

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

MAIDENHEAD DEVELOPMENT CONTROL PANEL

21 August 2019

Item: 3

Application No.:	18/03692/FULL
Location:	Boulters Lock Car Park And Land Rear of 9 To 6 Horsham Reach Lower Cookham Road Maidenhead
Proposal:	New hardstanding and landscaping to provide 39 additional car parking spaces and 16 new cycle parking spaces. [Amendments: amended site layout, revisions to ecology report, sequential test]
Applicant:	Royal Borough of Windsor And Maidenhead
Agent:	Miss Lidija Honegger
Parish/Ward:	Maidenhead Unparished/Maidenhead Riverside Ward

If you have a question about this report, please contact: Charlotte Goff on 01628 685729 or at charlotte.goff@rbwm.gov.uk

1. SUMMARY

- 1.1 This application seeks consent to extend the existing public car park to create 39 additional standard car parking spaces, two further disabled parking bays and 16 cycle spaces.
- 1.1 A previous application on this site for a new community centre for use by the Hindu Society, 17/01107/FULL was dismissed on appeal by a Planning Inspector as the scheme failed to demonstrate that the proposal would not cause harm to reptiles and Great Crested Newts. Further ecological surveys into the presence of Great Crested Newts have been undertaken which has concluded that it is highly unlikely that they inhabit the site. No objection is therefore raised in this regard.
- 1.2 The site is located within Flood Zone 3a and a sequential test has been carried out for the site which has established that there are no sequentially preferable sites for the car park. The site is not shown to be at risk of flooding from groundwater, surface water or reservoirs. The scheme proposes a permeable paving system within the car park extension which increases flood storage within the site and operators propose to close the car park when a flood warning from the Environment Agency is received.
- 1.3 Whilst a number of trees around the site are to be lost, it is not considered that this will have a significantly detrimental impact on the overall character and appearance of the area. Conditions are recommended to secure a suitable planting scheme.
- 1.4 The existing controls on access to this part of the car park are to be continued for the proposed additional spaces. Given that the spaces will only be accessible Monday-Thursday 0800 – 1800 and Friday-Sunday 0800-2000, the scheme is not considered to have a detrimental impact on the amenities of the surrounding occupiers.

It is recommended the Panel GRANTS planning permission with the conditions listed in Section 13 of this report.
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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 a vacant parcel of land located to the west of Lower Cookham Road, Maidenhead/ It is a largely overgrown, undeveloped site with a number of boundary trees.
- 3.2 The site is accessed via the Boulters Lock public car park to the south and is surrounded by residential properties on the three remaining boundaries. Located to the west are individually designed detached properties fronting Boulters Lane, with 'Elmwood' sharing its rear (east) boundary with the site. The rear gardens of the properties located on Lock Avenue are to the north and a row of four terraced properties are to the east within Horsham Reach.
- 3.3 The application site is within the built up area of Maidenhead, approximately 80m outside of the Maidenhead Riverside Conservation Area. The site is also located within an area where there is a high probability of flooding, Flood Zone 3a.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 This application seeks to extend the existing public car park to create 39 additional standard car parking spaces, and an additional 2 blue badge holder car parking spaces near to the entrance. In addition, 16 new cycle parking spaces are proposed as part of the application.
- 4.2 The car park will be finished in a permeable asphalt surface to match the appearance of the existing. The existing walls and fencing surrounding the site are to be retained, with new landscaping in the form of trees and shrubs planted.
- 4.3 There is one relevant planning application for this site:

Reference	Description	Decision
17/01107	Construction of a new community centre for use by the Hindu Society of Maidenhead and the wider community, to include associated parking, bin storage and cycle store	Refused and dismissed on appeal (17/9/18)

- 4.4 The reasons for refusal with the above application were as follows:

