

DELEGATED APPLICATION REPORT - Application No: 181372/FUL

Address: 66 Watlington Street, Reading, RG1 4RT

Proposals: Conversion of an existing basement flat and 5 bedsit rooms to 4 x 1-bed residential flats (Class C3) and erection of a part-one, part-two storey rear extension, front lightwell with external steps, cycle/waste storage areas and associated works.

Applicant: Royle Berkshire Developments

Case officer: Jonathan Markwell

Date received (valid from): 21/09/2018

Target decision date: Originally 16/11/18, extension of time agreed until 23/11/18

1. Site Description and Surrounding Area:

1.1 The application site comprises a basement and three-storey mid-terrace building located on the west side of Watlington Street, between the junctions of The Grove (to the north) and Boulton Street (to the south). The building is in use as a basement flat and a registered house in multiple occupation (HMO), with a licence allowing a maximum permitted occupancy of 7 people (issued on 22/02/2016 and is due to expire on 21/02/2021).

1.2 The site is within the Eldon Square Conservation Area, with several Listed Buildings in the vicinity. This part of the conservation area is adequately described in the Appraisal (2007):

“Area 2: Terraced streets west of Eldon Road i.e. Watlington Street, St John’s Street, St. John’s Road, St John’s Hill, Prince’s Street, Eldon Place, Queen’s Road (south). This character area is predominantly residential with some houses in multiple occupation. There are five shops (two currently empty, October 2005), two places of worship and three public houses. A petrol station and shop serves London Road at the south end of Watlington Street. The Oval, a detached building located in the centre of the linear street pattern, is the focal point of St John’s Street.

Watlington Street is the primary street within this character area with larger scale development than can be found in the adjacent streets to the east. Its street frontage of short rows of two- and three-storey houses is punctuated by two significant places of worship and Watlington House, a 17th century clothier’s mansion, now offices. The southern end of Watlington Street is flanked by nos 71/73 London Road, a grade II listed 3 storey stucco house, and a single storey modern petrol station and shop. The west side of the street contains short rows of predominantly three-storeys, for instance nos 60-68 and nos 74-78. Both are brick, the latter has stucco window and door surrounds.”

1.3 The building is identified as one of townscape merit, as are all the unlisted buildings along Watlington Street. The site is also within an Air Quality Management Area. The surrounding area contains a mix of uses, albeit it is predominantly residential with a combination of single dwellinghouses and converted flats/HMOs.

2. Proposals:

2.1 The proposal involves an application for full planning permission for the conversion of an existing basement flat and 5 bedsit rooms to 4 x 1-bed residential flats (Class C3) and erection of a part-one, part-two storey rear extension, front lightwell with external steps, cycle/waste storage areas and associated works (e.g. two rear rooflights, front boundary brick wall).

2.2 During the course of the application some further works were incorporated within the proposals, such as the replacement of windows on the front façade (to conservation

sliding sash UPVC windows) and the painting of the front of the building light grey. Furthermore, the originally proposed two-bed basement unit was altered to a 1-bed unit after officer concerns were raised in relation to the quality of accommodation proposed.

3. Plans & Documents Considered:

PL-01 - Location Plan, as received 21/09/18
PL-02 - Existing - Proposed Block Plan, as received 21/09/18
PL-03 - Proposed Site Plan, as received 21/09/18
PL-04 - Existing Floorplans, as received 21/09/18
PL-05 - Existing Elevations, as received 21/09/18
PL-06 - Existing Elevations Left - Right, as received 21/09/18
PL-06 Rev B - Proposed Floorplans, as received 16/11/18
PL-08 - Proposed Floorplans 2, as received 21/09/18
PL-08 Rev B - Proposed Elevations Front - Rear, as received 22/11/18
PL-09 - Existing and Proposed Section, as received 21/09/18
PL-11 - Proposed Elevations Left - Right, as received 21/09/18

Other documents and information

Planning Statement by The Keen Partnership Ref 8782 dated July 2018, as received 06/08/18
Sustainability statement by The Keen Partnership dated September 2018, as received 27/09/18

Heritage statement by The Keen Partnership, as received 27/09/18

HR100RS - Mini Air Handling Unit details, as received 27/09/18

PL-12 - Existing & Proposed 3D Views, as received 21/09/18

4. Relevant Planning History:

4.1 There is no record of any planning history in relation to the application site.

Other nearby sites:

4.2 46 Watlington St - 152298 - Conversion of HMO to 3x1 bed flats and 1x2 bed flat, part single storey part two storey rear extension and new chimney stacks (part-retrospective). Granted 14/11/16

4.3 No. 48 - 181012 - Part single - part two-storey rear extension and conversion of enlarged existing HMO to form a six-person HMO above a self-contained basement flat. Current application.

