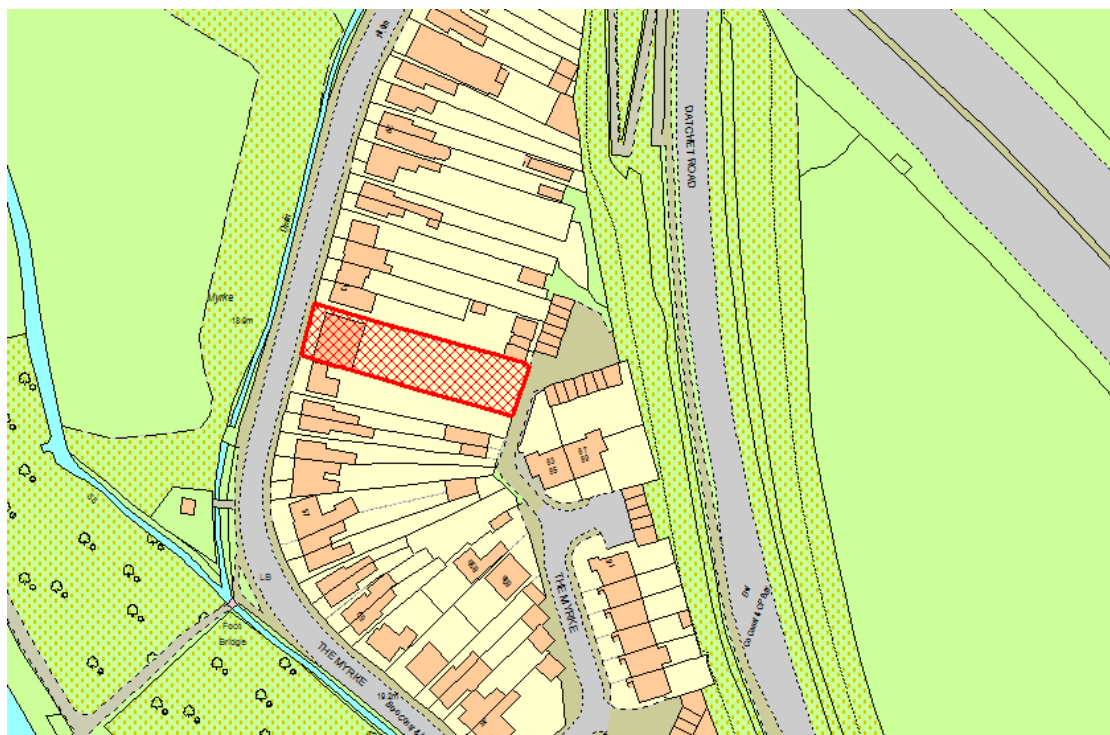


Registration Date:	18 th May 2020	Application No:	P/16947/002
Officer:	Alex Harrison	Ward:	Upton
Applicant:	Alexa Reid	Application Type:	Minor
		8 Week Date:	31 st October 2020
Agent:	Andy Patrick, Ian Belsham Associates		
Location:	45 The Myrke, Datchet, Slough, SL3 9AB		
Proposal:	Construction of 2 no. semi-detached dwellings and 1 no. detached dwelling		

Recommendation: Delegate to Planning manager for Approval, subject conditions.



P/16947/002 – 45 The Myrke, Datchet, Slough, SL3 9AB

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Under the current constitution this application is being brought to Committee for decision as the client is Slough Borough Council.
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and neighbouring residents, as well as all other relevant material considerations, it is recommended that the application be approved subject to conditions..

PART A: BACKGROUND

2.0 Proposal

- 2.1 Full planning permission is sought for the construction of 2 no. semi-detached dwellings and 1 no. detached dwelling.
- 2.2 The proposed development consists of:
- The erection of a pair of semi detached dwellings each with two bedrooms
 - The erection of a single detached dwelling with three bedrooms
 - Hardstanding and garden space associated with the above
- 2.3 Please note that although the description of the development remained the same, amended drawings were received from the agent on 28th August 2020 and 10th December 2020. Amended highways drawing were received 12th August 2021.

3.0 Application Site

- 3.1 The site consists of a plot of land to the rear of numbers 41, 43 and 45 The Myrke. Access is taken from an access road to The Myrke to the east. The site is therefore surrounded by residential development to the north, south and west. The character of the local area is residential, with a mix of two storey detached, semi detached and terraced properties.

4.0 Site History

- 4.1 Although there is some planning history associated with number 45 The Myrke, there is no planning history specific to the proposed site.