- 1) *The proposed development would not be provided with sufficient parking given the size and layout of the building and given the high demand of parking within the area, particularly within the spring and summer months and weekends. As such the proposal would increase the need for additional street parking which would be detrimental to the free flow of traffic and the provisions of saved policy P4 and DG1 of the Royal Borough of Windsor and Maidenhead Local Plan (Incorporating Alterations adopted June 2003) and paragraph 32 of the NPPF.*
- 2) *It has not been demonstrated that the proposal would not cause harm to reptiles and Great Crested Newts. As such the proposal is contrary to paragraph 118 of the NPPF and the provisions of saved policy N9 of the Royal Borough of Windsor and Maidenhead Local Plan (Incorporating Alterations adopted June 2003).*

- 4.5 This decision was appealed and the Inspector made the following conclusions:

- The proposed development would cause significant harm to the Great Crested Newts (GCN) and their habitat, which is not outweighed by the need for the development or its benefits;
- The sequential test submitted is inadequate and out of date. The Inspector was unable to say with certainty that there were no reasonably available sites at lower risk of flooding. The sequential test has therefore not been met;
- No objection was raised in terms of the impact of the development on highway safety;

- The separation distances and boundary treatments proposed, subject to conditions, would ensure that the proposal would not harm the living conditions of the occupants of surrounding properties.

Further detail of the Inspectors conclusions will be provided within the relevant sections of this report.

5. DEVELOPMENT PLAN

Adopted Royal Borough Local Plan (2003)

5.1 The main Development Plan policies applying to the site are:

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area	DG1,
Highways	P4 AND T5
Trees	N6
Flooding	F1

These policies can be found at https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

6. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2019)

Section 4- Decision-making

Section 9- Promoting Sustainable Transport

Section 12- Achieving well-designed places

Section 14- Meeting the challenge of climate change, flooding and coastal change

Section 15- Conserving and enhancing the natural environment.

Borough Local Plan: Submission Version

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP1, SP2, SP3
Sustainable Transport	IF2
Managing Flood Risk and Waterways	NR1
Trees, woodlands and hedgerows	NR2

6.1 The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Submission Document was published in June 2017. Public consultation ran from 30 June to 27 September 2017. Following this process the Council prepared a report summarising the issues raised in the representations and setting out its response to them. This report, together with all the representations received during the representation period, the plan and its supporting documents have now been submitted to the Secretary of State for examination. The Submission Version of the Borough Local Plan does not form part of the statutory development plan for the Borough. However, by publishing and submitting the Borough Local Plan for independent examination the Council has formally confirmed its intention to adopt the submission version. As the Council considers the emerging Borough Local Plan to be sound and legally compliant, officers and Councillors should accord relevant policies and allocations significant weight in the determination of applications taking account of the extent to which there are unresolved objections to relevant policies. Therefore, the weight afforded to each policy at this stage will differ depending on the level and type of representation to that policy. This is addressed in more detail in the assessment below.

- 6.2 This document can be found at:
https://www3.rbwm.gov.uk/info/201026/borough_local_plan/1351/submission/1

Supplementary Planning Documents

- RBWM Interpretation of Policy F1

Other Local Strategies or Publications

- 6.3 Other Strategies or publications relevant to the proposal are:
- RBWM Townscape Assessment
 - RBWM Parking Strategy

More information on these documents can be found at:
https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

7. CONSULTATIONS CARRIED OUT

Comments from interested parties

22 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 8th January 2019

11 letters were received supporting the application, summarised as:

Comment		Where in the report this is considered
1.	Support additional parking given the demand in the area for such. These should include mother and baby spaces and careful consideration of how security/car park will be managed;	8.31-8.32
2.	Welcome additional planting. Species should be carefully considered and habitats/ecology of the site maintained	8.3-8.7

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

Comment		Where in the report this is considered
1.	Application has not addressed the previous concerns in respect of ecology/sequential test for flooding	8.3-8.7 & 8.16-8.18
2.	Concern over proposed lighting design and spill into adjacent properties	8.33
3.	Concern with anti-social behaviour/misuse of car park	8.31-8.32
4.	Unacceptable visual and environmental impact on conservation area	8.29-8.30
5.	Loss of trees along the southern boundary is unacceptable	8.27-8.28