4.4 No. 50 - 050024 - Change of Use of 4 storey town house to 3 flats, 1 x 2 bedroom flat, 3 x 1 bedroom flats and rear extension/ Granted 08/03/2006.

4.5 No. 52 - 071175 - Conversion of single dwellinghouse into 1 no. 2-bed flat and 3 no. 1-bed flats. Granted 7/5/2008.

4.6 No. 56 - 152049 - Certificate of Lawfulness of existing use as 6 self contained flats. Granted 7/1/16.

5. Public Consultation:

- 5.1 Consultation letters were sent to nearby occupiers on 02/10/18. A site notice was erected on 12/10/2018, expiring on 02/11/2018. A press notice was published on 11/10/18, expiring on 01/11/18.
- 5.2 Reading CAAC was formally consulted on the proposals (no response received).
- 5.3 A total of four objections have been received (three from Watlington Street addresses and 1 from a Blandford Road address), summarised as follows:
- Concerns regarding the conversion of residential properties to flats and HMOs (and impact on the character of the area). Reference to Article 8 of the Human Rights Act (peacefully enjoy your home).
 - Additional pressure on on-street parking (8 additional cars mentioned)
 - Loss of light to nearby residents by the rear extension (no calculations submitted)
 - Increased residents will result in more noise / disturbance to nearby residents (room layout / stacking issues)
 - Extension fails to enhance the property or rear terrace within the conservation area.
 - Extension is out of character
 - Rear extension sets precedence for the future; look and feel of these beautiful buildings would be slowly eroded.
 - Issues with bins on the street; clutter appearance on the street.
 - Extension would cause an increased security risk (climbing opportunities to neighbouring properties).
 - Concerns over the number of occupants within each unit / request for restrictions on the total number of occupants.
 - Damage of subsidence and movement of earth / cracks in wall to neighbouring properties (officer response: covered by the Party Wall Act - see recommended informative)

6. Consultation Responses:

6a. RBC Transport:

The site is located in Zone 2, Primary Core Area, of the Revised Parking Standards and Design SPD. This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. A frequent service of public transport is available along London Road and Queens Road which provides a good frequency of services to and from the town centre. The site is within walking/cycling distance of Reading town centre, and walking distance of local services.

In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide a parking provision of 1 space each 1 and 2 bedroom flat, equating to a total provision of 4. The Design and Access statement confirms there is no off road parking associated with this development. Given its location a car free development would be acceptable in this instance.

Watlington Street is a residential road with a mix of parking restrictions and limited waiting, on street parking facilities are under a great deal of pressure. Therefore, if this development is permitted there should be an assumption that any future occupants of the flats will not be issued with any resident or visitor parking permits; this would be covered by the application of the appropriate conditions and informative.

In accordance with the Borough's Parking Standards and Design SPD, a minimum provision of 0.5 cycle storage spaces should be provided per unit, equating to a total of 2. Proposed floor

plan PL-07 illustrates 1 x cycle storage space at basement level. The Design and Access statement states that due to space restrictions further cycle storage cannot be provided at the front of the site and suggests that the remaining flats use folding bikes. Given the constraints of the site, this is deemed acceptable.

There are no transport objections to the proposal subject to the conditions stated below:

- Pre-occupation bicycle parking space provided in accordance with approved plans
- Pre-occupation bin storage provided in accordance with approved plans
- Parking permits 1
- Parking permits 2

Informatives:

- Parking Permits
- Highways

6b: Thames Water

WASTE COMMENT

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

WATER COMMENT

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

7. Equality Act 2010:

In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. However, there is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application. Therefore in terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

8. Relevant Planning Policy and Guidance

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving a listed building or its setting or any features of special interest which it possesses.

Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority in the exercise of its functions to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'. However the NPPF does not change the statutory status of the development plan as the starting point for decision making (NPPF paragraph 12).

