



Appeal Decision

Site visit made on 5 October 2022

by David Cross BA(Hons) PgDip(Dist) TechIOA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 05 DECEMBER 2022

Appeal Ref: APP/L5240/W/21/3280810

Garages Rear of 31-49 Elmfield Way, Elmfield Way, South Croydon CR2 0EJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
 - The appeal is made by Daejan Investments Ltd against the Council of the London Borough of Croydon.
 - The application Ref 20/06645/FUL, is dated 18 December 2020.
 - The development proposed is demolition of existing garages and redevelopment of the site to provide 8no. semi-detached dwellings and 1no. detached dwelling, provision of improved vehicular and pedestrian access, vehicle and cycle parking, landscaping and refuse storage areas.
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Decision

1. The appeal is allowed and planning permission is granted for demolition of existing garages and redevelopment of the site to provide 8no. semi-detached dwellings and 1no. detached dwelling, provision of improved vehicular and pedestrian access, vehicle and cycle parking, landscaping and refuse storage areas at Garages Rear of 31-49 Elmfield Way, Elmfield Way, South Croydon CR2 0EJ in accordance with the terms of the application, Ref 20/06645/FUL, dated 18 December 2020, subject to the conditions set out in the Schedule at the end of this decision.

Application for Costs

2. An application for costs was made by Daejan Investments Ltd against the Council of the London Borough of Croydon. This application is the subject of a separate Decision.

Preliminary Matters

3. The Council has referred to the Croydon Suburban Design Guide Supplementary Planning Document 2019 (the SDG) in its Appeal Statement. However, the SDG has subsequently been revoked. Both main parties have been given the opportunity to comment on this.
4. There is some variation in the address of the site as given on the appeal form and other documents including the planning application form. I have used the address as given on the planning application form as this reflects the consultation undertaken on the proposal. The location and extent of the appeal site is also apparent from the details submitted with the planning application and appeal.

5. As described in the appellant's Statement of Case, a set of revised plans and a Design and Access Statement Addendum have been submitted with the appeal. This includes a number of amendments to the proposal, including changes to the design of the roofs and the site layout. These amendments go beyond what could be considered a minor amendment, and would have a significant effect on the appearance of the proposal, amongst other things. Although third parties may have been notified of the appeal, there is no evidence before me that affected parties have been made aware of the amendments. Within this context I am very conscious of the Wheatcroft Principles derived from *Bernard Wheatcroft Ltd v SSE (1982)* which are further explained in the Procedural Guide: Planning Appeals - England¹. It is my firm view, in the interests of fairness, that this appeal must be determined on the basis of the plans that were submitted with the planning application and not the subsequent amendments submitted with the appeal. To do otherwise could prejudice unacceptably the interests of interested parties who may not be aware of the amended proposals and who may have observations to make.
6. That said, some evidence submitted with the appeal seeks to address matters of detail, and I have had regard to it on that basis. Further evidence was also submitted with the Appellant's Final Comments, and the Council has been given the opportunity to comment on this.

Background and Main Issues

7. The appeal was submitted following the Council's failure to give notice of its decision within the prescribed period. In its Appeal Statement, the Council has indicated its reasons for refusal had it resolved to determine the application. The appellant has responded to these indicative reasons for refusal in its final comments.
8. On the basis of the Council's Appeal Statement, the main issues are:
 - The effect of the proposal on the character and appearance of the area;
 - Whether the proposal would make suitable provision for car parking;
 - Highway safety; and
 - The design of a pedestrian access route to the rear of the site with regard to public safety.

Reasons

Character and Appearance

9. The appeal site is within a pleasant, if understated, suburban area. The site essentially consists of 2 plots of land; an area including disused garages and access to the rear of a shopping parade; and a plot of land which is in use as an area of open landscaping.
10. Eight semi-detached dwellings would be located on the area to the rear of the shopping parade. The Council refers to the roof design of these dwellings which includes a flat roofed element and dormer windows, which would not reflect the traditional suburban design of dwellings in the area. The full length windows are also not representative of the area, and add a vertical element emphasising

¹ Procedural Guide: Planning appeals – England: Annexe M - Can a proposed scheme be amended?

the height of the dwellings. However, due to the discrete nature of the site, this plot is able to accommodate a relatively unique design of building which is not required to replicate the character of the surrounding area.

