cycling would also be feasible to Oxford city centre bearing in mind the distance and flat terrain.
29. A car park management strategy is suggested as a condition whereby the 30 additional occupiers would be forewarned that they cannot park a car on the site. Some of the adjacent streets have demarcated restrictions to prevent unsafe parking. There are also some payable parking spaces in the area, which would meet the needs of visitors. The appellants confirm that £87,000 has been paid to the highway authority for part of the earlier (adjacent) development to implement a Controlled Parking Zone here if parking became an issue.
30. I acknowledge the concerns about the existing problems arising from commuters described in the Council's statement, and the concerns expressed by local residents, but this situation could be managed by suitable measures to restrict the use of on street parking. Similarly, such management would

address concerns about the lack of allocated spaces for the particular land uses of the earlier wider redevelopment.

31. Appeal decisions¹ are provided by the Council which supported car parking provision. However, the appropriate level of parking will be dependent upon the nature of the area, its accessibility and the range of neighbourhood facilities. I have not been given evidence these parameters are comparable to this situation.
32. Within the new building, provision would be made for storage of 150 cycles, which would equate to one cycle space per dwelling. Cycle access would be provided on Westminster Way.
33. I therefore conclude that the residents would not be car dependent and highway safety problems arising from indiscriminate car parking are unlikely. Similarly, adequate cycle parking would be provided.
34. Policies CP33 and CP35 of the LP seek to minimise impacts on roads, promote sustainable travel and provision of adequate parking. Similarly, policies TR1 and TR2 of the NP require cycle parking and off-road car parking. The Oxfordshire County Council Parking Standards for New Residential Development document does allow for car free development where facilities and accessibility exist. Whilst the appeal site is outside the City jurisdiction, it is nonetheless close by and shows the validity of the approach. Paragraph 110 of the Framework promotes non private vehicle use and the minimisation of conflicts between pedestrians, cyclists and vehicles. Paragraph 108 of the Framework seeks suitable access for all users and the promotion of sustainable transport. The proposal would not be in conflict.

Affordable housing and other requirements

35. The extant scheme has already made a payment of £1million for off-site affordable housing. The appellant has submitted a viability assessment, which concludes that the viability is below accepted norms. The committee report acknowledges that various options for affordable housing were explored but the finalised position is for an additional £1million for affordable housing provision off site.
36. The Council accepts the viability but does not consider the scheme should go ahead without making the 35% contribution requirements of the policy, whilst acknowledging the obligations of the extant scheme. Whilst this is a matter for the planning balance, an allowance must be made for the viability of the current scheme in the current circumstances.
37. Indeed, Policy CP24 of the LP states the Council will seek 35% affordable housing, with 75:25 split for rental and intermediate, but this can be waived if the viability proves otherwise. Similarly, paragraph 62 of the Framework raises viability issues. Paragraph 63 emphasises the difficulties of provision on brownfield sites. Given the viability, the proposal would not be in conflict and I therefore find that the proposed additional £1million for affordable housing would be an appropriate contribution.

¹ APP/G5180/W/18/3202245, APP/G5180/W/18/3202258

- 38. A signed additional unilateral undertaking has been submitted which provides contributions to secondary and sixth form education as well as public art. This also is satisfactory provision.
- 39. These provisions are necessary to make the development acceptable in planning terms; directly related to the development and fairly and reasonably related in scale and kind to the development.

Planning Balance

- 40. The proposed building would be in part at a height which is out of keeping with some viewpoints of the area, and the proposal is contrary to those particular policies. However, as I have found above that harm would be limited. The extant scheme is also a consideration.
- 41. The site is also in a highly accessible location whereby the occupants would be able to meet their needs without car dependency. It is therefore appropriate to maximise the use of such a site. The site is also previously developed land being occupied by two existing buildings. Again, such land should be optimised as paragraph 118 in the Framework advocates substantial weight should be given to the reuse of brownfield land within settlements for housing.
- 42. Whilst the affordable housing payment would not meet the target in the policy, some provision would be made, which would be a notable benefit.
- 43. The proposal would provide 30 additional dwellings and assist in the implementation of the extant scheme of 120. Such housing delivery would have substantial economic benefits.
- 44. The above material considerations indicate that the decision can be made otherwise than in accordance with the relevant development plan policy.
- 45. Paragraph 8 of the Framework sets out that achieving sustainable development involves three overarching objectives. The economic objective would be met by the construction benefits of the building, the social objective would be met by the addition of new dwellings and the ability of the occupants to use community facilities and the environmental objective would be satisfied by the location of the new dwellings in an accessible brownfield location.
- 46. The Council suggests it has a 5+ years housing land supply. However, the appellants argue it is exactly 5 years and is dependent upon the delivery of the extant permission on this site. Whilst I do not have all the evidence before me to quantify the land supply, it would be very desirable to achieve an increase and these 30 additional dwellings and the reassurance of implementation of the extant permission for 120, would be a significant factor for land supply. In any event, paragraph 60 of the Framework states housing land supply policies determine the minimum number of homes needed. Paragraph 59 confirms the Government's objective of significantly boosting the supply of homes without causing harm.
- 47. Whilst there is conflict with Local Plan Policy in terms of the building height, I have considered the Development Plan as a whole and the Framework. In overall balance the merits of the development outweigh the conflict with the Development Plan policy.