In this regard, the NPPF states that due weight should be given to the adopted policies of the Local Development Framework (LDF) (Core Strategy, Sites and Detailed Policies Document and Central Area Action Plan) according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

Accordingly, the National Planning Policy Framework (2018), Planning Practice Guidance (2014 onwards) and the following development plan policies and supplementary planning guidance are relevant:

Reading Borough LDF Core Strategy (Adopted January 2008) (Altered 2015)

- CS1 Sustainable Construction and Design
- CS2 Waste Minimisation
- CS4 Accessibility and the Intensity of Development
- CS5 Inclusive Access
- CS7 Design and the Public Realm
- CS14 Provision of Housing
- CS15 Location, Accessibility, Density and Housing Mix
- CS18 Residential Conversions
- CS20 Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011)
- CS24 Car/Cycle Parking
- CS29 Provision of Open Space
- CS33 Protection and Enhancement of the Historic Environment
- CS34 Pollution and Water Resources
- CS38 Trees, hedges and woodlands

Sites and Detailed Policies Document - (Adopted October 2012) (Altered 2015)

- SD1 Presumption in Favour of Sustainable Development
- DM1 Adaption to Climate Change

- DM4 Safeguarding Amenity
- DM6 Affordable Housing
- DM8 Residential Conversions
- DM10 Private and Communal Outdoor Space
- DM12 Access, Traffic and Highway-Related Matters
- DM19 Air Quality

Supplementary Planning Documents & other relevant documents/guidance

Affordable Housing SPD (2013)
 Revised Parking Standards and Design SPD (2011)
 Sustainable Design and Construction SPD (2011)
 Residential Conversions SPD (2013)
 Eldon Square Conservation Area Appraisal 2007
 DCLG Technical housing standards - nationally described space standard (2015)
 Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking (Historic England, 2015a)
 Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Historic England, 2015b).

9. Appraisal

The main issues are:

- a) Principle of development - land use matters
- b) Design, heritage assets and impact on the character and appearance of the surrounding area
- c) Amenity - for future occupiers and impact on neighbours
- d) Transport Issues
- e) Affordable housing
- f) Other matters - Air Quality, CIL and pre-commencement conditions correspondence

- a) Principle of development - land use matters

9.1 As outlined in the introduction section above the building has an HMO licence allowing a maximum occupancy of 7 people (issued 22/02/16). Council Tax records detail two separate dwellings - a basement (banded since 2001) and a main house (banded since 2001). The officer site visit on 11/10/18 confirmed the building has 5 bedsit rooms (shared kitchen at first floor level) and a self-contained flat at basement level. There is no planning history relating to the site, but based on the above of it having a licence for up to 7 people in 5 bedsit rooms, the building is considered to be a large HMO (Sui Generis) & a separate basement self-contained flat. These are established uses, not lawful uses (which are unclear). Given this, in pure land use terms, the loss of a Sui Generis HMO in favour of 3 self-contained flats is supported in principle, as is the principle of improving the self-contained basement flat. The provision of self-contained residential units would contribute to the provision of housing in the Borough, in line with policy CS14.

9.2 Within this context it is considered that the residential conversion policies (CS18 / DM8) do not strictly apply, as the building has evidently for a period of time already been a flat/HMO, rather than a single dwellinghouse. Notwithstanding this the applicant has considered the proposals from the perspective of the Residential Conversions SPD criteria and, notwithstanding this, many of the criteria is equally applicable in terms of the quality of accommodation provided (as discussed separately below).

9.3 With regard to the mix of units proposed, during the course of the application (following officer feedback) the mix has altered from the originally proposed 3x1-bed and 1x2-bed units to 4x1-bed units. The second bedroom within the basement flat was not considered suitable for use as a bedroom (lack of outlook and access to natural light). Given the above context of the Residential Conversions SPD not strictly applying in this case (which requires at least one unit to have 2 bedrooms - checklist item 23), it is considered that some flexibility can be afforded on this specific occasion. Within the context of the physical constraints of the site and the existing context, it is considered in this specific instance that the provision of a single unit on each floor is suitable.

b) Design, heritage assets and impact on the character of the surrounding area

9.4 The proposals involve a number of external physical works, most substantially:

- A part one, part-two storey rear extension. Each extension is full width and includes a pitched roof, with a depth of 4.8m at basement floor level and 1.5m at ground floor level.
- The provision of a front lightwell with external steps/railings, with remodelled cycle/waste storage areas in these areas and a new front boundary wall
- Associated works, including two rooflights on the rear roofslope (associated with the ceiling being altered internally so the second floor flat includes part of a room with these rooflights above), the replacement of windows on the front façade with conservation sliding sash UPVC windows and the painting of the front of the building light grey.