5.0 Neighbour Notification

- 5.1 69, The Myrke, Datchet, Slough, SL3 9AB, 93, The Myrke, Datchet, Slough,

SL3 9AD, 81, The Myrke, Datchet, Slough, SL3 9AB, 71, The Myrke, Datchet, Slough, SL3 9AB, 83a, The Myrke, Datchet, Slough, SL3 9AB, 51, The Myrke, Datchet, Slough, SL3 9AB, 97, The Myrke, Datchet, Slough, SL3 9AD, 99, The Myrke, Datchet, Slough, SL3 9AD, 57-59, The Myrke, Slough Road, Slough, Berkshire, SL3 9AB, 85, The Myrke, Slough, SL3 9AB, 47, The Myrke, Slough, SL3 9AB, 83, The Myrke, Slough, SL3 9AB, 87, The Myrke, Slough, SL3 9AB, 39, The Myrke, Slough, SL3 9AB, 43, The Myrke, Slough, SL3 9AB, 41, The Myrke, Slough, SL3 9AB, 89, The Myrke, Slough, SL3 9AD, 79, The Myrke, Slough, SL3 9AB, 113, The Myrke, Slough, SL3 9AD, 83B, The Myrke, Slough, SL3 9AB

Local residents were consulted on the original scheme on 26th May 2020 with additional consultee addresses added on 16th June 2020. Local residents were then re-consulted on the amended drawings on 14th September 2020.

5.2 At the time of writing there have been eighteen letters of representation although it should be noted that there are sometimes more than one representation from an individual property. In summary the comments received are as follows:

- The private access track inadequate and is not sufficiently wide to deal with the vehicle movements to the new dwellings
- Manoeuvring vehicles on the access track is already difficult and this will be worsened by the proposed development
- Access to existing driveways and garages will be impacted by the proposed scheme
- Concerns regarding the upkeep of the access road and damage to fences
- Concerns regarding proposal and an increased pressure on car parking on The Myrke
- Parking restrictions on local roads may assist with the problem of parking by non residents
- Concerns that large vehicles (including emergency vehicles) will not be able to access the site
- Two car parking spaces per dwelling is unlikely to be adequate. Visitor car parking should be provided.
- The height of the proposed dwellings will result in overlooking towards neighbouring properties
- The height of the proposed semi detached dwellings means that they will be taller than those in the surrounding area
- Concerns about possible change of use of outbuilding to residential accommodation in local area
- The proposal is overdevelopment of the site
- Concerns that the waste storage collection point will result in disruption to local residents
- Concerns regarding potential impact on amenity of numbers 83, 85, 87 and 89 The Myrke
- Concerns regarding the impact on the character of the area
- Concerns regarding the sustainability/energy standards of the proposed development
- Concerns regarding the potential impact on trees

- Concerns regarding foul drainage
- Concerns regarding potential noise and disturbance during the construction period
- There is no street lighting which would result in increased risk of crime/risk to safety.
- No yellow site notice has been erected.
- Access to the garages opposite the site will be restricted and a covenant will need to be agreed in order to allow rights of access to these garages
- Surface water drainage is inadequate
- Concerns regarding impact on ecology
- Concerns regarding the impact on services (television/broadband)

5.3 A petition containing 27 signatures (although it should be noted that there are occasions when there are multiple signatures from the same address) has been received objecting on the following basis:

1. **LOSS OF PRIVACY** – The proposed development is higher than existing neighbouring properties which will affect the residents privacy by overlooking adjoining properties.
2. **TRAFFIC** – The proposed development will generate extra traffic due to site workers and delivery vehicles in an already extremely congested cul-de-sac. Also no provision has been made for visitors to the new development.
3. **NOISE** – The proposed developments close proximity to other properties will cause excessive noise and disturbance to neighbouring residents.
4. **OVERBEARING NATURE OF DEVELOPMENT** – The proximity of the proposed development will result in significant loss of outlook to neighbouring properties.
5. **SAFETY**- The access road to the proposed development is extremely narrow. It was only meant for access to the garages and is not suitable for large lorries or emergency vehicles. (As demonstrated recently when there was a fire in a neighbouring garden and the fire appliance could not negotiate the narrow lane)

6.0 Consultations

6.1 Transport and Highways

Comments dated 12th July 2020 on the original scheme.

Parking Spaces

- Although parking spaces must dimension 2.4x4.8m, this applies to an open layout without obstructions. For parking spaces sited next to vertical obstructions such as fences, landscaping, hedges, etc the width of the bays must be increased by 300mm on the side where there is an obstruction to allow the doors to be opened and spaces used as intended. The risk of not doing so is that vehicles stop in the road outside of the bays for passengers to embark/disembark both causing an obstruction (which may not be such an issue on this access road) or also pose safety concerns with young children having to get out of the car in the road before it is parked. The layout must be amended to allow for this.
- The parking layout for unit 3 appears to be very tight with the bays almost having a slight overlap. The applicant should provide vehicle tracking to demonstrate that the bay parallel to the road can be used. Tracking should be carried out used a DB32 large car (which measures

5.1m in length).

