

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

**MAIDENHEAD DEVELOPMENT CONTROL PANEL**

12 April 2017

Item: 2

<b>Application No.:</b>	17/00191/OUT
<b>Location:</b>	20 And 24 Braywick Road Maidenhead
<b>Proposal:</b>	Outline application (access and layout) with other matters reserved for the erection of two-storey 7No. dwellings with access, parking and amenity space following the demolition of existing dwelling
<b>Applicant:</b>	Mr Collinge
<b>Agent:</b>	Mr Jake Collinge
<b>Parish/Ward:</b>	Maidenhead Unparished/Oldfield Ward

**If you have a question about this report, please contact:** Susan Sharman on 01628 685320 or at [susan.sharman@rbwm.gov.uk](mailto:susan.sharman@rbwm.gov.uk)

## 1. SUMMARY

- 1.1 The application site is located within the built-up area of Maidenhead on the outskirts of the town centre. The proposal has been revised since the previous application to ensure the scale of the development will be in-keeping with the prevailing character of the area. The proposal will not harm the living conditions of any neighbours and would contribute 5 houses to the supply of housing in the Royal Borough.
- 1.2 The proposed houses on plots 5 and 7 would be in close proximity to protected trees and the tree officer has objected to the application. However, it is considered that, as the dwellings would be outside the root protection areas and managed canopy spreads of the relevant trees, and any works to these trees would require consent from the Council, the potential harm arising from the development is outweighed by the benefits of it.

<b>It is recommended the Panel grants planning permission with the conditions listed in Section 9 of this report.</b>
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## 2. REASON FOR PANEL DETERMINATION

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

## 3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The application site is located on the west side of Braywick Road, close to its junction with Rushington Avenue and Stafferton Way. The site is approximately 0.39 hectares and currently comprises the plots for two detached houses. The land rises from east to west and there is a protected oak tree in the south-west corner of the site and a protected walnut tree in the north-west corner. There is also a protected oak tree at the rear of the neighbouring property at 18 Braywick Road that overhangs the application site.
- 3.2 The west side of Braywick Road is predominantly characterised by medium-sized detached and individually designed houses. The application site is surrounded by residential properties.

## 4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

Application	Proposal	Decision
16/02349/OUT	Outline application (access) with other matters	Appeal pending for non-

	reserved, for the erection of 8 detached two-storey dwellings with access, parking and amenity space following the demolition of the 2 existing dwellings.	determination. Would have refused 13.02.17.
16/03948/OUT	Outline application (access) with other matters reserved for the erection of 8 dwellings, comprising 2 detached two-storey dwellings and 3 pairs of two-storey semi-detached dwellings with access, parking and amenity space following the demolition of the 2 existing dwellings.	Refused 24.03.17.

- 4.1 The application seeks outline permission for the demolition of two houses and replacement with 7 two-storey dwellings, (comprising 1 pair of semi-detached and 5 detached properties), Four houses would be positioned at the front directly facing Braywick Road with the remaining three to the rear.
- 4.2 An access drive would run between the plots at the front and is to be considered as part of this application, together with the layout of the development, which includes the position of the parking associated with the development. Appearance, Landscaping and scale are reserved matters.

## 5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework Sections 6 and 7.

### Royal Borough Local Plan

- 5.2 The main strategic planning considerations applying to the site and the associated policies are:

Within settlement area	Highways and Parking	Trees
DG1, H10, H11	P4, T5	N6

These policies can be found at

[https://www3.rbwm.gov.uk/downloads/download/154/local\\_plan\\_documents\\_and\\_appendices](https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices)

### Other Local Strategies or Publications

- 5.3 Other Strategies or publications relevant to the proposal are:

- RBWM Townscape Assessment – view at:
- RBWM Parking Strategy – view at:

More information on these documents can be found at:

[https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/494/supplementary\\_planning](https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning)

## 6. EXPLANATION OF RECOMMENDATION

- 6.1 The key issues for consideration are:

- The impact of the proposal on the character and appearance of the area;
- The impact on the living conditions of future occupiers and existing neighbours;
- Parking provision and highway safety;
- The impact on trees;
- Archaeological impact;

- vi Air quality management;
- vii Community Infrastructure Levy;
- viii Other material considerations; and
- ix The Planning Balance.