11. The area is characterised by detached dwellings, although given the self-contained nature of the appeal site and the context of the short terraces which make up the parade of shops, the semi-detached design of the 8 dwellings would not be unduly incongruous. Reference is also made to the repetitive design and lack of detailing on the 8 dwellings. However, this gives this element of the proposal a cohesive appearance, and adds to the quality of the scheme rather than detracting from it. The dwellings would be higher than the parade of shops, but this reflects the sloping topography of the area and the development would not be unduly obtrusive.
12. The use of green zinc roofs and ceramic tile detailing has also been referred to. However, these add interest to the appearance of the proposal, and in any event the choice of materials can be addressed by condition should the Council wish to consider this matter further.
13. In summary, the 8 dwellings would be located on a self-contained plot which is separate from the established streetscape of the area and is therefore capable of accommodating a development of an individual design. Due to the nature of the site, the proposed dwellings are an appropriate contemporary response and would represent a cohesive and attractive development on what is currently an underused and unsightly area of land.
14. The remaining 9th dwelling would be located on an area of open space which includes a number of trees. The layout and massing of this dwelling with a hipped roof is of a more traditional appearance, and reflects that of other dwellings in the streetscape, as does the use of brick and clay roof tiles. That said, some elements of the design are more contemporary, including ceramic tile detailing and the use of full length windows.
15. Although 'House 9' would be viewed within the context of the suburban streetscape, there is no clearly defined character or uniformity of design of dwellings in this area. While elements of this part of the proposal would appear as a more contemporary approach compared to nearby dwellings, this would not be of a degree which would be unduly incongruous. The choice of materials can also be controlled by condition. Furthermore, the design of the proposal would represent an appropriate transition between more traditional dwellings in this streetscape and the design of the 8 dwellings on the plot to the rear.
16. The loss of this area of open space and trees within the site of House 9 is regrettable. However, there is a larger area of open space to the front of the parade of shops, and there are a number of established trees on this nearby open space as well as a number of street trees. Proposed landscaping in association with House 9 would also mitigate for the loss of existing trees to some degree. On that basis, I do not consider that the loss of this open space and associated trees would be sufficient reason to withhold planning permission.
17. Policies SP4 and DM10 of the Croydon Local Plan 2018 (the Local Plan) refer to local character and that development should respect the surrounding area including its appearance and the use of materials. Although some elements of the proposal are not representative of the local area, due to the nature of the

site as a whole and the appropriate approach to design within that context, I consider that the proposal would not conflict with the aims of the Local Plan in respect of design.

18. Drawing the above together, I conclude that the proposal would not harm the character and appearance of the area and would instead lead to an improvement in the built environment. The proposal would therefore comply with policies D3 and D4 of the London Plan 2021 and policies SP4 and DM10 of the Local Plan in respect of delivering high quality design.