Conditions

48. Paragraph 55 of the Framework and the Planning Practice Guidance (PPG) provide the tests for the imposition of conditions. The Council has suggested conditions and the appellants have confirmed their agreement except for the timing for submissions of details on conditions 6 and 17. The revised timings do not affect implementation and have been adjusted accordingly. Condition 14 is considered unnecessary due to other legislation to control such highway works. An additional condition on the submission of parking management is suggested to address the parking issue and imposed accordingly.
49. Conditions on the commencement and approved plans help certainty. The CEMP, noise insulation, external plant, lighting, ventilation, and highway, deliveries, waste, CCTV and the security plan will promote quality living standards during and after construction. The bicycle parking, Framework Travel Plan, visibility, site access, all ensure highway safety. Submission of samples, architectural details, tree planting and landscaping will all help the final appearance. The archaeological condition reflects the significance of that element on the site. The employment plan offers a benefit from the development process. Details of the wording of unless otherwise agreed is removed in the interests of certainty.

Conclusion

50. I therefore conclude that the appeal should be allowed subject to the conditions in the conditions schedule below.

John Longmuir

INSPECTOR

CONDITONS SCHEDULE

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission
- 2) The development hereby permitted shall be carried out in accordance with the approved plans listed below: Existing Site Plan / Site Location Plan (drawing no: AP-000 (REV02)); Masterplan - Lower Ground Floor (drawing no: AP-099 (REV02)); . Masterplan - Ground Floor Plan (drawing no: AP-100 (REV02)); Masterplan Sections J-J & K-K (drawing no: AP-135); Block A Plans - Sheet 1 of 3 (drawing no: AP-200 (REV02)); Block A Plans - Sheet 2 of 3 (drawing no: AP-201 (REV04)); Block A Plans - Sheet 3 of 3 (drawing no: AP-202 (REV03)); Block A elevations (drawing no: AP-220 (REV06)); Block A Elevations (drawing no: AP-227 (REV01)); Block A - Detail Elevations (drawing no: AP-230 (REV06)); Illustrative Landscape Masterplan (drawing no: 1085-2-R-000 (REVP2) Block A - Externals - Ground Level GA (drawing no: 1085-2-000 (REVP3)); Block A - Externals - Ground Level GA (drawing no: 1085-2-001 (REVP2)); Block A - Courtyard - First Floor Podium GA (drawing no: 1085-2-002 (REVP2)); Block A - Outdoor Kitchen Dining - Seventh Floor Podium - GA (drawing no: 1085-2-009 (REVP2)); Block A - Courtyard - First Floor Podium - Planting Plan (drawing no: 1085-2- 202 (REVP2)); Block A - Outdoor Kitchen Dining - Planting Plans (drawing no: 1085-2-203 (REVP3)); Except as controlled or modified by conditions of this permission and in accordance with

the following documents: Landscape & Visual Impact Assessment Dated 1 July 2020; Addendum daylight and sunlight report for the proposed development at The Botley Centre Redevelopment, Oxford Dated 13 March 2020. Building A, Phase 2 West Way Square, Botley, Oxford Design & Access Statement March 2020; Desktop Wind Assessment Dated March 2020. Drainage Statement - Site-wide including Block A; CIBSE TM59 Dynamic Overheating Assessment Dated March 2020; Energy Statement Dated March 2019; Block A Landscape Assessment Dated 19 March 2020; Planning Statement Phase 2 / Block A. Statement of Community Involvement Dated March 2020 and Transport Statement V2 Dated March 2020.

3) Before development above slab level on block A begins, samples and details of the materials to be used in the construction of all external surfaces of the block shall be submitted to and approved in writing by the local planning authority (including sample reference panels erected on site). Development shall be carried out only in accordance with the approved details.

4) Before development above slab level on block A begins, full details of the design, materials and finish of all windows, window sills and lintels, external doors and rainwater goods and the treatment of all verges and eaves of this building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be built in accordance with the approved details

5) Before development above slab level on block A begins, full details of the design, materials and finish of all shop fronts and fascia details of all retail units within this building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be built in accordance with the approved details.