Visibility

- The applicant has not demonstrated any visibility splays for the parking bays, these must be demonstrated as inadequate visibility poses road safety hazards to pedestrians and other users of the access road.

Boundary Treatment

- We assume that there is an open boundary along the frontage of the proposed site as the road is not wide enough for vehicles to manoeuvre meaning they would need to use part of the access road and part of their frontage to turn vehicles in/out of the parking bays, especially Unit 1 where the roadway is the narrowest.

Bin Collection Point

- This appear to be designed to accommodate 3no wheelie bins. As there are 3no dwellings being proposed, the bin collection point must be able to accommodate 6no 240l wheelie bins on collection day. This point should only be used on collection day, at all other times the bins should be stored within the curtilage of the individual properties and storage for 3no wheelie bins for each dwelling must be shown (residual waste, recycling, garden waste). As all gardens have rear access, I'm confident that each property can accommodate the bins as required.
- The bin collection point is approximately 25m from a point on the adopted highway where the refuse vehicle would be able to collect the bins therefore this is deemed acceptable.

Shared Surface Access Road

- Access to the properties is proposed from the existing narrow road serving the garage complex.
- It is unclear if the applicant has a right of access over this road for the purposes intended (access for properties and to carry out works on the road) but it is assumed that they have and this is not a Highways matter as such.
- The applicant has proposed the access road as a shared surface however has not provided any details on the width, construction or design of the road. Shared surface roads must be suitably designed in accordance with the relevant guidance and standards to ensure they are fit for purpose and safe to use. DfT guidance requires us to ensure that all schemes are designed with the needs of different users in mind, and satisfy their obligations under the equalities legislation. As such no details have been provided in terms of a shared surface design which needs to accommodate the residents of the new dwellings all users associated with the dwellings as well as the existing users of the road. A suitable design would need to be submitted for approval before it could be supported to ensure the shared surface is both safe and fit for purpose.
- The applicant has made reference to resurfacing the road however, no details of construction/materials have been submitted and considering that this is being considered as a shared surface road, the construction of the road must be suited to this use in accordance with guidelines.
- Shared surface roads must have entry/exit points also known as gateways. Details of this have not been provided and a detail would need to be agreed before we approve this design.

- As works are being proposed on this access road, detailed proposals will need to be submitted for approval which include levels as it must be ensured that the works on the service road do not impact on the surrounding areas including the adopted highway and that the surface water in this area is adequately dealt with/discharged.

Servicing/Deliveries

- The applicant has not provided details of how the proposed properties will be serviced for parcel, deliveries of large items, etc. Couriers will almost always park as close as possible to the property being serviced as expected and therefore they are likely to park on the narrow access road. The applicant is required to demonstrate how this could work without causing an obstruction.
- Whilst the above may be acceptable, the applicant must demonstrate that a large panel van (Mercedes Sprinter Van LWB- as typically used by couriers in this area) will be able to safely service the properties, ensuring it can enter and exit the shared surface road in forward gear. The applicant should provide a servicing and delivery management plan to demonstrate this.

Surface Water Disposal

- It is unclear how the applicant is expecting to discharge private surface water from the development site. The hardstanding areas must be designed in a way to ensure private surface water is contained within the site and discharged appropriately. It is not permissible for the private surface water to run-off onto the shared surface road or into the highway drainage network.

Summary

- The local highway authority has identified a number of concerns within the key areas identified above where further information or clarification is required. As such I confirm that the Local Highway Authority cannot support this application in its current form unless the information listed above can be satisfactorily addressed or provided.

Amended comments received 16 August 2021

Access Visibility

SBC Highways and Transport have no objection to the proposed development on the basis of the visibility from the proposed vehicular access point, which is the proposed parking spaces proposed perpendicular to the access road.

The Proposed Layout (Drawing No. 983-001-005, dated 7th July 2021) demonstrates that only 2 metres x 11 metres visibility is available from the proposed parking spaces to the bend in the access road, which does not accord with the Manual for Streets Visibility requirements for a 30mph speed limit. However, the applicant has offered to provide speed control measures in the form of a 3m long 'speed table' to reduce vehicle speeds along the access road.

Vehicle speeds along the access road are likely to be low in the existing situation due to the narrow nature of the access road which measures 3.2m – 4.5m wide. Vehicle speeds are also likely to be low given the road is a dead

end with vehicles either slowing down to park on their driveway or garage. Vehicles departing their driveway will have had minimal distance to gather speed when they pass the site access. The provision of a speed table will further ensure vehicles are travelling slowly on approach/departure from the proposed dwellings and from the existing dwellings.

The applicant has also demonstrated pedestrian visibility splays of 2m x 2m can be provided on drawing '1471 S04 P1 27.08.20'.

The provision of the speed table should be secured by a Section 278 Agreement / Minor Highway Works agreement with the Local Highway Authority.