Car Parking

19. At the time of my visit, there were a significant number of vehicles parked in the vicinity of the shopping parade, and it was apparent that there was a degree of short term parking associated with the commercial units. However, even then there was on-street parking available within the area, and I observed that the great majority of dwellings have private off-street parking. There is no substantive evidence before me that this area is suffering from on-street parking stress.
20. The appeal site contains a number of garages. However, based on what I have seen and read these are disused. It has also not been demonstrated that residents in the surrounding area have the right to park on the unadopted road leading through the appeal site, and no vehicles were parked there at the time of my visit. On that basis, the development of this site would not lead to extant vehicle parking being displaced onto the highway.
21. The appeal site is within an area of very poor transport accessibility, and the Council states that it would require the maximum car parking standards as set out in policy T6.1 (table 10.3) of the London Plan. This specifies that up to 1.5 parking spaces per dwelling are provided. The number of parking spaces provided by the appeal proposal would not comply with this requirement. If suitable parking is not provided, then the Council refers to the effect of overspill parking on nearby streets.
22. However, the evidence suggests that the appellant had submitted plans indicating that the provision of 1.5 spaces per dwelling was possible within the constraints of the site. Correspondence submitted by the appellant shows that the reduction in the proposed number of spaces was in response to a request from the Council's Placemaking Officer.
23. The amount of visitor parking generated by the proposal would be limited, and given the evidence before me this would not lead to a degree of on-street parking that would warrant the refusal of planning permission.
24. On the basis of the evidence before me, the appeal proposal is capable of accommodating the number of parking spaces required by the Council and would not lead to unacceptable on-street parking in the area. Subject to a condition in respect of the provision of a scheme for car parking provision, the proposal would therefore not conflict with policies SP8, DM29 and DM30 of the Local Plan or policy T6 of the London Plan in respect of the provision of car parking in accordance with relevant standards.

Highway Safety

25. The Council's suggested reason for refusal on this issue refers to a lack of vehicle tracking diagrams. The Council considers that the proposals have not demonstrated that larger vehicles can manoeuvre safely in and out of the site, even allowing for the proposed one-way system. However, the appellant has provided swept path details which show that a 10m rigid vehicle and a 9.22m refuse vehicle can service the site without compromising highway safety. This also shows vehicles can exit the site with cars parked on both sides of the Elmfield Way service road. The Council has had the opportunity to comment on these details but it has provided no further objections.
26. Reference has also been made to the proposed crossover. However, given the layout of the site I consider that it would be feasible to address this matter through a swept path analysis and any associated minor amendments. The Council has provided no evidence to demonstrate otherwise. Details in respect of the crossover can be secured by condition.
27. The Council also considers that the proposal does not demonstrate that the proposed access arrangements are accessible and safe for both vehicles and pedestrians. The appellant proposes a shared space arrangement for pedestrians, cyclists and vehicles. Having regard to the evidence before me, including the appellant's Transport Statement, the use of a one-way vehicular access arrangement and on the basis of the light traffic flow generated by the proposal a shared access space would be appropriate in respect of highway safety.
28. The Council's Highways Officer² has not objected to the principle of this shared access. Matters such as the provision of swept path analysis and footway design have been addressed by the appellant's evidence or can be secured by condition.
29. I therefore conclude that the proposal would not lead to harm in respect of highway safety. The proposal would therefore not be contrary to the highway safety and access requirements of policies SP8, DM29 and DM30 of the Local Plan or policy T6 of the London Plan.

Pedestrian Access Route to Rear

30. The proposal includes a footway to the rear of the 8 dwellings which provides pedestrian access to adjacent properties. This would be a narrow and enclosed footway with limited overlooking and visibility along the whole length of the route. On that basis, this access is not ideal in respect of the safety of potential users of the footway.
31. However, the appellant emphasises that this route is a longstanding legal requirement to provide access for adjoining residents. Rather than a public right of way, it would be a private access for the benefit of residents only. The appellant has submitted details indicating that the access could be gated, and would also include lighting. These are matters which can be addressed by condition.
32. There was evidence of antisocial behaviour including fly tipping in the area of the site on my visit. I am mindful that the proposal would introduce an active

² Appendix D of the Appellant's Statement of Case

development into what is an underused and unkempt area, and that residents of the proposed dwellings would be a deterrent to antisocial activities.

33. On balance, with due regard to the constraints of the site and subject to appropriate conditions, I do not consider that the proposal would lead to unacceptable harm with regards to public safety. The proposal would therefore not conflict with policies D3 and D4 of the London Plan and policy DM10 of the Local Plan in respect of achieving safe and secure environments.

