



# Northumberland

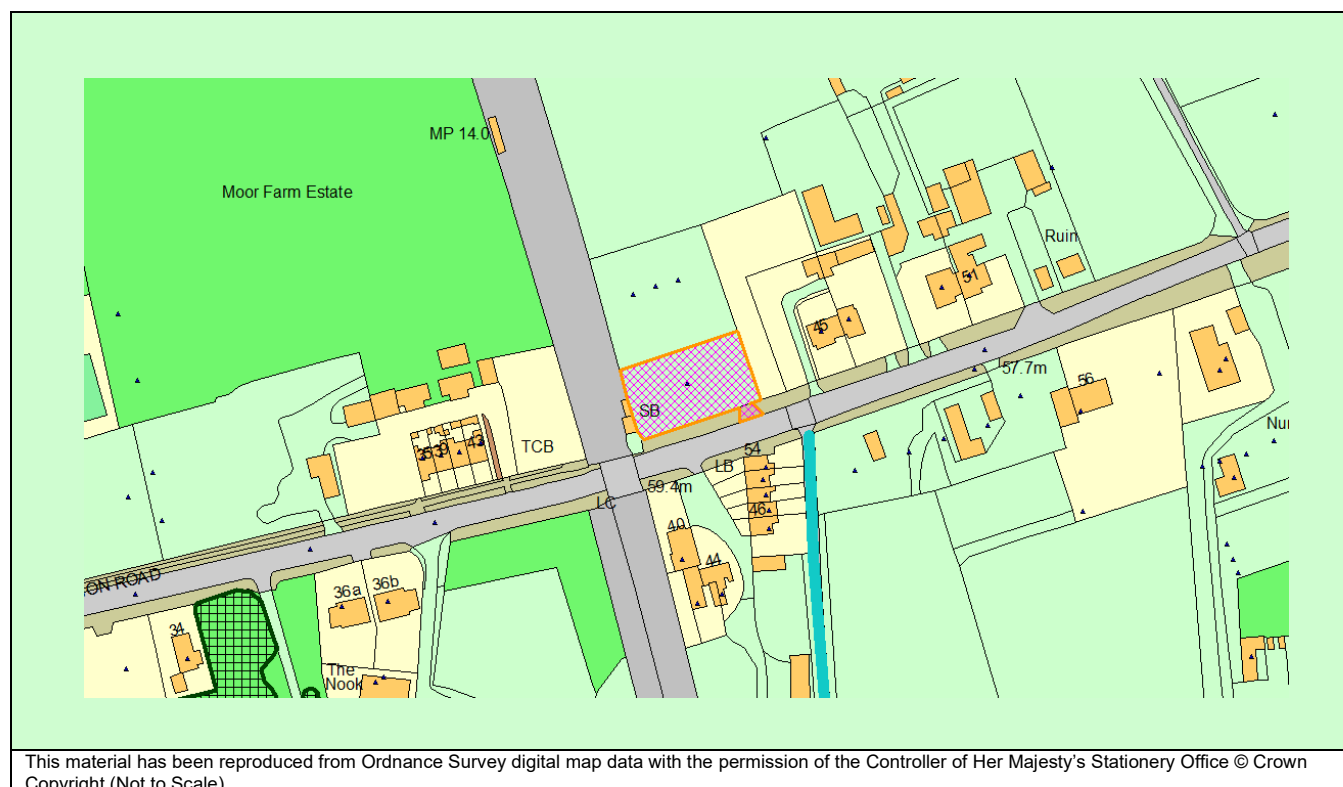
## County Council

### Castle Morpeth Local Area Council Committee

Monday 8<sup>th</sup> November 2021

<b>Application No:</b>	21/01426/FUL		
<b>Proposal:</b>	Change of use of land and the siting of a repurposed train carriage to provide 2no holiday let properties		
<b>Site Address</b>	Land South of Ivangill, Station Road, Stannington, Northumberland		
<b>Applicant:</b>	Mr And Mrs Williams C/O Agent, George F White, 4 - 6 Market Street, Alnwick NE661TL	<b>Agent:</b>	Mr Craig Ross 4-6 Market Street, Alnwick, NE66 1TL,
<b>Ward</b>	Ponteland East and Stannington	<b>Parish</b>	Stannington
<b>Valid Date:</b>	10 May 2021	<b>Expiry Date:</b>	9 November 2021
<b>Case Officer Details:</b>	Name: Mr Ryan Soulsby Job Title: Planning Officer Tel No: 01670 622627 Email: Ryan.Soulsby@northumberland.gov.uk		

**Recommendation:** That Members GRANT planning permission for the proposed development, subject to recommended conditions.