Access Road

The LHA raised concerns relating to the lack of detail provided for the proposed access road becoming a shared surface. In response to these concerns, insufficient details have been provided.

The applicant has previously made reference to resurfacing the road however, no details of construction/materials have been submitted and considering that this is being considered as a shared surface road, the construction of the road must be suited to this use in accordance with guidelines.

As works are being proposed on this access road, detailed proposals will need to be submitted for approval which include levels as it must be ensured that the works on the service road do not impact on the surrounding areas including the adopted highway and that the surface water in this area is adequately treated and discharged appropriately. The shared surface must be suitably designed in accordance with the relevant guidance and standards for shared surfaces. DfT guidance requires us to ensure that all schemes are designed with the needs of different users in mind and satisfy their obligations under the equality's legislation.

SBC Highways and Transport recommend that further details of the surface road design are secured by planning condition and that the applicant enters into a Section 278 Agreement / Minor Highway Works agreement.

SBC Highways and Transport also recommend a condition requiring the provision of appropriate lighting along the shared surface access.

Car Parking

Further to comments from the LHA regarding increasing the width of bays sited next obstructions to 300mm, the width of the proposed parking space for Unit 3 has been widened to 2.9m and is therefore acceptable.

Swept path analysis was also requested for this parking space based on a DB32 large car. This has been provided (Drawing 1471 S04 P1 27.08.20) and this demonstrates that this parking space can be used.

Drainage

Concerns were raised by the LHA as to how private surface water would be discharged from the development site. The applicant has submitted drawing

1471 S05 P2 26.08.20 which shows that surface water is contained within the site and the provisional location of a SW attenuation tank in the rear garden of Unit 2 which will discharge to an existing mains SW system. Therefore, no private surface water will run-off onto the shared surface road or into the highway drainage network. This is therefore acceptable.

Details of surface water disposal for the access road have not been provided and these should be secured by planning condition.

Cycle Parking

The SBC Developers Guide: Part 3: Highways and Transport (2008) requires the provision of 1 secure, covered cycle parking space per dwelling to facilitate travel by sustainable travel modes. The proposed site plan does not label/identify cycle parking for each dwelling.

SBC Highways and Transport recommend that further details of cycle parking provision are secured by planning condition.

Servicing and Refuse Collection

SBC Highways and Transport have no objection to the proposed development on the basis of the servicing or refuse collection arrangements for the proposed dwellings.

The LHA previously requested that the applicant demonstrates that a large panel van (Mercedes Sprinter Van LWB- as typically used by couriers in this area) will be able to safely service the properties, ensuring it can enter and exit the shared surface road in forward gear. This has been provided and is acceptable.

It is anticipated that refuse collection would take place from the highway which is approximately 25m from the proposed refuse collection point and is therefore considered acceptable.

As previously commented, previous plans showed that the collection point would only accommodate 3 wheelie bins and the LHA requested that 6no 240l wheelie bins should be accommodated. Updated plans (Drawing 1471 S03 P2 27.08.20) now show that 6 wheelie bins can be accommodated, and this is therefore acceptable.

Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to this application from a transport and highway perspective.

6.2

Thames Water

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site

remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "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 020 3577 9483 or by emailing trade_effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

6.3 **Tree/landscape officer**

The submitted ecology report identifies a number of trees within the gardens. However there is no supporting tree survey and tree protection plan.

As the new buildings will have a considerable impact on the local area retaining trees will be vital to ensure that the impact of the proposal is minimised as much as possible. To achieve this supporting arboricultural survey in accordance with BS5837:2012 Trees in relation to design demolition and construction-recommendations must be submitted prior to any approval.

A landscape plan is also required that builds on the existing features to provide a comfortable relationship with the surrounding gardens and residential properties.

Further comments received 29th September 2020 in relation to the additional information stating that there are now no reasons for refusal. Should the application be approved then a landscaping condition is requested for the following reason:

To provide a high quality environment around the development and replace any trees that have been removed.

6.4 **Contamination officer**

Raised no objections subject to conditions.

6.5 **Environment Agency**

Thank you for consulting us with this application. The application site lies within Flood Zone 2, an area defined as being at medium risk of flooding according to the Planning Guidance. The site is also located within a Source Protection Zone 1 (SPZ).

Groundwater SPZs are areas of groundwater where there is a particular sensitivity to pollution risks due to the closeness of a drinking water source and how the groundwater flows.

They are used to protect abstractions used for public water supply and other forms of distribution to the public such as mineral and bottled water plants, breweries and food production plants. SPZ 1 represents the inner zone and are the most sensitive.

Environment Agency Position

We have no objections to the proposed development as submitted.
Flood Risk Standing Advice - Advice to LPA

The proposed development falls within Flood Zone 2, which is land defined in the [planning practice guidance](#) as being at risk of flooding.

We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with us. This

proposal falls within this category.