9.5 The proposed rear extension will replace a part width basement floor level outrigger (bathroom), which in itself is not considered to be of any special architectural or historic importance. The loss of this outrigger raises no design/heritage issues. The replacement rear extension at basement level will be 4.8m in depth, which aligns/does not protrude beyond the depth of the existing extensions at both neighbouring properties. The ground floor addition follows the same design approach but would only be 1.5m in depth. Although two-storey additions are not predominant along this rear terrace (a more substantial rear element is present to the south beyond the neighbouring property), given the modest nature of the second storey, it is not considered to be harmful to the character of the host building or the wider terrace. The detailed design (red brick and white doors/windows) aligns with the prevailing character, with full details of materials to be secured via condition. With this secured, this element of the proposals is considered to comply with Policies CS7 and CS33.

9.6 Turning to consider the alterations to the front of the property, the most substantial change is the provision of a front lightwell and steps to provide separate access down to the basement flat. There are numerous examples of front lightwells along this side of Watlington Street, as witnessed during the officer site visit and hence this has become a characteristic of this side of the street. As such, the principle is accepted and the simple steel balustrades and brick front boundary wall aligns with the better examples already present along the street. The boundary wall will also assist in shielding the waste storage area required in the front amenity space. Given the existing prevailing character, this proposal is not considered to harm the setting of the buildings or the character/appearance of the conservation area. Furthermore, during the course of the application the applicant has incorporated the provision of replacement windows (although these remain UPVC in material, they would be

conservation sliding sash in style with 2x3 glazing bars) and the painting of the building, which are considered to be welcomed elements to demonstrate in overall terms the proposals would both preserve and enhance the character and appearance of the conservation area at this point. Again the exact materials would be secured via condition, to ensure the design quality.

- 9.7 The final proposed external work, the two rooflights on the rear roofslope, would not be readily visible from the public realm and represents a modest addition which again is not considered harmful in design/heritage terms. Therefore the proposals are considered in overall terms to align Policies CS7 and CS33.

c) Amenity - for future occupiers and impact on neighbours

- 9.8 For future occupiers, it is considered that the layout of the proposed residential units are suitable in size and shape to provide an appropriate standard of accommodation, given the constraints of the nature of the proposals, site and building. Although some of the rooms do not follow a standard shape/size (e.g. the unusual layout arrangements at ground floor level) and the overall unit sizes being slightly below the nationally described space standards, these shortfalls are not considered to be significantly harmful to warrant the refusal of the application. The stacking of the units is consistent (bedrooms to the front and living/dining areas to the rear), with dedicated waste storage externally and space for storage within the units (e.g. for bikes). It is also noted that another shortfall of the proposals is the non-provision of external amenity space for future occupiers, barring the basement floor unit. However, this is not an unusual arrangement in the area. Therefore, in overall terms and in applying a critical planning balance to the consideration of the scheme as a whole, the units are considered to provide an overall suitable standard of accommodation, in line with policies CS34, DM4 and RC9.
- 9.9 In terms of the impact of the proposed development on existing neighbouring occupiers, based on the officer site visit, it is not considered that the proposed change of use in itself would cause any significant adverse amenity impacts for neighbouring and nearby occupiers over and above the existing situation. With regard to the basement/ground floor rear extension, the extent of the basement level does not extend beyond either neighbour (albeit noting the somewhat unusual inclusion of a window on the side elevation boundary of the extension at No. 68 facing the site) and the limited depth of the ground floor element (1.5m in depth) is such that no significantly adverse loss of day/sunlight, outlook/sense of enclosure or loss of privacy would occur (albeit acknowledging that the relationship would change in comparison with existing). As such, the proposals are considered to comply with policy DM4.

d) Transport Issues

- 9.10 As per section 6a above, the proposals are considered acceptable in relation to all transport related matters, subject to a number of conditions (all of those recommended will be secured).

e) Affordable housing

- 9.11 In line with the application of Policy DM6, given the proposal involves change of use of fewer than 10 units, it is not liable to make a contribution to affordable housing. The proposed extensions are not of a scale or nature to facilitate the creation of a unit in itself and hence the scheme does not trigger an affordable housing requirement in this regard either. The full context is as follows:

West Berkshire District Council and Reading Borough Council applied for a judicial review of the Secretary of State's Written Ministerial Statement (WMS) to Parliament in 2014 on changes to national planning policy. Those changes sought to exempt developments of 10 or less dwellings from planning obligations for affordable housing and social infrastructure contributions and to introduce a new measure known as the Vacant Building Credit.