This material has been reproduced from Ordnance Survey digital map data with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright (Not to Scale)

## 1. Introduction

- 1.1 Under the Council's current Scheme of Delegation, as an objection was received by Stannington Parish Council, the application was referred to the Director of Planning and chairs of the Castle Morpeth Local Area Council for determination as to how the application should be decided. It was confirmed the application shall be determined at Local Area Council committee.

## 2. Description of the Proposals

- 2.1 Planning permission is sought for the change of use of land and siting of a repurposed train carriage to provide 2no holiday let properties at land South of Ivangill, Station Road, Stannington.
- 2.2 The application site is currently residential curtilage for the 2no dwellings located to the North. The submitted details indicate the siting of a carriage upon this land parcel with internal alterations facilitating its use for 2no holiday lets. The existing access off the C363 public highway would be utilised with car parking provision to the West of the entrance.
- 2.3 The submitted documents also indicate the provision of additional boundary treatments throughout the site, soft landscaping and an outdoor decking area for both units.
- 2.4 The application site is located within open countryside and designated Green Belt.

## 3. Planning History

**Reference Number:** 16/02946/FUL

**Description:** Erection of two residential units

**Status:** Permitted

**Reference Number:** 17/02390/DISCON

**Description:** Discharge of conditions 4 (scheme for the disposal of surface water), 9 (means of vehicular access), 10 (Construction Method Statement), 11 (surface and foul water), 13 (Construction Method Statement), 15 (full details of excavations and earthworks) and 19 (scheme for the disposal of foul sewerage) on approved planning application 16/02946/FUL (As amended 20/07/17).

**Status:** Permitted

## 4. Consultee Responses

Stannington Parish Council	The council supports tourism growth in the county and parish but cannot support this application because of the impact on road users and visual amenity next to the level crossing.
Highways	No objection subject to recommended conditions.
County Ecologist	No objection subject to landscaping condition.
Natural England	No comment.
Northumbrian Water Ltd	No response received.
Public Protection	No objection subject to recommended conditions

Network Rail	No objection subject to recommended conditions
--------------	--

## 5. Public Responses

### Neighbour Notification

Number of Neighbours Notified	10
Number of Objections	3
Number of Support	0
Number of General Comments	1

### Notices

No Site Notice Required.

No Press Notice Required.

### Summary of Responses:

3no objections have been received against the application proposals from neighbouring residents. Concerns have been raised regarding:

- Impact on landscape and character;
- Impacts on highway safety and traffic;
- Impacts on residential amenity;

Material planning considerations will be assessed within the below appraisal.

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QR6RR7QSFKF00>

## 6. Planning Policy

### 6.1 Development Plan Policy

Stannington Parish Neighbourhood Plan (2018) (SNP)

Policy 2 Settlements

Policy 5 New and expanding rural businesses

Policy 10 Design and Character

Castle Morpeth District Local Plan (2003, saved policies 2007) (CMDLP)

Policy RE5 Surface water run-off and flood defences

Policy RE6 Service Infrastructure

Policy RE8 Contaminated Land

Policy RE9 Land Stability

Policy C1 Settlement boundaries

Policy C11 Protected Species

Policy C15 Landscaping

Policy C17 Green Belt

Policy E10 Self-catering holiday accommodation

## 6.2 National Planning Policy

National Planning Policy Framework (NPPF) (2021)  
National Planning Practice Guidance (NPPG) (2020)

## 6.3 Other Documents/Strategies

Northumberland Local Plan - Publication Draft Plan (Regulation 19) and proposed minor modifications (May 2019) (NLP)