### **The impact on the character and appearance of the area**

- 6.2 The application site is located within the built up area of Maidenhead wherein the principle of development is acceptable. The site is positioned on the west side of Braywick Road and is currently occupied by two large houses set within spacious grounds. Established trees run along the rear of the site where it adjoins properties in Rushington Avenue.
- 6.3 The application site is located in an area described, in the Council's Townscape Assessment, as being a 'Leafy Residential Suburb'. Built form in these areas is characterised by suburban style detached two storey houses on medium to large plots. Architectural styles are broadly consistent in terms of their built form, spacing between buildings and lack of on-street parking. The leafy suburban character is reinforced by well established private gardens, including mature trees and shrubs and there is a well-defined interface between the public/private realm.
- 6.4 A large section of the residential stretch of Braywick Road, towards the southern end, is positioned behind a service road, such that the context against which the application site is viewed is mainly the residential development north of Kingswood Court up to the roundabout at the junction with Rushington Avenue and Stafferton Way. This line of development is characterised by two-storey detached houses that, although vary in design, are of a similar scale. Properties sit back from the edge of the highway, along a slightly staggered building line by approximately 10m behind established hedgerows. Houses are positioned on plots that are generally around 15m wide with regular gaps between properties providing views of the trees and vegetation that lie to the rear. This part of Braywick Road has an attractive, green/leafy, spacious quality that is important to its suburban character and appearance, distinguishing it from the higher density urban development north of the Rushington Avenue/Stafferton Way roundabout.
- 6.5 The proposed houses to the front of the application site would be a similar distance back (approximately 10m) from the edge of the highway as the surrounding development. In addition, and following discussions with officers, the widths of the buildings facing Braywick Road and gaps between them would reflect and reinforce the character of residential development along the road. The three dwellings proposed to the rear of the site would also mirror the prevailing scale of development.
- 6.6 Subject to an acceptable reserved matters application, it is not considered that the proposal would detract from the character and appearance of the area, and complies with saved policies DG1 and H11 of the Local Plan.

### **The impact on the living conditions of future occupiers and existing neighbours**

- 6.7 The dwellings on plots 5 to 7 would be positioned at approximately 1.5m higher than the new houses on plots 1 to 4. However, the new properties would be separated by a gap of at least 25m and with careful design and layout, together with appropriate means of enclosure and landscaping, the living conditions of future occupiers of the dwellings for plots 1 to 4 inclusive would be acceptable. Each dwelling would have at least 100 sq.m rear garden, which is considered sufficient private amenity space.
- 6.8 The gaps between the proposed development and the immediate neighbours (at numbers 18 and 26 Braywick Road) are 3.5m and 6m respectively in the case of plots 1 and 4, and in excess of 20m, from plots 5 and 7 such that there are no concerns with respect to loss of privacy, loss of light or overbearing impact.

## **Parking provision and highway safety**

- 6.9 The A308 Braywick Road is a dual carriageway and to the south of the site it connects to the A308 Windsor Road, A330 Ascot Road and the A308(M), which links to Junction 8/9 of the M4. Heading north, the A308 connects to Stafferton Way and Rushington Avenue at the Braywick Roundabout, and heading further north it has access to the A4 Castle Hill/ Bad Godesberg Way and the A308 Marlow Road.
- 6.10 At the existing accesses the A308 dual carriageway is subject to a 30mph speed limit. The site is approximately 480m south (as the crow flies) of Maidenhead Station and is therefore, based upon the Borough's parking Strategy, deemed to be within an accessible location.
- 6.11 The site currently comprises two detached residential buildings, each served with an individual vehicular access off the A308. The development proposes demolishing the two units to construct 7 detached dwellings, 6 of which (plots 1, 2, 3, 5, 6 and 7) would be served by a single access off the A308 Braywick Road. The dwelling on plots 4 would have its own separate access. The visibility splay standard for a 30mph road is currently set at 2.4m by 43m. The plan shows visibility splays to the right (south) of 2.4m x 90m (82m for plot 4) and are therefore acceptable.
- 6.12 A development of this size has the potential to generate between 70 and 84 vehicular trips per day. However, given that the site is within a sustainable location the trips generated are likely to be less than the figures quoted.
- 6.13 In areas of good accessibility at least 1 space is required for 2 -3 bedroom properties and 2 spaces are required for 4 or more bedroom properties. Plots 1, 3, 4 and 6 are shown the have 2 parking spaces, while plots 2, 5 and 7 have three parking spaces and provision of these is secured by way of condition 7 in section 9. Each plot appears to have sufficient room to accommodate a cycle store and this is covered by condition 8.
- 6.14 The submitted plan does not show that the proposed access road provides adequate room to allow a refuse or service vehicle to enter and leave the site in a forward manner. As layout is a matter to be considered at this stage, the applicant has been requested to provide a revised plan to demonstrate this can be achieved. The Highway Authority's advice on this matter will be reported in the Panel update.
- 6.15 Subject to an acceptable swept path analysis for a refuse vehicle, as set out in 6.14 and a condition in respect of the access construction (covered by condition 14), there is no objection on the grounds of Policies P4 and T5 of the Local Plan.

