

DELEGATED APPLICATION REPORT - Application No. 170491/FUL

Address: 163-165 Caversham Road

Proposal: Single storey rear extension to ground floor shop and conversion of upper floors to form 3 no. self-contained flats (3x1-bed units comprising 2 flats at first floor level and one maisonette at first and second floor level) and associated first floor rear extension, rear dormer roof extension and front roof lights

Case officer: Matt Burns

Site Description and Surrounding Area

The site relates to a pair of two storey mid terrace properties (previously amalgamated into one) on the west side of Caversham Road. The property is in use as an A1 use at ground floor level (cycle shop) with part shop/ancillary office use at first floor level. The site is located within Flood Zone 2, an Air Quality Management Area and within the designated Reading Central Area. On this side of Caversham Road the building predominantly consist of building with retail and related uses at ground floor level, with ancillary uses above or residential accommodation.

Proposal

The application seeks planning permission for a proposed single storey rear extension to ground floor shop and conversion of upper floors to form 3 no. self-contained flats and associated first floor rear extension, rear dormer roof extension and front roof lights.

The proposed rear extension to the shop would be 6.4m in depth and 9.3m in width with a 3m high flat roof. A small 2.25m² rear yard area would be proposed to the centre rear of the extension on the rear boundary. The extension would replace a rear garage and shed which fill much of the existing rear yard area.

The upper floors of the building are in ancillary office/storage use to the ground floor shop unit. It is proposed to convert this space to form 3 self-contained residential flats (3 x 1 bed units). The flats would also be located on the first floor of the building apart from the bedroom to flat no. 2, which would be located in the roof space (thereby meaning that one unit is a maisonette at first and second floor level).

As part of the residential conversion a 5.7m deep first floor flat roof infill extension is proposed between two existing two storey rear projections to the property, whilst a flat roof dormer roof extension is proposed to the rear roof slope to accommodate the proposed roof space bedroom. The proposed dormer roof extension would be 2.7m wide, 2.3m in height and 3.2m in depth. Three roof lights are also proposed to the front elevation roof plane. Materials are proposed to match existing.

Amended plans have been submitted during the course of the application. This was following officer concerns regarding provision of a suitable standard of residential accommodation. The scheme originally sought to provide 1 x 2 bed, 1 x 1 bed and 1 x studio flat with the studio flat contained entirely in the roof space such that there were concerns regarding ceiling height and usable floor space. As set out above the amended scheme now proposes 3 x 1 bed units with the bedroom of flat no. 2 only, in the roof space.

The proposal also originally sought much more significant dormer roof extensions which filled the rear roof slope, (in order to accommodate an entire unit within the roof space). Following discussions with officers the amended scheme now proposes a significantly reduced rear dormer roof extension as described above.

The proposed flats would be accessed via a separate front entrance door from Caversham Road utilising an existing internal stair to the upper floors. It is proposed to partition this area to make it private as separate from the shop such that a small area of the existing commercial floor space would be lost to accommodate this. A new main commercial entrance to the shop is proposed to the other side of the shop front, still from Caversham Road. A separate internal bin store for the flats is also proposed next to the new entrance to the flats.

Plans Considered

Drawing no.s

165CR/P003 rev B

165CR/P002 rev C

165CR/P004 rev A

165CR/P005 rev B

165CR/P001 rev B

Received on 1st June 2017

165CR/P000

Received on 30th March 2017

Location Plan ref. 163-165, Caversham Road, Reading, RG1 8BB

165CR/S003

165CR/S002

165CR/S001

165CR/S004

Received on 29th March 2017

Design and access statement by Rahul Taheem

Noise Assessment by inacoustic

Air quality assessment by GEM Air Quality Ltd

163 to 165 Caversham Road, Flood Risk Assessment (FRA), Vulnerable developments standing advice by Rahul Taheem

Flood Resilient Methods, 163-165 Caversham Road, Reading by Rahul Taheem

Relevant Planning History

920695 - Alteration to existing first floor office and showroom area to create separate B1 use at first floor with independent access at ground floor level - Granted.

170492 - Proposed single storey rear extension to existing ground floor shop - Under consideration.

Consultation Responses:

RBC Transport - Recommends conditions with regard to provision of details of secure bike storage and prohibition on entitlement of future occupiers of the flats to on street car parking permits.