Policy STP 1 Spatial strategy (Strategic Policy)  
Policy STP 2 Presumption in favour of sustainable development (Strategic Policy)  
Policy STP 3 Principles of sustainable development (Strategic Policy)  
Policy STP 7 Strategic approach to the Green Belt (Strategic Policy)  
Policy STP 8 Development in the Green Belt (Strategic Policy)  
Policy ECN 15 Tourism and visitor development  
Policy ECN 16 Green belt and tourism and visitor economy  
Policy QOP 1 Design principles (Strategic Policy)  
Policy QOP 2 Good design and amenity  
Policy QOP 4 Landscaping and trees  
Policy QOP 5 Sustainable design and construction  
Policy QOP 6 Delivering well-designed places  
Policy TRA 1 Promoting sustainable connections (Strategic Policy)  
Policy TRA 2 The effects of development on the transport network  
Policy TRA 4 Parking provision in new development  
Policy ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)  
Policy ENV 2 Biodiversity and geodiversity 1  
Policy WAT 1 Water quality  
Policy WAT 2 Water supply and sewerage  
Policy WAT 3 Flooding  
Policy WAT 4 Sustainable Drainage Systems  
Policy POL 1 Unstable and contaminated land  
Policy POL 2 Pollution and air, soil and water quality

Policy S5 of the Northumberland County and National Park Joint Structure Plan First Alteration (February 2005)

## **7. Appraisal**

7.1 In assessing the acceptability of any proposal, regard must be given to policies contained within the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration and states that the starting point for determining applications remains with the development plan, which in this case contains policies from the Stannington Neighbourhood Plan (SNP) and Castle Morpeth District Local Plan (CMDLP). The main considerations in the assessment of this application are:

- Principle of development (open countryside and Green Belt);
- Design and visual character;

- Residential amenity;
- Highway safety;
- Ecological impacts;
- Public Protection;
- Drainage;
- Network rail.

Paragraph 48 of the NPPF states that weight can be given to policies contained in emerging plans dependent upon three criteria: the stage of preparation of the plan; the extent to which there are unresolved objections to policies within the plan; and the degree of consistency with the NPPF. The Northumberland Local Plan - Publication Draft Plan (Regulation 19) (NLP) was submitted to the Secretary of State for Ministry of Housing, Communities and Local Government on 29 May 2019, and is currently going through the examination process.

On 9 June 2021, the Council published for consultation, a Schedule of proposed Main Modifications to the draft Local Plan which the independent Inspectors examining the plan consider are necessary to make the plan 'sound'. As such the plan is at an advanced stage of preparation, and the policies in the NLP - Publication Draft Plan (Regulation 19) (Jan 2019) as amended by proposed Main Modifications (June 2021), are considered to be consistent with the NPPF. The NLP is a material consideration in determining this application, with the amount of weight that can be given to specific policies (and parts thereof) is dependent upon whether Main Modifications are proposed, and the extent and significance of unresolved objections.

## **Principle of development**

(open countryside)

- 7.2 Policy C1 of the CMDLP establishes settlement boundaries and states that development in the open countryside beyond settlement boundaries will not be permitted unless the proposals can be justified as being essential to the needs of agriculture or forestry or are permitted by alternative policies in the development plan. Policy E10 of the CMDLP supports the provision of self-catering holiday accommodation in the open countryside providing certain provisions are met. One of these provisions refers to the site being outside designated Green Belt which shall be assessed later in the appraisal.
- 7.3 Policy E10 states that proposals should be well related to an existing settlement or group of buildings and that the development should blend with the wider landscape. All buildings should be of a scale, character and materials which respect local building styles whilst appropriate parking provision should be accommodated within the development site.
- 7.4 At national planning policy level, paragraph 84 of the NPPF seeks to support a prosperous rural economy and states that planning decisions should enable *'the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings'*. Part c) of this policy recognises that LPAs should support

*‘sustainable rural tourism and leisure developments which respect the character of the countryside’.*

7.5 Whilst limited weight can be given to policy ECN 15 of the NLP, this policy seeks for Northumberland to be promoted and developed as a destination for tourists and visitors whilst recognising the need to sustain and conserve the environment and local communities.

7.6 There is clear support for self-catering holiday accommodation within rural areas both in local and national planning policy, providing accordance with certain provisions. The site is surrounded by built form and has a number of everyday services in proximity which can be accessed via sustainable methods of transport. The principle of development within the open countryside is therefore acceptable.