Other Matters

34. The Council refers to a lack of detail in relation to fire safety. However, the appellant has provided a Planning Stage Fire Strategy Statement as part of the appeal and the Council has raised no concerns in respect of this document. This matter can therefore be addressed by a condition requiring that the development is carried out in accordance with this Statement.
35. The proposed 8 dwellings would look onto properties to the front and rear of the site. However, even allowing for the height of the dwellings and the sloping topography, the proposal would not lead to an unacceptable loss of privacy, outlook or light for residents in the area due to the separation distances involved.
36. The degree of noise and disturbance arising from 9 dwellings would not be out of character for this residential area. Noise and disturbance during construction would be of a temporary nature and can be controlled by condition in respect of a construction logistics plan.
37. The private amenity areas to the rear of the 8 dwellings would be of a limited size and with a degree of enclosure due to the projection into the sloping site. However, even given the limited size, they would provide a usable private outdoor space for residents with a suitable outlook due to the stepped design of the retaining wall, planting, angle of view above the retaining wall and the dual aspect of the rooms accessing the amenity space. The proposal would also include communal amenity space, and matters including the form and management of this can be addressed by condition.
38. Concerns have been expressed on the capacity of infrastructure in the area, such as schools and drainage. However, this is of an anecdotal nature and there is no substantive evidence that existing services could not absorb the increase in demand arising from the proposal.
39. Issues of land ownership and restrictive covenants are civil matters and do not fall within the remit of this planning appeal. Although the proposal would involve excavations, there is no substantive evidence that this would compromise the land stability of nearby properties.

Conditions

40. The Council and consultees have referred to a number of potential planning conditions which I have considered against the advice in the Planning Practice Guidance. As a result, I have amended some of the conditions for clarity and accuracy.

41. In addition to the standard 3 year time limitation for commencement, I have imposed a condition requiring the development to be carried out in accordance with the submitted plans in the interests of certainty.
42. Conditions in respect of ecological and biodiversity mitigation and enhancement are required in the interests of biodiversity. Details of external materials are required in the interests of character and appearance. A condition regarding hard and soft landscaping is required in the interests of character and appearance as well as the living conditions of residents in respect of the provision of play and amenity space.
43. A condition requiring electric vehicle charging points is appropriate in the interests of sustainable transport. The submission of details in respect of cycle and refuse storage is appropriate in the interests of sustainable transport, highway safety and the living conditions of residents in respect of storage provision. Details of lighting are required to address matters of biodiversity and public safety.
44. I have imposed a condition in respect of accessible and adaptable dwellings to ensure the most effective use of the housing stock and in the interests of equality. A condition in respect of emission rates and water efficiency is required to minimise the impact of building emissions on air quality and in the interests of sustainable water supply. Conditions regarding the insertion of additional windows and, exceptionally, the removal of permitted development rights are required due to the layout of the development and the living conditions of residents in respect of privacy and outlook. Details of security measures for the pedestrian access to the rear of the site are required in the interests of the living conditions of residents regarding safety and reducing fear of crime.
45. The submission of a construction logistics plan is required in the interests of the living conditions of nearby residents and highway safety. A condition in respect of surface water drainage is required in the interests of sustainable drainage. Details of highways, access and parking are required in the interests of highway safety and the living conditions of residents regarding convenient access. A condition in respect of contaminated land is required in the interests of public safety, and this is based on the wording suggested by the appellant to reflect the fact that a Phase 1 Geo-Environmental Risk Assessment has been submitted. In respect of these conditions, these details should be submitted to and approved by the local planning authority at the pre-commencement stage as they relate to matters which need to be established before the commencement of building operations.