## **The impact on trees**

- 6.16 The following trees are principle landscape features within the local and wider landscape and are protected by Tree Preservation Order 003/2007:
- 18 Braywick Road – Oak 003/2007/T3 (GHA REF: T4)  
20 Braywick Road – Walnut 003/2007/T6 (GHA REF: T5)  
24 Braywick Road – Oak 003/2007/T6 (GHA REF:T11)
- 6.17 A tree protection plan has not been submitted with the application.
- 6.18 The protected early mature oak tree T4, within 18 Bray Wick Road is currently 14m tall and has a radial crown spread of 7m. The walnut T5 located within the rear garden 20 Bray Wick Road is 14m tall and has a current radial crown spread of 7m. The oak tree T11 located within the rear garden of 24 Bray Wick Road is 10m tall with a radial crown spread of 8m
- 6.19 The Tree Advice Trust Arboriculture Research Note 84 'The ultimate size and spread of trees commonly grown in towns' indicates that for the following species ultimate crown spreads and heights in urban situations:

Species	Ultimate crown spread diameter (m)	Normal height in an urban situation (m)
Oak	20	22
Walnut (Mitchel)	15	22

1. Plot 5 is located 6.5m from the canopy of T4 (GHA ref) and 5.97m from the canopy of T5 (GHA ref).
  2. Plot 7 is located 1.9m from the north-east sector of the T11 canopy (GHA ref)
- 6.20 The tree officer has advised that T11, which is located due south of plot 7, currently casts a shade shadow across the site, (measured at 16m during the site visit). This tree at its current height and width would obstruct direct and ambient light across the southern and western elevations of plots 7.
- 6.21 Taking into account the future growth potential of the oak and walnut trees, the tree officer has advised of significant concerns about possible threats to the Oak and Walnut tree's continued good health and longevity, arising from pressure to fell or prune from future occupiers. Such pressures are likely to occur because of the proximity of the trees (slightly elevated above the proposed dwellings), and as a result of real householder concerns relating to restriction of light, dominance, and perceived danger from falling limbs. This is notwithstanding any other potential issues which may arise in terms of falling debris or branches, blocked gutters, shading of a large part of the small allocated gardens, or simply in relation to their overbearing presence as the trees reach full maturity.
- 6.22 Whilst protection afforded by the TPO 003/2007 would enable the Council to control any future tree work, the tree officer has advised that it would be more difficult for it to refuse an application to cut-back or even remove a tree that was threatening the safety of the occupiers, or having a harmful effect on their enjoyment of the property. The tree officer considers that there can be no certainty that such pressures could be reasonably resisted. Trees protected by a TPO merit special care, and this tree is no exception. If their appearance were to be stunted by pruning, their amenity value would be diminished and this would unacceptably harm the sylvan character of the Bray Wick Road and Rushington Avenue.
- 6.23 Given the above, the tree officer is of the view that the scheme fails to adequately secure the protection of important trees which contribute to the character and appearance of the area and is contrary to saved Local Plan policies N6, DG1.
- 6.24 While the tree officer has raised objections to the proposal, the applicant's arboricultural report submitted with the application advises that the retained trees are at a satisfactory distance from the proposed building and highly unlikely to give rise to any inconvenience. It is evident, the proposed dwellings would be outside the root protection areas of the trees and their ultimate crown spreads can be managed with minor lateral pruning, which would not have a significant impact on the health or amenity value of these trees. Trees in towns are often sited in close proximity to buildings, however residents concerns can be readily appeased with the implementation of regular, well planned, sensitive pruning, the details of which would require formal approval from the Council. This is a matter that is considered later in this report in the planning balance.