(Green Belt)

7.7 Saved Northumberland Structure Plan Policy S5 establishes the general extent of a Green Belt extension around Morpeth, with the detailed inner and outer Green Belt boundaries to be defined in the emerging NLP. While the plan did not define a detailed outer boundary or boundaries to settlements located within the general extent, as worded in Policy S5, it is clear that the application site on Stannington Station Road is located within this extended area. In addition the CMDLP defines boundaries to a number of settlements, it is considered that areas within these settlement boundaries are out with the Green Belt. Stannington, Station Road does not have a defined boundary. Therefore it is considered that in effect, Stannington Station Road is washed over by the Green Belt.

7.8 Paragraph 137 of the NPPF states that *‘The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence’.*

7.9 Paragraph 138 of the NPPF details that Green Belt serves five purposes, which are:

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

7.10 Paragraphs 147 and 148 of the NPPF state *‘Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances’.* *‘When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations’.*

7.11 Paragraph 149 of the NPPF notes that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Nevertheless, 7 exceptions to this are listed with these being:

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*
  - not have a greater impact on the openness of the Green Belt than the existing development; or*
  - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.*

7.12 The LPA consider that the proposal accords with the provisions of part e) in that it would represent infilling of an area whilst not conflicting with any of the 5no Green Belt purposes referenced above. Whilst there is no definition of 'limited infilling' within the NPPF, previous case law and appeal decisions recognise this as being the development of a site between existing buildings. The application site is located in front of 2no large, detached residential properties with a 2 metre boundary fence screening the development site from the adjacent public highway. To the East of the site is existing residential properties whilst dwellings are also located to the West beyond the railway line.

7.13 The application site currently serves as residential garden area to occupiers of the 2no dwellings located to the North. As the site is bounded by development to all elevations, the proposals cannot be considered to encroach into open countryside land. Furthermore, the scale and massing of the repurposed train carriage and associated infrastructure is clearly subordinate to these neighbouring dwellings and whilst there would be some physical impact upon openness, this would be negligible. In addition, the retention of existing boundary treatments and further soft landscaping ensure that the site is not readily visible within the public domain and therefore cannot be considered to significantly impact the openness of the Green Belt on visual grounds.

7.14 Policy ECN 16 of the emerging NLP is also relevant within this assessment, of which moderate weight can be given to this policy. This policy states that *'The potential of the Green Belt areas to contribute towards strategic economic and tourism aims will be maximised, while ensuring that there would be no*

*greater impact on the Green Belt and the purposes of including land in it'. For reasons stipulated above, the LPA consider that the proposal would not result in a greater impact of the Green Belt and that any harm caused in physical openness terms would be offset by the increased tourism opportunities for the site.*

- 7.15 Furthermore, it should be noted that as part of the emerging NLP the site would not be designated Green Belt as it would form part of the Stannington Station Road inset. Nevertheless, little weight can be given to Green Belt boundaries at this stage.
- 7.16 The LPA considers that the proposals represent an acceptable form of development in the Green Belt in accordance with both local and national planning policy.

### **Design and visual character**

- 7.17 Policy 10 of the SNP seeks to promote high quality design within developments that respects *'the context of the site and its surroundings, rural character, historic setting and context'*. The subtext to this policy has a section that specifically focuses upon Stannington Station Road where it states *'Stannington Station has a different character to Stannington village. It is a dispersed, rural settlement, with open views across to the countryside. It will be important to maintain these open views to retain the agricultural feel of the settlement, something which was considered to be highly important to people living in that area. This rural context will be an important factor to consider in the design of any future development proposals'*.
- 7.18 The NPPF at paragraph 126 recognises good design as a key aspect of sustainable development. Paragraph 130 goes on to note that developments should *'function well and add to the overall quality of the area'* whilst being *'visually attractive as a result of good architecture, layout and appropriate and effective landscaping'*.
- 7.19 The submitted details demonstrate the repurposing of a train carriage which would be appropriately converted to 2no holiday lets. The application site is situated directly adjacent to a railway line with the former railway station building located upon the opposite side of the public highway to the South. The re-use of a train carriage to provide self-catering accommodation would respect the historic use of the surrounding land.
- 7.20 The scale and massing of the repurposed train carriage is clearly subordinate to existing dwellings that bound the application site with existing boundary treatments screening the development site when viewing from the adjacent public highway and footpaths. The introduction of additional soft landscaping within the site is welcomed to lessen any harm caused by the introduction of additional built form.
- 7.21 The proposal, whilst representing an unusual addition to the locality, would not cause harm to the visual character of the immediate or wider area and would respect the historic use of the land surroundings as an active train station. The proposal therefore accords with relevant local and national planning policy in relation to good design.