6) Prior to the installation of the tree pits, their detailed specification shall be submitted to and approved in writing by the Local Planning Authority. The trees must be planted into site specific tree pits with a crated pit design that incorporates technology that will enable trees to successfully grow in the hard surface environments. The pits must provide the significant quantities of growth required to allow long lived large canopied trees to become established and grow on to maturity. The tree pits must sustain the trees in a healthy condition and allow for ease of maintenance. The development shall be built in accordance with the approved details. Thereafter, all trees to be planted within hard surface areas shall be planted in the first planting season after the first use and occupation of block A. If any of the trees planted die or are seriously damaged or destroyed within 5 years of the completion of the development, a new tree of a species first approved by the Local Planning Authority shall be planted and properly maintained.

7) All hard landscaping shall be implemented in accordance with the scheme approved under application P18/V0120/DIS prior to the development being brought into use.

8) The landscaping shall be managed in accordance with the operational management plan approved under application P18/V0120/DIS.

9) No development shall commence on block A until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority in consultation with Highways England and the Highway Authority. The CEMP shall include: a) Proposed earthworks and the raising of land levels (if required); b) Construction vehicles to use the A420 and A34 only, and not Cumnor Hill, Westminster Way (other than the section between West Way and the

site) or Eynsham Road for site access and egress. c) Contractor's access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures; d) Details of haul routes to the site from the national highway network, including details of number of vehicles; e) A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the relevant parts of the site and siting of the contractors compound during the construction period to be agreed on a phased basis; f) Collection and delivery times for construction purposes; g) Dust management and wheel washing or other suitable mitigation measures such as lorry sheeting, including the consideration of construction / engineering related emissions to air, to include dust and particulate monitoring and review and the use of low emissions vehicles and plant / equipment; h) Noise and vibration (including piling) impact / prediction assessment, monitoring and recording protocols / statements and consideration of mitigation measures in accordance with the provisions of BS5228 (2009): Code of practice for noise and vibration control on construction and open site - Part 1 and 2 (or as superseded); i) Where relevant results of a noise assessment of the potential impact of construction noise on the proposed residential properties on the adjacent site and details of suitable mitigation measures as appropriate (in accordance with relevant standards and best practice); j) Full details of mitigation measures to be employed to protect species from adverse impacts for each phase of the development (where appropriate); k) Details of best practice measures to be applied to prevent contamination of the water environment during construction; l) Measures for soil handling (where appropriate), including appropriate storage and re-use of higher value soil resources displaced during construction within gardens, parks and recreational grounds and disposal of any surplus soils in a sustainable manner in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA 2009) or as superseded. m) Site lighting for the relevant part of the site; n) Screening and hoarding details. o) Access and protection arrangements around the site for pedestrians, cyclists and other road users; p) Procedures for interference with public highways; q) External safety and information signing notices; r) Liaison, consultation and publicity arrangements, including dedicated points of contact; s) Complaints procedures, including complaints response procedures; t) Membership of the considerate contractors' scheme; u) The provision of safe walking and cycling routes through the construction site including routes serving completed phases of the development; v) A Travel Plan setting out measures to encourage site operatives and visitors to travel to and from the site using sustainable means of transport; and w) On-site waste management and off-site disposal. All construction activities shall be carried out in accordance with the approved CEMP to which they relate.

10) No development above slab level shall commence on block A until a detailed scheme of noise insulation measures for this block has been submitted to and been approved in writing by the Local Planning Authority. The scheme of noise insulation measures shall be prepared by a suitably qualified consultant/engineer and shall take into account the provisions of BS 8233:2014 "Guidance on Sound Insulation and Noise Reduction for Buildings". The approved scheme shall be implemented prior to the commencement of the use and be permanently retained thereafter.

11) Deliveries and service areas shall be managed in accordance with the agreed deliveries and servicing scheme approved under application P19/V2088/DIS.

12) Prior to the first occupation of the development hereby approved, the management of waste, refuse and recycling storage shall be implemented in accordance with the approved details under application P18/V0973/DIS and retained thereafter.

13) Prior to the commencement of development above slab level on Block A, full details of all external plant and machinery (to include any enclosure / screening details and ducting runs) for Block A shall be submitted to and approved in writing by the Local Planning Authority. The external plant and machinery for Block A shall be implemented in accordance with the approved details prior to the first occupation of the block and retained thereafter.

14) Prior to the first occupation of development, full details of all external lighting shall be submitted and approved in writing by the Local Planning Authority. The external lighting shall be designed in accordance with the following principles: The main beam angle is not directed towards any potential observers; lighting sources (bulbs and reflectors) shall not be visible from any adjacent properties; Luminaire's front glazing shall be kept as near to parallel to the ground surface as possible (facing downwards), and shall not exceed 20 degrees from the horizontal; Light trespass into the windows of any light sensitive premises shall not have a Vertical Illuminance greater than 10 Lux for pre-curfew periods (before 23:00) and 2 lux post-curfew (between 23:00 - 07:00) in accordance with the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light. Thereafter, the lighting shall be retained in accordance with the approved scheme.