### **Archaeology**

- 6.25 There are potential archaeological implications with this proposed development as evidenced by Berkshire Archaeology's Historic Environment Record. The site lies on a gravel terrace of the River Thames, a location that was favoured for settlement throughout prehistory and into the Roman period. Berkshire Archaeology's Historic Environment Record provides evidence for the remains of an Iron Age (800 – 100 BC) settlement less than 200m to the north-west of this site and find spots of prehistoric date recorded in various locations around the site. A postulated Roman Villa and Roman road are also recorded to the west and east of the site respectively.

- 6.26 As regards the Iron Age remains, The Berkshire Archaeology Journal for 1946 (Volume 49, p.54) notes '*Shoppenhangers orchard, south of Maidenhead Railway Station, fragments of pottery, flakes, pot boilers etc. Found April 1939 by Capt. P.D.R.W. Hunt who carried out excavations on the site.*' Unfortunately no records of the excavations are known to survive so the nature and extent of the Iron Age settlement are unknown.
- 6.27 The proposed development lies in a plot of reasonable size (0.39ha) with new housing proposed in largely undeveloped garden areas. The proposed development therefore has the potential to disturb important buried remains. The archaeological implications can be mitigated by an appropriate programme of archaeological work. This is in accordance with paragraph 141 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*'.
- 6.28 The applicant has submitted with their application a written scheme of investigation for an archaeological evaluation at this site (Archaeology Collective, dated 2nd November 2016). However Berkshire's Archaeologist has advised that he has agreed a revised scheme for evaluation of the site. It is also understood that the archaeological field work has since been undertaken with negative results, however the applicant has not submitted the revised written scheme of investigation and the report on the results so Berkshire Archaeology has not been able to provide a formal response on the acceptability of these. At this stage, it is considered that this matter is covered by condition 12 in section 9 of this report.

### **Air Quality Management Area**

- 6.29 The application site is located in the Maidenhead Air Quality Management Area. Paragraph 109 of the NPPF states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Paragraph 124 further advises that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.
- 6.30 Environmental Protection has advised that an air quality assessment is required, together with a road traffic noise impact assessment. However, this information was not previously requested under the earlier applications. In the circumstances, it is considered reasonable to attach a condition to any approval to require measures for fresh air ventilation to be submitted and approved prior to commencement (covered by condition 13). As the application site is within the built-up area of Maidenhead, it is not considered reasonable or necessary to require a noise impact assessment to be undertaken.

### **Community Infrastructure Levy (CIL)**

- 6.31 The application proposes a new residential development and therefore would be liable for a Community Infrastructure Levy contribution. As this is an outline application, the CIL would be calculated once the reserved matters application has been submitted.

### **Other Material Considerations**

#### Housing Land Supply

- 6.32 Paragraphs 7 and 14 of the National Planning Policy Framework (NPPF) set out that there will be a presumption in favour of Sustainable Development. Paragraph 49 of the NPPF states that sustainable development, and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites.

- 6.33 It is acknowledged that this scheme would make a contribution to the Borough's housing stock and it is the view of the Local Planning Authority that the socio-economic benefits of the additional dwelling(s) would also weigh in favour of the development.

### The Planning Balance

- 6.34 As the Council is not able to demonstrate a five-year supply of deliverable housing sites, a balancing exercise is required to be undertaken to establish the weight to be given to the various planning considerations. In this case, the tree officer has advised against the proposal on the grounds of the potential impact on the protected trees. However, as the development would be outside the root protection areas of these trees and with appropriate pruning (which the Council would control), it is considered that the potential harm would be limited.
- 6.35 By comparison, the additional 5 houses would contribute to the housing supply in the Royal Borough and are in a sustainable location, which is given significant weight.
- 6.36 Issues relating to character and appearance of the area, impact on neighbours, highways, archaeology and air quality carries neutral weight as these will either be addressed by the reserved matters application and/or planning conditions.
- 6.37 While some weight is give to the potential harm to the protected trees this is clearly outweighed by the benefits of the proposed housing in this sustainable location.

## 7. CONSULTATIONS CARRIED OUT

### Comments from interested parties

20 occupiers were notified directly of the application.

The planning officer posted a site notice advertising the application at the site on 30<sup>th</sup> January 2017.