These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at <https://www.gov.uk/guidance/flood-risk-assessment-for-planningapplications#when-to-follow-standing-advice>

We recommend that you view our standing advice in full before making a decision on this application.

I also enclose our Thames Area safe access and egress guidance note. Sequential Test - Advice to LPA

In accordance with the National Planning Policy Framework (paragraph 158), development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

It is for the local planning authority to determine if the sequential test has to be applied and whether or not there are other sites available at lower flood risk. Our flood risk standing advice reminds you of this and provides advice on how to apply the test.

6.6 **Lead Local Flood Authority**

Thank you for consulting us on the above planning application. Hampshire County Council has provided comments in relation to the above application as a consultant to Slough Borough Council for surface water drainage.

We have reviewed the following information in relation to the above planning application:

- Ambiental Phase 1 Flood Risk Assessment 4750_4026 V 2.1

In order for us to provide a substantive response, the following information is required:

There is no detail drainage strategy contained within the FRA. We will require a drainage layout, storage calculations, proposed flow rates and point of discharge. If soakaways are proposed soil infiltration testing will be required.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Comments on amended information dated 25th September 2020:

Thank you for consulting us on the above planning application. Hampshire County Council has provided comments in relation to the above application as a consultant to Slough Borough Council for surface water drainage.

We have reviewed the following information in relation to the above planning application:

- Ambiental Phase 1 Flood Risk Assessment 4750_4026 V 2.1
- IBA Architects Surface Water drainage layout 1471 (S)05 P1

In order for us to provide a substantive response, the following information is required:

We require storage calculations, proposed flow rates and justification, point of discharge and water quality information. Existing sewer information including depths and finished floor levels for the proposed units needs to be indicated to confirm if a gravity or pumped connection is proposed.

6.7 **Archaeology officer**

Thank you for consulting Berkshire Archaeology regarding the above application. Berkshire Archaeology is part of Reading Borough Council's Museum and Town Hall Services and provides historic environment advice to the five unitary authorities of Bracknell Forest Council, Reading Borough Council, Royal Borough of Windsor and Maidenhead, Slough Borough Council and Wokingham Borough Council.

There are potential archaeological implications associated with this proposed scheme. The site lies within the Thames valley. It therefore lies over the floodplain and gravel terraces which have been a focus of settlement, agriculture and burial from the earlier prehistoric period to the present day, as evidenced by data held on Berkshire Archaeology's Historic Environment Record.

Less than 80m south west from the proposal area, there is the known site of a mid to late Iron Age settlement which lies primarily within the land known as Agars Plough. This settlement was identified during an archaeological evaluation, but the limits of the prehistoric settlement are not thoroughly understood. A geophysical survey in the year 2000, of land to the west, showed that the site continued beyond the previously identified area, and as such has potential to extend to the location of these development proposals.

Therefore the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. It is therefore recommended that the following condition is applied should permission be granted in order to mitigate the impacts of development. This is in accordance with Paragraph 199 of the NPPF which states that local planning authorities should *'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

Condition

A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment

3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) The Development shall take place in accordance with the Written Scheme of Investigation approved under condition (A).

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.

In view of the nature and scale of the development and the low likelihood of the potential archaeology, should it exist, meriting preservation in situ, field evaluation through trial trenching would represent an appropriate initial phase of work in order to determine the archaeological potential and levels of previous truncation and the need for any further phases of work.

Berkshire Archaeology would be pleased to discuss the approach with the applicant or their archaeological consultant should permission be granted. If the applicant can demonstrate previous widespread impact on below ground deposits which specifically affect the archaeological potential, then this advice can be reviewed.

I trust this is satisfactory but if you have any questions or would like to discuss this in more detail then please do not hesitate to contact me.

6.8 **Ecology**

No comments received at the time of writing. Any comments received will be reported via the amendment sheet.

6.9 **Environmental noise**

No comments received at the time of writing. Any comments received will be reported via the amendment sheet.

7.0 **Policy Background**

7.1 **Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:**

- Core Policy 1 – Spatial Strategy
- Core Policy 3 - Housing Distribution
- Core Policy 4 - Type of Housing

- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN2 - Extensions
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H13 - Backland/Infill Development
- H14 - Amenity Space
- H15 – Residential Extensions
- T2 - Parking Restraint
- T8 - Cycling Network and Facilities

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.

The National Planning Policy Framework 2021 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, the Local Planning Authority can not demonstrate a Five Year Housing Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law.

Planning Officers have considered the revised National Planning Policy Framework 2021 which has been used together with other material planning considerations to assess this planning application.

7.2 Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036

On 1st November 2017 the Planning Committee approved further testing and

consideration of the Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036.