## **Residential amenity**

- 7.22 Policy 10, part f) of the SNP states that development proposals should ‘*secure a good standard of amenity for all existing and future occupants of land and buildings*’. Paragraph 130 of the NPPF mirrors these provisions, noting that developments should ‘create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users’.
- 7.23 A site visit was undertaken by the Planning Officer to assess the application site and potential impacts upon neighbouring dwellings. A separation distance of approximately 15.4 metres would exist between the rear elevation of the holiday units and the side elevations of the 2no neighbouring dwellings to the North. Whilst the existing dwellings have ground and first floor windows upon the South facing elevations, a 1.8 metre timber fence would be sited to the rear of the holiday lets therefore preventing any direct views between the dwellings and the holiday units. The scale and massing of the repurposed train carriage being solely single storey ensures there would be no overlooking or privacy concerns. Appropriate separation distances also exist to neighbouring dwellings to the East and West.
- 7.24 Occupiers of the proposed holiday lets would have appropriate internal space with access to outdoor amenity space towards the South of the site. The proposals would not be considered to generate significant noise levels which could adversely impact upon neighbouring residents. The proposal therefore accords with relevant local and national planning policy in relation to residential amenity.

## **Highway safety**

- 7.25 Paragraph 111 of the NPPF states that ‘*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*’.
- 7.26 Consultation was undertaken with the local authority’s Highways Development Management (HDM) team who raised no objection to the proposals subject to recommended conditions. The proposed development would utilise the existing access of the C363 public highway and would be unlikely to result in significant traffic implications upon the immediate or wider highway network. Whilst a car parking area is demonstrated upon the submitted details, HDM consider this to be excessive car parking for the development whilst the disabled parking area does not comply with standard. Nevertheless, as there is appropriate space within the site for the parking of vehicles, this information can be conditioned.
- 7.27 A condition is also recommended for a construction method statement to be provided prior to the commencement of development to ensure highway safety is retained throughout the construction period of the application proposals.

## **Ecological impacts**

- 7.28 Policy C11 of the CMDLP details that the LPA will not *'permit development which would adversely affect protected species or their habitats'*. Paragraph 174 of the NPPF notes that *'Planning policies and decisions should contribute to and enhance the natural and local environment'* with part d) stipulating this can be achieved by *'minimising impacts on and providing net gains for biodiversity'*.
- 7.29 Consultation was undertaken with the local authority's ecologist who, following the submission of additional information, raised no objection to the application proposals. The submitted documents indicate the use of Northumberland native species within the soft landscaping proposals whilst high quality bird boxes would be incorporated upon the application structure therefore demonstrating net gains for biodiversity.

### **Public Protection**

- 7.30 The application site is located within an area subject to former coal mining activity therefore consultation was undertaken with the local authority's Public Protection team regarding the proposals. Public Protection raised no objection to the application subject to recommended conditions relating to contaminated land and ground gas protection.
- 7.31 Further discussions were held between the LPA and Public Protection following confirmation from the Planning Agent that there would be no physical connection between the holiday let structure and below ground level. As such, ground gas protection is not required within the development however, further information relating to land contamination is necessary to ensure the integrity of the land for development and to protect the end user.

### **Drainage**

- 7.32 The submitted details indicate that surface water will be disposed of via sustainable drainage systems whilst foul sewage will be disposed of by existing mains.

### **Network Rail**

- 7.33 Due to the proximity of the proposed development to the operational railway boundary, consultation was undertaken with Network Rail to ensure the safety of rail users and also the proposed development. Network Rail raised no objection to the application submission, subject to recommended conditions and informatives.

### **Equality Duty**

- 7.34 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups

with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

### **Crime and Disorder Act Implications**

- 7.35 These proposals have no implications in relation to crime and disorder.