15) No A1, A3, A4 or A5 unit shall be occupied until a scheme for ventilation of those premises, including extraction and filtration of cooking fumes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the height, position, design, equipment, materials of any chimney or extraction vent and a programme of maintenance, the acoustic characteristics of the extraction system (fan noise characteristics, sound power levels and octave band frequency analysis) and information relating to the proposed odour abatement techniques (filtration types, maintenance schedules). The approved scheme shall be carried out prior to the commencement of the premises to which it relates and shall be maintained at all times thereafter in accordance with the approved maintenance details.

16) Before development above slab level full details of all external lift overshoots, associated plant and machinery shall be submitted to and approved in writing by the Local Planning Authority. The lift overshoots and associated external plant and machinery shall be installed in accordance with the approved details prior to the first occupation of the development and retained thereafter.

17) Prior to the first occupation of block A, details of all CCTV and ANPR camera equipment shall be submitted to and approved in writing by the Local Planning Authority. The details shall include locations, swept areas and their design. The camera equipment shall be installed in accordance with the approved details.

18) The development shall be carried out in accordance with the archaeological watching brief (Ref: 16e225wb dated 2 Nov 2016) approved under application P18/V0398/DIS. Once the watching brief has been completed its findings shall be reported to the Local Planning Authority.

19) Prior to the first occupation of development, the means of site access shall be formed and laid out and constructed in accordance with the Highway Authority's

specifications and all ancillary works specified shall be undertaken to the approval of the Local Planning Authority.

20) The development shall be carried out in accordance with the visibility splays approved under application P19/V1637/DIS. Thereafter the vision splays shall be maintained free from obstruction at all times.

21) Prior to the first use or occupation of block A, provision for parking bicycles on the site shall be made in accordance with the details shown on approved drawing title number: Block A Plans - Sheet 1 of 3 (drawing no: AP-200 (REV02)).

22) The Parking Management Strategy approved under application P19/V2425/DIS shall be amended to ensure that thirty of the units within Block A will not be allowed parking permits. A revised Parking Management Strategy shall be submitted to the local planning authority for approval prior to the occupation of Block A. Thereafter, the car parking within the site shall be provided in accordance with the approved plans prior to first occupation and be managed in accordance with the approved strategy.

23) The development shall be carried out in accordance with the Framework Travel Plan V3 approved under application P20/V1671/DIS. Thereafter and prior to the first occupation or operational use of any individual use element of block A a Supplementary Travel Plan or Travel Plan Statement shall be produced. Each Supplementary Travel Plan shall link back to the targets and objectives in the main Framework Travel Plan.

24) The development shall be carried out in accordance with the West Way service access details approved under application P19/V2241/DIS. Thereafter, the access point shall be formed and constructed in accordance with the approved details and the bollards or physical barrier shall be maintained and kept in place at all times.

24) The development shall be carried out in accordance with the Ground Investigation Report approved under application P18/V0698/DIS. Following implementation of the remedial measures identified in the report, a full validation report detailing the measures carried out to ensure compliance shall be submitted to and approved in writing by the Local Planning Authority. All implemented works shall be maintained in place thereafter.

25) The development shall be carried out in accordance with the Low Emissions Strategy approved under application P18/V0969/DIS.

26) 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 water 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. The piling shall be undertaken in accordance with the terms of the approved piling method statement.

27) The development shall be carried out in accordance with the Community Employment Plan (CEP) approved under application P18/V0317/DIS.

28) All plant, machinery and equipment to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to ensure that the rating noise level from the equipment shall be at least 5 dB below the pre-existing background noise level (L90) when measured at the nearest noise

sensitive premises with the measurements and assessment made in accordance with BS4142:2014 -'Methods for rating and assessing industrial and commercial sound'.

29) No deliveries shall be received at, or dispatched from, the site between the hours of 22:00 and 07:00 on 7 days a week.

30) The development shall be constructed in accordance with the proposed slab, finished floor and roof levels of the building in relation to existing and proposed levels of the site and the surrounding land and buildings as detailed on the approved drawings.

31) The hours of operation for construction and demolition works shall be restricted to 07:30-18:00 Monday to Friday and 08:00-13:00 on a Saturday. No work to take place on Sundays or Public Holidays without the prior written authority of the Local Planning Authority.

32) The site shall be managed in accordance with the site security management plan approved under application P19/V2497/DIS.

END OF CONDITONS SCHEDULE