7.3 On 26th August 2020 the Committee considered Local Plan Strategy Key Components. These key components are:

- Delivering major comprehensive redevelopment within the “Centre of Slough”;
- Selecting other key locations for appropriate sustainable development;
- Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets;
- Protecting the “Strategic Gap” between Slough and Greater London;
- Promoting the cross border expansion of Slough to meet unmet housing needs.

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of the proposal
- Design and impact on the character and appearance of the area
- Impact on neighbouring amenity
- Living conditions of future occupiers
- Highways and transport
- Contamination
- Trees and ecology
- Drainage Considerations

9.0 **Principle of Development**

9.1 Given the absence of a five year supply in housing, the LPA must undertake an exercise in judgement in determining the appropriate balance of considerations as to whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole. It is required to assess whether the proposed development is sustainable as defined by the NPPF 2021.

9.2 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years as a result any development within the urban area should consist predominantly of family housing.

9.3 The Core Strategy defines family housing. As of 1st November 2018 the definition has been updated and is shown below:

‘A fully self-contained dwelling with a minimum gross internal floor area of 79 square metres, that has direct access to a private garden. Comprises a

minimum of two bedrooms and may include detached, semi-detached, terraced and town house dwellings but not flats and maisonettes.'

- 9.4 The proposed dwellings have two/three bedrooms, have an internal floor area in excess of 79sq.m and have direct access to a private garden. The proposed development would therefore provide family housing to the required standard.
- 9.5 Given there would be no net loss of family housing and the weight of balance is tilted towards the supply of housing, the principle of this housing type would be acceptable subject to complying with the relevant planning considerations which are assessed below.
- 9.6 Policy H13 (Backland Development) of Slough Local Plan (2004) sets the requirements to allow appropriate backland development and criteria to resist inappropriate development of residential gardens as backland/infill developments such as this application for the proposed development. The Council has to consider whether the proposal would be sustainable development, and part of that assessment is whether development would contribute to the protection and enhancement of the natural, built and historic environment. It is therefore considered that an assessment should be made on whether the development would cause harm to the local area.
- 9.7 The proposal seeks the subdivision of a plot of land to provide three new family dwellings. The provision of three additional family houses would generally contribute to the housing provision within the Borough.
- 9.8 However, in order to comply with policy H13 of the Local Plan, the proposed development needs to meet additional criteria. These will be discussed within the remainder of the report.

10.0 Design and Impact on Appearance and Character of the area

- 10.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 10.2 Of particular relevance is policy H13 of the Local Plan. This is shown below:

'Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:

- a) the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;*
- b) appropriate access, amenity space and landscaping are provided for the new dwellings;*
- c) appropriate car parking provision is made in line with the aims of the integrated transport strategy;*
- d) the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the*

creation of new access roads or parking areas;
e) the proposal is not located within a residential area of exceptional character; and
f) the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land.'

10.3 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:

'All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.'*

10.4 Although the proposed development is located on land to the rear of numbers 41, 43 and 45 The Myrke, the access point is taken from the east from a private road. The proposed dwellings would face this road, creating a new active frontage. There are two existing rear developments at 71 and 73 The Myrke (forming 83a and 83b The Myrke). These retain a frontage on The Myrke due to the bend in the road.

10.5 The dwellings provide a frontage to a built up area that already has residential units in the area. The siting of the dwelling will not therefore be out of character of the area due to the pattern of existing established development. In this respect, the proposed development is acceptable.

10.6 In terms of scale and form the proposed scheme has been amended since its original submission to reduce the scale of proposals and bring them more in keeping with the character of the area. As a result the proposed development is considered to provide 3no residential units that are reflective of the scale of development in the area.

10.6 On the basis of the considerations above, it is considered that the proposed development will accord with policies EN1 of the Local Plan and CP8 of the Core Strategy and the requirements of the NPPF 2019.

11.0 Impact on neighbouring amenity

11.1 Policy CP8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers. The proposed development does not include any extensions to the building or any additional openings. The replacement of external cladding will have no harmful impact on the amenities of neighbouring occupiers and the proposed development is therefore considered to comply with policy CP8 of the Core Strategy and the requirements of the NPPF 2019.

11.2 The proposed dwellings have been sited on the plot in locations to establish distances to other existing dwellings. Units 1 and 2 are set (at their closest

point) 21m from the rear of 45 The Myrke to the west. Unit 3 is separated from 43 The Myrke by a distance of 27.8m and from 41 The Myrke by a distance of 31.6m. These distance are, in planning terms, considered to provide suitable separation between the buildings to the extent that there is not considered to result in adverse overlooking impact to neighbouring windows.