RBC Environmental Protection - Recommends conditions with regard to provision of additional details of noise mitigation measures to be incorporated within the proposed development.

Public consultation

No.s 155-161, 167 and 169 Caversham Road, no. 99 York Road and no.s 8 -16 Newport Road were notified of the application and a site notice was also displayed at the site. No letters of representation have been received.

Elected members responses

Cllr Page originally sought for the proposals to be considered at Planning Applications Committee. Following the submission of revised plans during the course of the application and correspondence with officers, Cllr Page confirmed that this was no longer required and instead the application could be determined under delegated powers.

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.

Relevant Planning Policy and Guidance

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 Reading 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 and the following development plan policies and supplementary planning guidance are relevant:

National Planning Guidance

National Planning Policy Framework

Reading Borough LDF Core Strategy (2008, 2015)

CS1 Sustainable Construction and Design

CS2 Waste Minimisation

CS4 Accessibility and the Intensity of Development

CS7 Design and the Public Realm

CS14 Provision of Housing

CS15 Location, Accessibility, Density and Housing Mix

CS24 Car/Cycle Parking

CS26 Network and Hierarchy of Centres

CS27 Maintaining the Retail Character of Centres

CS34 Pollution and Water Resources

Sites and Detailed Policies Document (2012, 2015)

DM1 Adaption to climate change

DM4 Safeguarding Amenity

DM6 Affordable Housing

DM10 Private and Communal Outdoor Space

DM12 Access, Traffic and Highway-Related Matters

DM19 Air Quality

DM23 Shopfronts and Cash Machines

Reading Central Area Action Plan (2009)

RC5 Design in the Centre

RC9 Living in the Centre

Other

Supplementary Planning Document: Parking Standards and Design (2011)

Supplementary Planning Document: Residential Conversions (2013)

Appraisal

Principle

Policy CS27 of the Core Strategy seeks that the retail character of the centres identified within the Borough is retained as these are the main contributor to the vitality and viability of these Centres (Policy CS26). Whilst other uses play a valuable role, there should not be an over-concentration of non-retail uses in one part of the Centre. The proposal would retain and extend the A1 floor space at ground floor level.

The upper floors are ancillary storage and office space to the existing ground floor A1 use. Loss of this ancillary floor space is not considered to result in any significant harm to the vitality and viability of Reading Town Centre, particularly given the retention and enlargement of the primary A1 use and frontage of the building at ground floor in accordance with Policy CS27.

A small part of the existing retail floor space to be retained would be lost as part of the proposal to create a communal entrance and bin store to the proposed residential units above. Notwithstanding this the retail function would be retained to the large majority of the floor space with further commercial floor space proposed to the rear of the building. It is not considered that the proposed ground floor front access and stores would be harmful to the vitality of Reading Centre.

The accessibility of the site is considered acceptable for the proposed development (CS4 of the Reading Core Strategy 2008, altered 2015) and the principle of residential use to the upper floors would align with the broad objectives of policy CS14, in assisting in meeting the annual housing targets. The proposed mix is 3x1 bed dwellings. Although it is acknowledged that policy RC9 seeks a mix of unit sizes in all schemes, given the low number of units proposed in this scheme, this provision is considered suitable on this occasion.

There is no objection to the proposed change of use subject to the following material planning considerations.

Design and Impact on the character of the surrounding area

To the rear of the property the proposed single storey flat roof rear extension to the shop would not be readily visible from the street-scene. Whilst the extension would almost completely fill the rear yard area to the rear of the property the existing rear detached garage and shed already fill much of this area. There is also evidence of similar rear extension to nearby properties which back onto the rear access and yard area of no. 99 York Road within this terraced row. The proposed rear extension is not considered to be harmful to the character of the host property, surrounding properties or the surrounding area.

Similarly there is evidence of flat roof first floor infill extensions to the two adjoined properties to the south within the terraced row such that this part of the proposal is also not considered to result in any significant harm to the character of the property of surrounding area whilst the three proposed small front roof lights are not considered to result in any harm to the character of the property or street-scene.