Consultees

Consultee	Comment	Where in the report this is considered
Archaeology	Site falls within an area of archaeological significance. Condition recommended to secure a programme of archaeological works.	8.37

Environment Agency	LPA to determine if there are reasonably available appropriate sites with a lower probability of flooding. EA have no objection provided a condition is included to ensure that any development is carried out in accordance with the submitted Flood Risk Assessment	8.16-8.18
Highways	No objection to the scheme.	8.34-8.36
Trees	Although there are a number of trees within the site of poor quality, they have collective merit as they are visually prominent. The amended plans have retained the Robinia but there is still insufficient mitigation/enhancement.	8.24-8.28
Ecology	No objections on ecological grounds, subject to planning conditions to secure biodiversity enhancements.	8.3-8.13

Others

Group	Comment	Where in the report this is considered
RBWM Advisory Forum	Shortfall of 3 disabled parking spaces in total for the existing and proposed car park. The advisory number of spaces outlined in the Traffic Advisory Leaflet 5/95 is 7 (6% of total number).	4 disabled parking spaces are being provided on site.

8. EXPLANATION OF RECOMMENDATION

8.1 The key issues for consideration are:

- i Principle of development;
- ii Ecology;
- iii Flooding;
- iv Impact on the character and appearance of the area including trees;
- vi Impact on the living conditions of the surrounding occupiers;
- vii Highways and parking;
- viii Archaeology.

i. Principle of development

8.2 The application site is located within the built up area of Maidenhead. The existing site is vacant and there is no objection in principle to the extension of the existing car park in this location, subject to compliance with other development plan policies.

ii. Ecology

Great Crested Newts

8.3 One of the main reasons why application 17/01107/FULL was dismissed on appeal related to the significant harm that the proposed development would have to a protected species (Great Crested Newts (GCN)) and its habitat.

8.4 Circular 06/2005: Biodiversity and Geological Conservation states that it is essential that the presence or otherwise of protected species and the extent to which they may be affected by development is established before planning permission is granted. Paragraph 175 of the NPPF

further states that where significant harm to biodiversity cannot be avoided, adequately mitigated, or compensated, then planning permission should be refused.

- 8.5 Within the decision notice dismissing the appeal against the refusal of application 17/01107/FULL, the Inspector considered that there were several shortcomings in the surveys carried out. Four ponds were identified within the gardens of neighbouring houses which the appellant failed to survey for Great Crested Newts. Furthermore the land survey carried out did not use pitfall traps, but used artificial refugia and carpet tiles laid on the site which were lifted on 7 days. Natural England's standing advice recommends that if there is a pond within 500m of a development, that a Great Crested Newts survey should be undertaken between March and June. Between March and October, presence surveys on land should use pitfall trapping, on at least 60 nights.
- 8.6 Further surveys were undertaken to assess the presence/likely absence of Great Crested Newts. Of the four identified ponds, access was not possible to Pond 1 to the north of the site, which the neighbours reported to be a raised swimming pool that had been emptied recently, apart from collection of recent rainwater. Ponds 2 (approx.460m to the north east of the site accessed by Lock Avenue) and 3 (240m north west of the site, towards Poplars Grove) were inspected and were dry. Pond 4 was the only one surveyed and is a large pond, approx. 1 hectare in size, located 100m to the west of the site.
- 8.7 The survey returned no recent (post 2004) records for Great Crested Newts within 2km of the site. This information has been reviewed by the Council's Ecology Officer taking full account of the conclusions of the appeal Inspector concerning GCN. The Council's Ecologist raises no objection to the surveys and considers that it is highly unlikely that GCN inhabit the site.

Bats

- 8.8 The trees on site were reported as having "low" potential to host roosting bats. Where trees are assessed as having "low" bat roosting potential, the Bat Conservation Trust's Bat Survey Guidelines state that no further surveys are required. Trees with "low" roosting potential are usually felled under ecological supervision.
- 8.9 As such, subject to a condition to secure the submission and approval of a construction environmental management plan (CEMP) (condition 3), bats are not considered to be a constraint to the development.