- 11.3 The proposed dwellings all have a garden depth of 9m which, when coupled with screening from existing and proposed landscaping on the western boundaries, would provide suitable distance to ensure there is not adverse overlooking impact on the rear gardens of neighbouring properties to the west.
- 11.4 In terms of potential overlooking to the north and south, the plans show that any side windows proposed at first floor level would serve bathrooms to the respective dwellings therefore it is expected that these would be fitted with obscure glazing. The side windows would have an outlook onto neighbouring gardens but the potential for overlooking can be addressed through inclusion of conditions that require these windows to be fitted with obscure glazing and to be non opening up to an internal height of 1.7m.
- 11.5 To the east the outlook is towards hardstanding that serves existing garages and screen landscaping beyond that. To the southeast is a two storey block of residential units which have garden areas that face north and are adjacent to the access road to the application sites. Objection has been received from residents of these units on the grounds of harm to privacy. The proposed dwellings will face towards the rear gardens of these neighbouring units but there is considered to be a suitable distance from the outlooks to ensure there is no direct overlooking. Furthermore the garage blocks act to screen the gardens from the proposed units. There is a suitable distance to ensure there would be no loss of light or overshadowing and the orientation of the neighbouring windows means that the development would not appear overbearing from the neighbouring units either.
- 11.6 The siting of the proposed dwellings and their scale are such that there is not considered to be any significant impact on the extent of light to any neighbouring properties and no adverse impact would occur through overshadowing.
- 11.7 The proposal is therefore considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

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

- 12.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 12.3 The dwellings as proposed are acceptable when considered against the nationally prescribed space standards for dwelling which is acceptable. Each dwelling also has a suitably sized garden which ensures acceptable private

amenity space is given as well.

- 12.4 The application is considered to be acceptable in light of the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 Highways and Parking

- 13.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 13.2 The Highways Officer has made a number of comments on the application and the applicant submitted amended plans as a result to take the comments on board. As a result of the revised plans there are now no objections to the scheme in highways terms.
- 13.3 It is noted that a number of objections have been received on highways grounds relating to parking, access, vehicle movement and emergency services.
- 13.4 In respect of the parking numbers, each unit has two parking spaces per unit and this is considered to be acceptable in planning terms. The parking spaces have been increased in size during this application to ensure they are usable spaces. It is noted that there is no visitor parking provided within the application site and while this would have been ideal the scale of development proposed and the size of the site means that the absence of visitor spaces would not, when considering the wider planning balance, render the scheme unacceptable in planning terms. No details of cycle parking have been provided but it is considered that there is space in the site for this to be provided in principle and a requirement of 1 cycle space per unit can be secured through condition.
- 13.5 The proposed access road will be subject to a notable intensification of use. It is single width and it would benefit from improvement. The access road is outside of the application site and works cannot be secured by standard condition or S106 agreement however it is possible to use a Grampian style condition to secure these works. Grampian conditions are conditions that require an applicant to complete a set off off-site works before any development on the application site can be commenced. Improvement to the access road for the new residents and those accessing the garages is considered to be reasonable and necessary to make the scheme acceptable in planning terms and therefore the condition has been included.
- 13.6 In respect of visibility, the amended plans that have been received demonstrate that suitable visibility can be achieved for all units on the basis that a speed table is to be installed on the access to control vehicle speeds. It is noted that

vehicle speeds along the access road are likely to be low given its width and the fact that it is a dead end.

- 13.7 In respect of servicing access and refuse collection the amended details have demonstrated that a larger van would be able to enter and leave the access in a forward gear. The access is too narrow for a council waste service vehicle to enter however it is noted that bin collection would be done on the roadside at The Myrke which implies a 25m drag distance for bins, which is considered to be acceptable.
- 13.8 With regards to access for emergency vehicles the information submitted shows that a larger vehicle that would be similar to an ambulance can enter and leave the access in a forward gear. In respect of fire services the access is probably too narrow for this however it is not essential for access to be provided. In circumstance where there are access problems, Building Regs will require dwellings to be fitted with sprinkler systems and this would be the case with this proposal. In any case it is a Building Regs matter and, for planning purposes, there is no highways harm from such circumstances.
- 13.9 On the basis of the considerations made above, there are no highways impacts that would result in significant and demonstrable harm that would, in itself warrant a reason to refuse planning permission. Outstanding matters and implementation requirements can be secured by condition and are included as part of the recommendation.
- 14.0 **Contamination**
- 14.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 14.2 The application site comprises residential gardens and the risk of contamination is therefore considered to be low. There is nothing in the planning history to suggest previous uses that could pose risks and no objections are raised as a result.
- 15.0 **Trees and Ecology.**
- 15.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 15.2 The loss of garden area would result in a loss of soft landscape on the site. It is noted that there are no trees of significance lost as a result of the scheme and suitable distances are established between other trees on neighbouring sites.
- 15.3 The application scheme gives the opportunity to require the provision of bat and bird boxes on the proposed dwellings which would result in a demonstrable net gain in biodiversity and these can be secured by condition which means that there are no objections in respect of trees and biodiversity.