The High Court handed down its judgment on the case on 31st July 2015. The High Court found in favour of the challenge by the local authorities and quashed the amendments to the NPPG. The Secretary of State appealed the judgment and the Court of Appeal has now quashed the decision of the High Court.

Reading Borough Council has been considering its options for implementing its affordable housing policy in the light of this decision.

At its meeting of the Strategic Environment Planning and Transport Committee on 13th July 2016, the Council discussed the outcome of the Court of Appeal's decision on its challenge (the report can be found here:

http://www.reading.gov.uk/media/5651/Item09-SEPT-C-Report-on-C-of-Appeal-judgement-05-16/pdf/Item09_SEPT_C_Report_on_C_of_Appeal_judgement_05_16.pdf
).

Having considered its options, the Committee agreed the following as the basis for determining planning applications where Policy DM6 of the SDPD is relevant:

To implement Policy DM6 as currently adopted in the SDPD but excluding proposals that solely involve the conversion of an existing property, where the conversion involves the provision of 10 or less dwelling units (i.e. not HMOs), or the replacement of dwellings by the same number of replacement dwellings where there is no net increase.

- 9.12 Given the application of policy DM6, a contribution to affordable housing is not required in this specific instance. Accordingly, no s106 legal agreement is required either.

f) Other matters -Air Quality, CIL & conditions

- 9.13 Air Quality - Although the application site is located within an air quality management area and that residential is classified as a 'sensitive use' (DM19ii), owing to the specific location of the site (not on a main route into-out of the town centre - and subject to traffic reduction measures in the recent past).
- 9.18 CIL - The applicant has submitted CIL liability information. Based on this, and as witnessed during the officer site visit on 11/10/18, the building is still in active use. On this basis, the proposal will not be CIL liable and this will be specified via the standard CIL informative on the decision notice.
- 9.19 Pre-commencement conditions - In line with section 100ZA(5) of the Town and Country Planning Act (as amended) discussions have been undertaken with the applicant regarding pre-commencement conditions. The applicant formally agreed to a pre-commencement condition relating to materials via return email on 15/11/18.

- 9.20 **Conclusion**

It is considered that the proposals are acceptable for the reasons set out in this report.

10. RECOMMENDATION:

Grant Planning Permission subject to conditions.

11. Conditions

180758/FUL

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission was granted.

Reason: To prevent an accumulation of unimplemented planning permissions, and in accordance with Section 91 of the Town & Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall not be carried out other than in accordance with the following drawings:

PL-02 - Existing - Proposed Block Plan, as received 21/09/18
PL-03 - Proposed Site Plan, as received 21/09/18
PL-06 Rev B - Proposed Floorplans, as received 16/11/18
PL-08 - Proposed Floorplans 2, as received 21/09/18
PL-08 Rev B - Proposed Elevations Front - Rear, as received 22/11/18
PL-09 - Existing and Proposed Section, as received 21/09/18
PL-11 - Proposed Elevations Left - Right, as received 21/09/18

Reason: To clarify which drawings have been approved and in the interests of proper planning.

3. *No development shall take place until details (including physical samples and manufacturer details) of all materials (including brick, roof slate, glazing, window frames/cills/surrounds, doors, boundary treatments (brickwork and railings), guttering and downpipes) to be used in the construction of the external surfaces of the development, have been submitted to and approved in writing by the local planning authority. The development shall not be carried out other than in full accordance with the approved details.

Reason: In the interests of safeguarding the character and appearance of the building and the wider immediate area, including the Eldon Square Conservation Area, in accordance with Policies CS7 & CS33 of the Reading Borough LDF Core Strategy 2008 (Altered 2015).

4. No dwelling hereby permitted shall be occupied until the bicycle parking facility for that dwelling has been provided in accordance with the approved plan (PL-06 Rev B - Proposed Floorplans, as received 16/11/18). The facility shall be kept available for bicycle parking at all times thereafter.