Other wildlife

- 8.10 No reptiles were found on site during reptile surveys undertaken in 2017 (7 surveys were undertaken during suitable conditions in line with best practice guidance and the results are still considered to be valid). There is a small risk that amphibians such as frogs and toads may be found on the application site, however, as long as the CEMP is implemented, amphibians should not be a constraint to the proposals. In addition, no signs of badgers were observed during the survey.
- 8.11 The site may be used by nesting birds. Breeding birds, their eggs and active nests are protected by the Wildlife and Countryside Act 1981, as amended. Any vegetation removal should be undertaken outside of the bird nesting season or, if that is not practical, areas to be cleared should be checked immediately prior to clearance by a suitably qualified ecologist.

Biodiversity enhancements

- 8.12 In line with paragraph 175 of the NPPF and considering the site's connection to habitat of good ecological value, the development should incorporate opportunities for wildlife. It is recommended that a biodiversity enhancement scheme is designed. As per the ecology report, such a scheme should include bat and bird boxes and wildlife-friendly landscaping. The provision and implementation of an appropriate biodiversity enhancement scheme should be secured via a planning condition, once the above issues have been resolved (condition 2).

- 8.13 Overall, subject to the conditions to secure a CEMP and biodiversity enhancements, the proposal complies with paragraph 175 of the NPPF, as a material consideration and policy N9 of the RBWM Local Plan, which should be given greatest weight.

iii. Flooding

- 8.14 The application site lies within Flood Zone 3a. Local Plan policy F1 advises that development will not be permitted within such areas unless it can be demonstrated that it would not in itself or cumulatively in conjunction with other development impede the flow of flood water; reduce the capacity of the flood plain to store flood water; or increase the number of people or properties at risk from flooding. Policy F1 broadly reflects the more recent advice contained in paragraph 155 of the NPPF which seeks to step development away from areas at highest risk and where development is necessary in such areas that the development is safe for its lifetime without increasing flood risk elsewhere. BLPSV policy NR1 states that within designated flood zones development proposals will only be supported where an appropriate flood risk assessment has been carried out and it has been demonstrated that development is located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms. However, given the extent of unresolved objections BLPSV policy NR1 is given limited weight.
- 8.15 Paragraph 053 of the NPPG states that layout should be designed so that the most vulnerable uses are restricted to higher ground at lower risk of flooding, with development which has a lower vulnerability (parking, open space etc) in the highest risk areas, unless there are overriding reasons to prefer a different location. The use proposed by the scheme is classed as “less vulnerable” which are considered by the NPPG to be appropriate in Flood Zone 3. Table 3 of the NPPG defines appropriate land uses for each flood zone and helps guide development to areas of lower flood risk. The proposed car park is considered appropriate as the site is located in Flood Zone 3a and is less vulnerable.

Sequential Test

- 8.16 The aim of the Sequential Test is to steer new development to areas with the lowest risk of flooding. In order to pass the Sequential Test, it is necessary for the application to demonstrate that there are no alternative reasonably available sites at a lower risk of flooding (i.e. outside of the flood zone) that could accommodate this scheme.
- 8.17 The car park extension is to serve specific existing and future local residents and visitors to the riverside. In this instance, Officers therefore agree that there are specific site circumstances to allow the scope of the search area to be reduced to consider suitable sites within a walking distance of the existing car park. A 1km radius from the application site was applied as a catchment area for the proposed car park. This is considered appropriate in this instance as it is within walking distance from the existing car park and Ray Mill Island.
- 8.18 There is only one site within the established geographical scope which is at Riverside Gardens Car Park, Ray Mead Road. This site is within Flood Zone 3 also and significantly smaller than the proposed development. It has therefore been discounted. Vicus Way car park on Stafferton Way was suggested to the applicant and considered by them as part of the assessment. However as the site is a significant distance from the catchment area, it is not sustainable or suitable for the development
- 8.19 Overall, it is considered that the sequential test has been passed.