16.0 Drainage considerations

- 16.1 The site is located within flood zone 1 and therefore flood risk is minimal.
- 16.2 Thames Water has considered the impact of the proposal on the surface water drainage, foul drainage, the waste water network and water availability. The comments confirm that there is capacity in the sewerage and water networks to accommodate the development without an adverse impact.
- 16.3 The development would increase the extent of hard surfaces on the site but, given the comments from Thames Water, there is not considered to be an impact that would adversely affect the area.

17.0 Archaeology

- 17.1 The Archaeologist has identified that there may be archaeological remains on the site and that a condition is requested to assess this. This is considered to be reasonable and has been included as part of the recommendation.

18.0 Planning Balance

- 18.1 In the application of the appropriate balance it is considered that there are significant benefits to be had through the provision of housing during a time that the Council is unable to demonstrate a deliverable 5 year housing land supply. It is also noted that conditions can secure a net gain in biodiversity. It is noted that the access is not ideal and a number of points have been raised in objection to the application from neighbouring residents. However, as the report has considered, none of the impacts raised through objection are considered to have a significant adverse impact that would result in harm that would outweigh the benefits identified. .
- 18.2 On balance it is recommended that planning permission should be granted in this case as the benefits significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

19.0 Process

- 19.1 It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is not in accordance with the National Planning Policy Framework.

20.0 PART C: RECOMMENDATION

- 20.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **approved** subject to the following conditions.

21.0 PART D: CONDITIONS

CONDITIONS:

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

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

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

- (a) Drawing No. 18039-18-01, Dated 09/02/2018, Recd On 29/06/2018
- (b) Site and Location Plan No. 00023H Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (c) Drawing No. 00023E Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (d) Drawing No. 00023F Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (e) Drawing No. 00023G Rev: 1, Dated 20/08/2018, Recd On 21/08/2018
- (f) Drawing No. 00023H Rev: 0 Entitled 'Landscaping', Dated 28/05/2018, Recd On 29/06/2018
- (g) Drawing No. 00023H2 Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (h) Drawing No. 00023I Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (i) Drawing No. 00023J Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (j) Drawing No. 00023K Rev: 0, Dated 28/05/2018, Recd On 29/06/2018
- (k) Undated/unnumbered Design & Access Statement by IE architecture
- (l) 7no. undated/unnumbered images on A2 sheets illustrating the proposed scheme
- (m) Drawing No. 983-001 Rev 005 dated 07/07/2021, received 12/08/2021

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. No development above damp proof course level shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the proposed external facing materials on the dwellings hereby approved. The development shall be carried out in accordance with the details approved unless otherwise agreed in writing with 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.

4. No window(s), other than those hereby approved, shall be formed in the elevations of the development hereby approved without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

5. The first floor windows on the north and south elevation shown on drawing no. 1471 (0)02 P3 and the first floor window on the north elevation shown

on drawing no. 1471 (0)04 P3 on the shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004

6. The development hereby permitted shall be not be occupied until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The approved details shall be carried out prior to the first occupation of the development and retained at all time in the future, unless otherwise agreed in writing by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2018.

7. Notwithstanding the terms and provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E and G, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interests of design and amenity in accordance with Policies EN1 and H14 of The Adopted Local Plan for Slough 2004.

8. No dwelling hereby approved shall be occupied on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

9. None of the dwellings hereby approved shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of the provision and location of 3no bat/bird boxes within the application site. The works shall be carried out in accordance with the approved details and be in place prior to first occupation and thereafter be retained.

REASON: To demonstrate a net gain in biodiversity in the interests of

paragraph 17 of the National Planning Policy Framework 2019.

10. No part of the development shall be occupied until the new means of access to each unit has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

11. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

12. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of proposed works to resurface the existing access road that runs on the eastern side of the site to the point it joins the highway on The Myrke. The works shall be proposed to accord with Slough Borough Council's Adopted Vehicle Crossover Policy. The works shall be carried out in accordance with the approved details and be completed prior to the commencement of any development on site.

REASON: To ensure the access road from The Myrke is of an acceptable standard due to increased usage and to continue to allow access to the dwellings and adjacent garages in the interests of Policy T3 of The Adopted Local Plan for Slough 2004.

13. No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

14. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

15. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the

approved details. No surface water from the development shall drain onto the public highway.

REASON: To minimise danger and inconvenience to highway users.

16. No part of the development shall be occupied until covered and lockable cycle parking stores with minimum dimensions of 2m in length x 2m in height and 1m in width are provided for each dwelling. The cycle parking shall be provided in accordance with these details and shall be retained at all times in the future for this purpose.

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

17. No part of the development shall be occupied until suitable bin storage area has been provided in accordance with the standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development

18. Development works shall not commence until a Phase 1 Desk Study (DS) has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

19. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination

present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

20. Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

21. 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.

22. A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment

3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) The Development shall take place in accordance with the Written Scheme of Investigation approved under condition (A).

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.