Following discussions with officers, the proposed rear dormer roof extension has been significantly reduced in size from a dormer projection which spanned the width of both properties to a now modestly sized dormer positioned centrally within the roof space, reflecting the siting and proportions of the windows to the proposed first floor extension below. It is considered that the dormer would not appear overly dominant within the rear roof space and would integrate satisfactorily with the character of the host building. There are flat roof rear dormer roof extensions to the adjacent properties to the rear of the site along Newport Road as well as to the properties on the opposite side of Caversham Road. It is not considered that the proposed single rear dormer roof extension would result in a property that would appear out of keeping with the character of the surrounding area.

A sufficiently active shop front would be retained as a result of the addition of the introduction of new independent front entrance door to the ground floor shop as well as

the new single door to the front entrance to the stairs to the flat and bin store area. All materials are proposed to match that of the existing building.

The proposal is considered to accord with Policy CS7 of the Core Strategy 2008, 2015 and Policy RC5 of the Reading Central Area Action Plan 2009.

Amenity of surrounding occupiers

The adjacent properties either side are in commercial use at ground floor level and the proposed single storey rear extension would not result in a materially different relationship with the occupiers either side given the large outbuilding and shed which currently fill much of the rear yard.

The single storey extension incorporates 2 rear windows which would be located on the rear boundary with the access/yard area of no. 99 York Road to the rear of the site. No. 99 is a commercial property in use as a car park for the funeral directors at no. 157-161 Caversham Road. The windows are proposed to be obscurely glazed such that no undue overlooking or loss of privacy is considered to result. Obscure glazing of the windows is to be secured by way of a suitably worded condition.

At first floor level the proposal is for an infill extension between the 2 existing two storey projections to the rear of the property. The proposal would not project beyond the rear of these elements and as an infill extension would not have any impact on the neighbouring properties or change the relationship of the property to neighbouring first floor windows. Together with the proposed rear dormer roof extension the proposals would not result in any loss of light or overbearing impact.

There are existing first floor rear windows to the property. Whilst conversion is now proposed to residential use the separation distance of 20m to the end of the gardens of the residential properties to the rear of the site along Newport Road and over 30m to the rear of these neighbouring dwellings themselves is such that it is not considered that the additional first floor rear window or dormer roof extension windows would result in any undue additional overlooking or loss of privacy. This would exceed the 20m separation distance referenced in Policy DM4 of the Sites and Detailed Policies Document with regard to back to back window separation distances to avoid a loss of privacy. The proposal would not result in any loss of privacy to the adjoining properties either side.

The proposal is considered to accord with Policy DM4 of the Sites and Detailed Policies Document 2012, 2015.

Amenity of future occupiers

All habitable rooms would be served by suitable levels of daylight, sunlight, natural ventilation and outlook.

The Council does not have adopted minimum room sizes for residential conversions from uses other than residential. Certain standards are referred to in the Councils Residential Conversions Supplementary Planning Document however this document specifically relates to conversion of existing residential properties to HMO's. In this instance the proposal relates to the conversion of ancillary store/office space of an existing retail unit to residential use. Nonetheless this and nationally prescribed technical housing standards

document 2015 (also not adopted) provides a useful guide for dealing with conversion of properties from non-residential uses.

The room sizes proposed are considered to be adequate. The national technical housing standards (not yet adopted by RBC) advise that to provide one bed space a bedroom must have a floor area of at least 7.5m² and to provide two bed spaces a floor area of at least 11.5m². The bedroom sizes proposed for each of the three flats are all 11.5m² or greater. The bedroom for flat 2 is proposed to the roof space and whilst irregular and limited in terms of height in parts the room would span the width of 2 buildings and have a floor area of 35m². There is no statutory minimum requirement for ceiling height, although Building Regulations requires a 2.0 metres headroom clearance for staircases. It is, nevertheless, generally recommended that residential accommodation should have a 'good practice' minimum floor to ceiling height of 2.15 metres. In this instance a sectional and floor plan drawings have been provided of the building which shows that 21.5m² of the bedroom would have a ceiling height of 2.3m. On this basis and in respect of providing a suitable level of residential accommodation the ceiling heights proposed are considered adequate.

A noise assessment has been submitted as part of the application which suggests that the noise levels along Caversham Road would exceed British Standard internal noise levels for residential properties. Environmental Protection Officers are satisfied with the noise survey that has been undertaken but are seeking further details as to the mitigation measures proposed (glazing and ventilation) to ensure that the flats would meet the required daytime and night time internal noise levels residential accommodation. It is considered reasonable to secure details of this by way of a suitably worded pre commencement condition in order to secure the residential amenity of future occupiers.