4 letters were received objecting to the application, summarised as:

Comment	Where in the report this is considered
1. The area is dominated by older and larger houses set within large plots – the proposed development is out of character	6.2 – 6.6
2. Higher density of development compared to that in the area, which damages the character of the road. Contrary to Policy H11 of the Local Plan.	6.2 – 6.6
3. This would set a dangerous precedent.	Each application is considered on its own merits.
4. This proposal will harm the appearance of the road. The development will be visually intrusive in the area.	6.2 – 6.6
5. The short rear gardens are out of keeping with those in the area, further eroding the character.	6.2 – 6.6
6. The adverse impact / potential loss of important trees, which would harm the character of the area.	6.16 – 6.24 6.37
7. Loss of trees and hedges would be harmful to the local wildlife.	The site is within a built-up area and trees are to be retained. There will be no significant harm to wildlife.
8. Loss of privacy and light to neighbours (18 Braywick Road)	6.7 – 6.8
9. The proposal will increase the level of traffic leaving the site, detrimental to the visibility of the neighbours.	6.9 – 6.15
10. The increase in the numbers of cars from the development will cause further noise pollution.	6.30

11.	The references to other development in the area are misleading as these are not comparable to the proposal which would harm the character of the area.	Comment noted
12.	Should further reduce the number of plots on the site, which would get away from the absolute maximisation of the site by not squeezing in an unacceptable number of houses which are visually intrusive and unneighbourly.	Comment noted.
13.	The planning statement submitted with the application has lots of inaccuracies	Comment noted.

### Consultee responses

Consultee	Comment	Where in the report this is considered
Highway Authority	No objections	6.9 – 6.15
Tree Officer	Objects – contrary to policies N6 and DG1 of the Local Plan	6.16 – 6.24 6.37
Berkshire Archaeology	Recommends a mitigation condition if approved.	6.25 – 6.28
Environmental Protection	The site is in the AQMA and therefore an air quality assessment should be submitted, in addition to a noise impact assessment.	6.29 – 6.30

## 8. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout

## 9. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 An application for the approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission  
Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).
- 2 The development shall commence within two years from the date of approval of the last of the reserved matters.  
Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).
- 3 No development shall commence until details of the existing ground levels (against OD Newlyn) measured at regular intervals across the site have been submitted to the Local Planning Authority. No changes shall be made to the existing levels of the site.  
Reason: In the interest of the visual amenities of the area. Relevant Policies Local Plan DG1.
- 4 No development shall commence until details of all finished slab levels in relation to ground level (against OD Newlyn) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.  
Reason: In the interest of the visual amenities of the area. Relevant Policy Local Plan DG1.
- 5 No development shall take place until details of the materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.  
Reason: In the interests of the visual amenities of the area. Relevant Policy DG1, H11.



- 6 No development shall take place until a specification of all the finishing materials to be used in any hard surfacing on the application site have been submitted to and approved in writing by the Local Planning Authority and thereafter undertaken in accordance with the approved scheme.  
Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1.
- 7 No part of the development shall be occupied until vehicle parking and turning space has been laid out and surfaced in accordance with the approved plan. The space approved shall be kept available for parking and turning in association with the development.  
Reason: To ensure that the development is provided with adequate parking and turning facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan P4, DG1.
- 8 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.  
Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1
- 9 No part of the development shall be occupied until a refuse bin storage area and recycling facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall be kept available for use in association with the development at all times.  
Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.
- 10 Prior to any equipment, machinery or materials being brought onto the site, details of the measures to protect, during construction, the trees shown to be retained on the approved plan, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior to any equipment, machinery or materials being brought onto the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. These measures shall include fencing in accordance with British Standard 5837. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written approval of the Local Planning Authority.  
Reason: To protect trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies - Local Plan DG1, N6.
- 11 No development shall take place until full details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its prior written consent to any variation.  
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Local Plan DG1.
- 12 No development, including demolition, shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted to and approved by the local planning authority.  
Reason: The site lies in an area of archaeological potential, particularly in relation to the prehistoric and Roman settlement and land use of this part of the Thames Valley. The potential

impact can be mitigated by a programme of archaeological work so as to record and advance our understanding of their significance in accordance with national and local planning policy.

- 13 Details of measures to provide fresh air ventilation to the houses hereby approved shall be submitted to and approved in writing by the Local Planning Authority before any demolition or other works needed in advance of implementation of this planning permission.  
Reason: The site is within an Air Quality Management Area and appropriate measures are required in the interests of the health and amenity of occupiers of the proposed flats. Relevant Policy: Paragraph 124 NPPF.
- 14 No other part of the development shall commence until the access has been constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The access shall thereafter be retained.  
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.
- 15 The development hereby permitted shall be carried out in accordance with the approved plans listed below.  
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.