Exception Test

- 8.20 The car park is classified as a less vulnerable use in Flood Zone 3a, and therefore, in accordance with the PPG, the development is not required to satisfy the Exception Test.
- 8.21 When determining applications, local planning authorities should ensure that flood risk is not increased elsewhere. A Flood Risk Assessment (FRA) has been received for this application which outlines the measures proposed to ensure the development is flood resistant and resilient and incorporates sustainable drainage systems.

- 8.22 The site is not shown to be at risk of flooding from groundwater, surface water or reservoirs. The scheme proposes a permeable surface within the car park extension which increases flood storage within the site and operators propose to close the car park when a flood warning from the Environment Agency is received.
- 8.23 The scheme is thereby considered acceptable in flood risk terms and to comply with the relevant sections of the NPPF and policy F1 of the RBWM Local Plan.

iv. Impact on character and appearance of the area, including impact on trees

- 8.24 Policy DG1 seeks to ensure that development will be of a high standard of design and landscaping, compatible with the area and street scene.
- 8.25 Section 12 of the NPPF, which is a material consideration of significant weight to this application, deals with achieving well designed places and delivery of development that will function and contribute to the overall quality of the area in the long term.
- 8.26 Policies SP1 and SP2 of the BLPSV, which are a material consideration in the assessment of this application, state that new development should positively contribute to the places in which they are located and that larger developments should provide a harmonious, integrated mix of uses, where appropriate, that foster a sense of community, vibrancy and activity, along with contributing to the provision of social, natural, transport and utility infrastructure to support communities.

Impact on trees

- 8.27 There are a number of trees on this site, most of which are poor quality. The proposal involves the removal of 5 individual trees including an Oak and Sycamore, and groups of Lawson Cypress located along the southern and western boundaries of the site. Two Robinia trees (T2 and T3) in the north-west corner of the site are proposed to be retained as part of the development. The plans have been amended during the course of the application to delete one of the spaces proposed adjacent to the Robinia (T2), which will help to ensure that this is not damaged or lost as a result of the proposed works. These are considered to provide an attractive focal point in the north-west corner.
- 8.28 At present, the existing car park has narrow strips of soft ground around the car park perimeter. Such an approach has been extended around the perimeter of the proposed site, with some additional planting proposed. There are concerns raised from the Councils Arboricultural Officer over the expanse of hardstanding and lack of shade/vertical breaks that more trees would provide. In this instance, the amount of hardstanding and soft landscaping proposed, presents a similar scenario to the existing car park and it is not considered that a refusal of this application on the basis of any lack of mitigation for tree loss or subsequent enhancement could be substantiated. Trees/shrubs exist within the neighbouring properties, which helps to preserve the verdant character of the wider area.

Impact on character and appearance of the surrounding area

- 8.29 The site is designated as 'Leafy Residential Suburbs' within the Councils Townscape Assessment. Such areas are characterised by their low to medium density with characteristic 'leafy' streets. The character of the car park is significantly different to this, and consists of a large area of hardstanding with small strips of soft landscaping around the perimeter of the site.
- 8.30 The site is an extension to an existing car park and is therefore viewed within the context of this. Concerns have been raised that the site would be dominated by hardstanding, however, it is considered that the layout and design of the car park is appropriate for the nature of the proposed use.

v. Impact on the living conditions of surrounding occupiers

- 8.31 There are a number of residential properties surrounding the application site. The new car parking spaces would abut the rear boundaries of the dwellings in Boulters Lane, Lock Avenue and Horsham Reach. At present, access to this western end of the car park is controlled manually by a barrier which restricts access to the car park Monday-Thursday 0800 – 1800 and Friday-Sunday 0800-2000.
- 8.32 The plans have been amended to detail that this barrier will remain at the site, and restricted for the same hours. Given the hours of use of these spaces, length of the gardens and boundary treatment, the scheme is not considered to impact the amenity of the surrounding residents to an unacceptable degree.
- 8.33 It is noted that a number of lights are proposed. It is anticipated that these will be low level/bollard style lighting, however further details of the lighting proposed is recommended to be included as a condition on any planning permission, to ensure that this is appropriate (condition 5).