An air quality assessment has also been submitted as part of the application. This has been reviewed by Environmental Protection Officers who are satisfied that this demonstrates that the proposal would meet air quality objectives across the development and that further mitigation is not required.

The proposal is considered to accord with Policy CS34 of the Core Strategy 2008, 2015.

Amenity Space

The constrained nature of the site which is taken up entirely by the existing building to be converted is such that there is no potential to provide any private amenity space. This being the case, and with the site located just outside the Reading Central Area with good access to public amenities, it is considered that a development with no private amenity would not be unacceptable or uncommon for flatted development close to Reading Centre.

This is considered to comply with Policy DM10 of the Sites and Detailed Policies Document 2012, 2015, Flats in central Reading will not require the same amount of outdoor space as houses in other parts of Reading, and the sites are usually more constrained in any case. This is because often because the needs of residents within central Reading can be different to those of the rest of the Borough. Flats in central Reading are less likely to attract families, and the ability to walk to public open space nearby reduces the need for private open space.

Transport

The site is located on Caversham Road which is a main transport corridor within Zone 2, the primary core area but on the periphery of the central core area which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs.

In accordance with the adopted Design and Parking Standards SPD, the development would be required to provide parking provision of 1.0 space per 1-2 bedroom flat; therefore total parking provision required for this development would be 3 spaces; however the application proposes a car free development as there is no space for accessible parking within the site. Due to the location of the site this is considered acceptable given the close proximity to the town centre and good transport links and is not uncommon for town centre developments. It is also in an area where a resident's permit scheme operates therefore parking is controlled and regulated through the administration of the scheme which will ensure the development would not harm the existing neighbouring residential properties by adding to the already high level of on street car parking in the area. A condition would be attached to the decision notice to ensure potential future occupiers of the flats would not be entitled to parking permits.

Deliveries to the existing A1 commercial units can make use of the 30 minute parking available on Caversham Road, directly outside the development site and there would be no change to this arrangement as a result of the proposed development.

An internal and secure communal bin store is proposed adjacent to the main entrance to the flats from Caversham Road which is considered acceptable and would avoid the need for bins to be stored on the pavement.

Internal cycle store is shown on the proposed plans by way of an internal wall mounted vertical cycle rack for four bikes in the communal entrance corridor at ground floor level. This is not considered a suitable long term arrangement for cycle storage and transport officers have advised that further details could be secured by way of condition. However, given the constrained nature of the site and building being converted it is considered that this would be difficult to secure within the site without losing more of the existing ground floor A1 floor space. Informal bike store space could be utilised within the building such as under the stairs and it is not considered that lack of dedicated cycle storage would warrant refusal of the application.

The proposal is considered to accord with Policy DM12 of the Sites and Detailed Policies Document 2012, 2015 and Policy CS24 of the Core Strategy 2008, 2015.

Flooding

The site is located with flood zone 2. The proposal seeks to change the use of the first and second floors from a less vulnerable (retail shop) to a more vulnerable classified use. The NPPG states that the sequential or exception tests to do need to be applied to applications for change of use.

A site specific Flood Risk Assessment (FRA) has been provided as part of the application. This identifies that as a change of use to residential at first and second floor only the floor levels of all habitable rooms would be set significantly more than 300m above the 1 in 100

flood level for the site. In terms of access and evacuation the FRA indicates that the front ground floor entrance/exit of the flats onto Caversham Road is also set above the 1 in 100 floor level allowing safe access down from the flats to this level. In terms of surface water management the more vulnerable use proposed is mainly conversion with first and roof space level extensions. The whole of the existing site is either built upon or surfaced in hardstanding. The proposal residential flats would make use of existing drainage and surface water management infrastructure and are proposed to accord with the relevant requirements under building regulations.

With regards to the single storey rear extension to the existing shop flood risk assessment details indicate that the floor levels of the extension would be set no lower than the existing and additional flood proofing measures are proposed to be incorporated within the development.

Subject to a suitably worded condition to require the development to be carried out in accordance with the submitted flood risk assessment details it is not considered that the proposal would result in an unacceptable increase in flood risk.

The proposal is considered to accord with Policy CS35 of the Core Strategy 2008m 2015.