Conclusion

46. For the reasons given above, I conclude that the appeal should be allowed.

David Cross

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
- P-Si-D-025A (Proposed Site Location Plan)
 - P-Si-D-001A (Existing Site Plan)
 - P-Si-D-002C (Proposed Site Plan)
 - P-Si-D-003E (Proposed Site Plan and Schedule of Accommodation)
 - P-00-D-004B (Proposed Ground Floor Plan)
 - P-00-D-005C (Proposed First Floor Plan)
 - P-02-D-006C (Proposed Second Floor Plan)
 - P-R-D-007C (Proposed Roof Plan)
 - E-N/S/E/W-D-008C (Proposed Front Rear and Sides Elevations)
 - X-AA/BB/CC-D-009C (Section BB and Section CC)
 - X-DD-D-010B (Proposed Section DD)
 - X-AA-D-011A (Proposed Detailed Section AA)
 - P-00-D-012B (House 7- 8 - Proposed Detailed Ground Floor Plan)
 - P-01-D-013B (House 7- 8 - Proposed Detailed First Floor Plan)
 - P-02-D-014B (House 7-8 – Proposed Detailed Second Floor Plan)
 - P-R-D-015B (House 7-8 - Proposed Detailed Roof Plan)
 - E-E-D-016C (House 7-8 - Proposed Detailed Front Elevation)
 - E-W-D-017B (House 7-8 - Proposed Detailed Rear Elevation)
 - P-00-D-018B (House 9 - Ground Floor Plan)
 - P-01-D-019C (House 9 - First Floor Plan)
 - P-R-D-020A (House 9 - Roof Plan)
 - E-N/S/E/W-D-021B (House 9 – Elevations)
 - X-AA-E-022 (Street Section House 9)
 - P-Si-D-025A (Proposed Site Location Plan)
 - JFA0247 Arboricultural Method Statement (James Fuller Arboriculture, November 2020).
 - C181013 – Stage 3 Structural Report (Elmfield Way, Croydon, 24th November 2020).
 - HLEF76197 (Elmfield Way, Flood Risk Assessment, 06 November 2020)
 - EJ1397 Energy Assessment (Environmental Services Design Limited, November 2020).
 - ECO01075 Ecological Appraisal (RPS, November 2020).
 - JER8491 V2 Phase 1 Preliminary Geo-Environmental Risk Assessment (RPS December 2020)
 - DN01 (Planning Stage Fire Strategy Statement)
 - Transport Statement, Connect Consultants, November 2019
- 3) All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Appraisal (ECO01075, RPS, November 2020) as submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.
- 4) Prior to the commencement of development, a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following information for all construction phases of the development:

- a) Hours of construction;
- b) Hours of deliveries;
- c) Parking of vehicles associated with deliveries, site personnel, operatives and visitors inside the site;
- d) Facilities for the loading and unloading of plant and materials inside the site;
- e) Swept paths for manoeuvring and turning of large vehicles inside the site; to leave the site in forward gear;
- f) Details of any site hoardings;
- g) Details of the precautions to guard against the deposit of mud and substances on the public highway;
- h) Dust control methods;
- i) Condition survey.

All construction phases of the development shall be carried out strictly in accordance with the details so approved.

- 5) Prior to the commencement of any above ground works, a Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans;
 - d) persons responsible for implementing the enhancement measures;
 - e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

- 6) Prior to the commencement of above ground works, full details of the external facing materials including samples of all facing materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details thus approved.
- 7) Prior to the commencement of above ground works, full details of the following shall be submitted to and approved in writing by the Local Planning Authority:
- a) Hard landscaping materials (including samples as appropriate);
 - b) Soft landscaping details, including existing planting to be retained, the species, size and density of proposed new planting, as well as the dimensions of new trees which should be semi-mature, or otherwise agreed with the LPA;
 - c) Boundary treatments and boundaries between vehicle and pedestrian areas on site;
 - d) Retaining walls;
 - e) A maintenance/management plan for all aspects of the hard and soft landscaping;
 - f) Details of external lighting to the pathway leading to the public highway.

g) Details of play space equipment.

The details approved shall be provided and completed in accordance with this condition prior to the first occupation of the development, and maintained for the lifetime of the development with the exception of new planting which shall be provided and completed in accordance with this condition prior to the end of the first planting season following completion of the development, and maintained for a period of five years from the date of planting. Any new planting which dies, is severely damaged, becomes seriously diseased or is removed within that period shall be replaced by planting of a similar size and species to that originally planted.