Reason: To encourage travel by sustainable alternatives to driving a motorcar in accordance with policies CS23 and CS24 of the Reading Borough LDF Core Strategy 2008 (Altered 2015).

5. No dwelling shall be occupied until the bin storage facilities shown on the approved plan (PL-06 Rev B - Proposed Floorplans, as received 16/11/18) have been provided and the bin storage facility shall be retained thereafter for use by occupiers of the dwelling/building at all times.

Reason: To ensure that sufficient provision is made for the storage and collection of refuse and recyclables and to safeguard the amenity (including visual amenity) of existing nearby / future occupiers / road users from potential disturbance and/or smells and highway safety, in accordance with Policies CS2 and CS7 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policies DM4 and DM12 of the Sites and Detailed Policies Document 2012 (Altered 2015).

6. No residential unit hereby approved shall be occupied until the Council has been notified in writing of the full postal address of the unit. The notification shall be sent to the Council's Planning Manager quoting the application reference specified on this Notice.

Reason: In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the new residential units hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on street car parking in the area in accordance with Policy CS24 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM12 of the Reading Borough LDF Sites and Detailed Policies Document Policy 2012 (Altered 2015).

7. Prior to any agreement being entered into for a new occupation of, or transfer of any interest in, the residential unit(s) hereby approved, the prospective occupier/transferee shall be informed that there is no automatic entitlement to a car parking permit for any existing residential parking permit schemes and future schemes on adjacent and surrounding streets. All material used for advertising or marketing the residential unit(s) for letting or sale shall make it clear to prospective tenants and occupiers that they will not be automatically entitled to a parking permit, but any application for a parking permit will be considered on its merits.

Reason: In order that the prospective occupiers are made aware of the fact that while they can submit an application they will not be automatically entitled to an on-street car parking permit. In the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on street car parking in the area, in accordance with Policy CS24 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM12 of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).

Informatives

1. i) The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic.
ii) Any works affecting the Highway shall be in accordance with Reading Borough's Council's document "Guidance Notes for Activities on the Public Highway within the Borough of Reading". The applicant should note that compliance with this document is

mandatory and licences to work on the Highway will only be issued if the requirements contained within it are met. A copy can be obtained from the Council's website.

2. The occupiers of the residential unit(s) will not be automatically entitled to an on-street car parking permit. Current and new occupiers should be informed of this and be advised to find out more about parking permits on the Council's website. There is already a high level of on street car parking in the area and the site is located close to local facilities, with frequent public transport services on nearby roads.
3. Noisy construction, demolition and associated activities should be restricted to between the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 09:00hrs to 13:00hrs on Saturdays, with no noisy works taking place at any time on Sundays and Bank or Statutory Holidays.

There should be no burning of waste on the site. For further information about construction and demolition nuisance law please refer to the Environmental Health section of the Council's website.

4. Your attention is drawn to the requirement for submission of a Building Regulations application for the proposed development. Please contact Building Control on 0118 937 2449 for advice.
5. The Local Planning Authority has worked positively and proactively with the applicant to resolve relevant matters to allow permission to be granted within the agreed extended timescale for the decision to be issued.
6. In accordance with Article 35 (DMPO 2015) some conditions have been highlighted with a * to make clear that they require approval from the Local Planning Authority before any development begins. This is because the details need to be designed or works implemented before any other works start on the site or are of a nature that it would be impractical to consider after work has started.
7. Your attention is drawn to the terms and conditions of this permission. Any development which is carried out but which differs materially from the approved plans and details, or does not comply with any condition(s) or planning obligation(s) attached to the permission may result in the Council taking action to remedy the breach of planning control. If you are in any doubt please contact the Council.
8. The Council introduced the Community Infrastructure Levy (CIL) on 1st April 2015. CIL is a way of securing financial contributions towards infrastructure from new development, and partially replaces the Section 106 planning obligation regime. It is a set charge per sq m of floorspace for different uses, and, unlike Section 106, it is non-negotiable. It applies to developments which result in at least one dwelling; where the space has not been in lawful use for 6 months within the last 3 years or 100 sq m of new floorspace. For this approved development the CIL status is NIL CHARGE.
9. Thames Water requests that you should incorporate within your proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any

discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimise the risk of damage. Thames Water will need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. You are advised to read the Thames Water guide 'working near or diverting our pipes'. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.