vi. Highways and parking considerations

- 8.34 The existing car park currently provides 89 parking bays including 2 blue badge holder spaces and derives an access off the A4094 Lower Cookham Road.
- 8.35 The plans submitted detail that the requisite manoeuvring spaces and dimension of the parking bays comply with the current standards identified within the Boroughs Design Guide and in the Parking Strategy (2004). The plans indicate an intention to provide an additional 2 disabled car parking spaces which would be located towards the entrance of the existing car park. No objection is raised to the additional spaces proposed, which are considered to address the additional demand for visitor parking in the area.
- 8.36 Cycle parking is indicated to be provided near to the entrance of the existing car park, for 16 cycles. The Highways Officer considers this acceptable and no objection is raised to its siting (condition 6).

vii. Archaeology

- 8.37 The site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance. A condition is recommended to secure a programme of archaeological work, to mitigate the impacts of development (condition 8).

9. CONCLUSION

- 9.1 The change of use of this area to form 39 additional spaces for the car park is considered acceptable and to not have an unacceptable ecological impact, nor is it considered to harm the character and appearance of the area or amenities of surrounding neighbouring occupiers to an unacceptable degree. The proposal is considered to comply with the relevant national and local planning policies.

10. APPENDICES TO THIS REPORT

- Appendix A - Site location plan
- Appendix B – Site Layout

11 CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 Prior to the occupation of the development, details of biodiversity enhancements, to include bird and bat boxes, and native and wildlife friendly landscaping, shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancements shall thereafter be installed and maintained as approved.

Reason: To incorporate biodiversity in and around developments in accordance with paragraph 170 and 175 of the NPPF.

- 3 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following. a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To minimise impacts on biodiversity in accordance with Paragraphs 170 and 175 of the NPPF

- 4 The development shall not be occupied until the hard and soft landscaping scheme has been implemented within the first planting season following the substantial completion of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The development shall be retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity.

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.

- 5 No part of the development shall be occupied until an external lighting scheme has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented and operated in accordance with the approved scheme and maintained as operational thereafter.

The scheme shall include the following:

- i. The proposed vertical illumination that will be caused by lighting when measured at windows of any properties in the vicinity
- ii. The proposals to minimise or eliminate glare from the use of the lighting installation.
- iii. The proposed hours of operation of the lighting, and any mechanism to control timing.

Reason: To ensure the development contributes to the visual amenities of the area and in the interests of the amenity of future, and adjoining, occupiers of land and buildings. Relevant Policies - Paragraph 127 of the National Planning Policy Framework (2019)

- 6 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

- 7 No part of the development shall be occupied until vehicle parking space has been provided in accordance with the approved drawing. The space approved shall be retained for parking in association with the development.

Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety. Relevant Policies - Local Plan P4, DG1.

- 8 No development 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 (WSI), which has been submitted to and approved by the Local Planning Authority.

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 in accordance with national and local planning policy.

Relevant Policies - Local Plan ARCH2, ARCH3, ARCH4 and the National Planning Policy Framework.

- 9 The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment prepared by Soledad Berbel Roman reference 1000005154 dated December 2018 and there shall be no raising of existing ground levels on the site.

Reason: To prevent flooding elsewhere by ensuring that the flow of flood water is not impeded and the proposed development does not cause a loss of flood plain storage. Policy - Paragraph 163 of the National Planning Policy Framework (2019) and F1 of the RBWM Local Plan.

- 10 The development hereby permitted shall be carried out in accordance with the approved plans listed above.

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

Informatives

- 1 Due to the close proximity of the site to existing residential properties, the applicant's attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicle parking at the site or making deliveries, and general disruption caused by the works. By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at www.ccscheme.org.uk

Appendix A – Site Location Plan