### **Human Rights Act Implications**

- 7.36 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.
- 7.37 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.
- 7.38 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

## **8. Recommendation**

That Members GRANT planning permission for the proposed development, subject to the below conditions:

### Conditions/Reason

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended)

02. The development hereby approved shall be carried out in complete accordance with the approved plans. These plans are:
- 1) Location plan drawing no. 20/30/001A (received 7th April 2021)
  - 2) Proposed site plan drawing no. 20/30/004H (received 31st August 2021)
  - 3) Proposed elevations drawing no. PB-CO-2104431 (received 1st June 2021)
  - 4) Carriage plan as proposed drawing no. 20/30/006 Rev. A (received 31st August 2021)

Reason: For the avoidance of doubt, and in the interests of proper planning.

03. Notwithstanding details submitted, the development shall not be brought into use until details of the car parking area have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

04. The development shall not be brought into use until cycle parking details have been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented prior to the development being brought into use. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety, residential amenity and sustainable development, in accordance with the National Planning Policy Framework.

05. Development shall not commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement shall, where applicable, provide for:

- i. vehicle cleaning facilities;
- ii. the parking of vehicles of site operatives and visitors;
- iii. the loading and unloading of plant and materials;
- iv. storage of plant and materials used in constructing the development
- v. details pertaining to the delivery and siting of the carriage on site

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework.

06. No external refuse or refuse containers shall be stored outside of the approved refuse storage area except on the day of refuse collection.

Reason: In the interests of the amenity of the surrounding area and highway safety, in accordance with the National Planning Policy Framework

07. The proposed landscaping, as shown on drawing no. 20/30/004G, must be planted during the first planting season following the commencement of development. The landscaped areas shall therefore be maintained for the lifetime of the development.

Reason: To ensure the proposal represents net gains for biodiversity in accordance with the National Planning Policy Framework.

08. Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority. The construction methodology shall demonstrate consultation with the Asset Protection Project Manager at Network Rail. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate levels of safety on site and to maintain the operational needs and integrity of the railway in accordance with the National Planning Policy Framework.

09. The developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (approx. 1.8m high) and make provision for its future renewal and maintenance. Network Rail's existing fencing/wall must not be removed or damaged. Please note that we recommend further consultation with our Asset Protection Team for installation of any metal fencing in proximity to high voltage overhead lines to ensure that work can be undertaken safely.

Reason: To ensure appropriate levels of safety on site and to maintain the operational needs and integrity of the railway in accordance with the National Planning Policy Framework.

10. The development hereby permitted shall not be commenced until a scheme to deal with any contamination of land or pollution of controlled waters has been undertaken by a competent and qualified consultant then submitted to and approved in writing by the Local Planning Authority and until the measures approved in that scheme have been implemented. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement in writing:

a) A desk-top study carried out to identify and evaluate all potential sources of contamination and the impacts on land and/or controlled waters, relevant to the site. The desk-top study shall establish a 'conceptual site model' and identify all plausible pollutant linkages. Furthermore, the assessment shall set objectives for intrusive site investigation works/ Quantitative Risk Assessment (or state if none required). Two full copies of the desk-top study and a nontechnical summary shall be submitted to the Local Planning Authority without delay upon completion.

b) If identified as being required following the completion of the desktop, a site investigation shall be carried out to fully and effectively characterise the

nature and extent of any land contamination and/ or pollution of controlled waters. It shall specifically include a risk assessment that adopts the SourcePathway-Receptor principle, in order that any potential risks are adequately assessed taking into account the sites existing status and proposed new use. Two full copies of the site investigation and findings shall be forwarded to the Local Planning Authority without delay upon completion.

c) Thereafter, a written Method Statement (or Remediation Strategy) detailing the remediation requirements for the land contamination and/or pollution of controlled waters affecting the site shall be submitted and approved by the Local Planning Authority, and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority. No deviation shall be made from this scheme without express written agreement of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants.

11. Two full copies of a full closure (Verification Report) report shall be submitted to and approved by the Local Planning Authority. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post remediation sampling and monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

Reason: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants.

12. If during development contamination not previously considered is identified, then an additional method statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the method statement has been submitted to and approved in writing by the Local Planning Authority, and measures proposed to deal with the contamination have been carried out. Should no contamination be found during development then the applicant shall submit a signed statement indicating this to discharge this condition.

Reason: To ensure that any contaminants not previously considered within the site are dealt with in an appropriate manner to afford protection to the end user.

**Date of Report:** 7<sup>th</sup> October 2021

**Background Papers:** Planning application file(s) 21/01426/FUL