- 8) Prior to the commencement of development, a detailed surface water drainage scheme incorporating the following measures shall be submitted to and approved in writing by the Local Planning Authority:
- a) Calculation of the existing and proposed run-off rate (which should achieve greenfield run-off rates unless an alternative rate is adequately justified and achieved);
 - b) Confirmation of the impermeable and permeable site areas used for the infiltration calculations;
 - c) Details of the on-site infiltration drainage;
 - d) Details of the on-site attenuation tank;
 - e) Details of further sustainable drainage measures including use of rain gardens;
 - f) An updated layout plan (to scale) of the proposed drainage scheme;
 - g) Details of the ownership and / or maintenance agreement for the SUDS on the site.

The approved scheme shall be implemented prior to the first occupation of the development and maintained thereafter.

- 9) Prior to the first occupation of the development hereby approved, full details of the Electric Vehicle Charging Points (EVCP) shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall be installed prior to first occupation and shall thereafter be maintained as such.
- 10) Notwithstanding the cycle and refuse details on the plans submitted, prior to the first occupation of the development hereby approved, full details of cycle and refuse storage, including elevations, shall be submitted to and approved in writing with the Local Planning Authority prior to the first occupation of the development hereby approved. The approved details shall be completed prior to first occupation of the development and maintained for its permitted use for the lifetime of the development.
- 11) Prior to the occupation of development, a lighting design scheme for biodiversity and public safety shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme prior to first occupation, and

maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

- 12) All of the residential units within the development hereby approved shall be constructed and fitted out to comply with the Building Regulations 2010 (as amended) optional requirement M4(2) 'accessible and adaptable'. Such provision shall be maintained for the lifetime of the development.
- 13) The development hereby permitted shall achieve a minimum 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the Building Regulations (2013), and achieve a minimum water efficiency standard of 110/litres/person/day.
- 14) No additional windows shall be formed in the flank elevations of the proposed buildings and approved windows to be installed in the flank elevations of all buildings at first floor level shall be glazed with obscure glass of an obscurity level of no less than 3 and non-opening below 1.7m in height and shall thereafter be permanently retained as such.
- 15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no development relating to Class A (Enlargement, improvement or other alteration of a dwelling house) of Part 1 (Development within the curtilage of a dwelling house) of Schedule 2 (Permitted Development Rights) shall be undertaken without the prior written approval of the Local Planning Authority.
- 16) Prior to the first occupation of the development hereby approved, full details of security measures for the pedestrian access route to the rear of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details should be implemented prior to first occupation and maintained for the lifetime of the development.
- 17) No development shall take place until details of the highways, access and parking serving the development shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - a) Vehicle parking provision, including:
 - i) The number and design of parking spaces for the 8 semi-detached dwellings (houses 1-8).
 - ii) Dimensions of the proposed garage for the detached house (house 9).
 - b) Vehicle manoeuvring swept paths.
 - c) Visibility splays.
 - d) Footways or demarcated pedestrian routes (as appropriate).
 - e) A one-way traffic system.
 - f) Vehicle crossovers.
 - g) Surface details of any shared surface treatment.

No dwelling shall be occupied until the works have been constructed in accordance with the approved details, and it shall thereafter be maintained as such for the lifetime of the development, unless otherwise agreed in writing with the Local Planning Authority.

- 18) Prior to the commencement of development the recommendations found within the Phase 1 Preliminary Geo-Environmental Risk Assessment (RPS document ref. JER8491 V2) shall be carried out including:
- a) A Phase 2 intrusive site investigation and risk assessment into the possibility of soil, water and gaseous contamination shall be submitted to and approved in writing by the Local Planning Authority.
 - b) If any contamination is found, a report specifying the measures to be taken, including the timescale, to remediate the site to render it suitable for the approved development shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures and timescale and a verification report shall be submitted to and approved in writing by the local planning authority.
 - c) If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended and additional measures for its remediation shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures and a verification report for all the remediation works shall be submitted to the local planning authority within 14 days of the report being completed and approved in writing by the local planning authority.

End of Schedule