Sustainability

Policy CS1 of the Core Strategy, supported by the Council's Sustainable Design and Construction SPD seeks the proposal, as a 'creation of new residential units through conversion', to comply with BREEAM Level of 'Very Good'. It is considered acceptable to deal with this matter by way of a suitably worded condition

Affordable Housing

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 then quashed the decision of the High Court.

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 (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.

The proposal relates to the conversion of an existing property (with modest extensions only) and therefore is excluded from the requirements of Policy DM6 and no affordable housing contribution is required.

Community Infrastructure Levy

The existing upper floors of the building are in use associated with the ground floor retail use. The liable element is therefore the first floor rear extension only (20m²). The levy for the proposal would be £2400 (subject to indexation). The standard informative is recommended.

RECOMMENDATION:

GRANT planning permission, subject to conditions.

Conditions

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 permission relates only to the following plans and documents:

Drawing no.s

165CR/P003 rev B

165CR/P002 rev C

165CR/P004 rev A

165CR/P005 rev B

165CR/P001 rev B

Received on 1st June 2017

165CR/P000

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Location Plan ref. 163-165, Caversham Road, Reading, RG1 8BB

165CR/S003

165CR/S002

165CR/S001

165CR/S004

Received on 29th March 2017

Reason: To clarify which plans have been approved.

3. The materials to be used in the construction of the external surfaces of the development shall match those used on the existing building.

Reason: To ensure that the new development appears in keeping with the existing building, in the interests of the character of the area, in accordance Policy CS7 of the Core Strategy 2008, 2015 and Policy RC5 of the Reading Central Area Action Plan 2009.

4. The two windows to rear elevation of the single storey rear extension hereby permitted shall be fitted with obscure glass and with no openings parts up to 1.7m in height above the internal floor level, before the extension hereby permitted is occupied and retained as such thereafter. Any replacement or repair of the window shall only be with obscure glass.

Reason. To prevent actual and perceived overlooking, in the interests of the privacy of neighbours, in accordance with Policy DM4 of the Sites and Detailed Policies Document 2012 (Altered 2015).

5. The development hereby permitted shall not be carried out other than in accordance with the flood mitigation measures set out within submitted documents ref. 163 to 165 Caversham Road, Flood Risk Assessment (FRA), Vulnerable developments standing advice received on 23rd June 2017, Householder and other minor extensions in Flood Zones 2 and 3 and ref. Flood Resilient Methods, 163-165 Caversham Road, Reading received on 29th March 2017.

Reason: To prevent increased flood risk in accordance with Policy CS35 of the Reading Borough LDF Core Strategy 2008 (altered 2015).

6. No development shall take place until a detailed scheme, informed by an assessment of the current noise environment, for protecting the dwellings from the external noise environment of the area has been submitted to and approved, in writing, by the Local Planning Authority. The scheme itself shall be designed, specified and constructed so that the sound insulation performance of the structure and the layout of the dwellings are such that the indoor ambient noise levels do not exceed the values detailed in Table 4 of BS 8233:2014. Thereafter, the development shall not be carried out other than in accordance with the approved scheme which shall be completed before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing.

Reason: to protect the amenity of future occupants of the proposed development in accordance with Policy CS34 of the Reading Borough LDF Core Strategy 2008 (altered 2015), Policy DM4 of the Sites and Detailed Policies Document 2012 (Altered 2015) and Policy RC9 of the Reading Central Area Action Plan 2009.

7. The residential units hereby approved shall not be occupied until the Council has been notified in writing of the full postal address of the units. Such notification shall be addressed to the Council's Planning Manager (Implementation) quoting the planning application reference specified in this Decision 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 Sites and Detailed Policies Document 2012 (Altered 2015).

8. Prior to any agreement being entered into for a new occupation of, or transfer of any interest in, the residential units hereby approved the prospective occupier/transferee shall be informed of the prohibition on entitlement to a car parking permit. All material utilised for advertising or marketing the residential units for letting or sale shall make it clear to prospective tenants and occupiers that no parking permit will be issued by the Council to occupiers of the residential unit.

Reason: In order that the prospective occupiers are made aware of the fact that they will not be 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 Sites and Detailed Policies Document 2012 (Altered 2015).

9. In connection with the implementation of this permission, no works shall take place outside the hours of 0800 to 1800 Mondays to Fridays and 0800 to 1300 on Saturdays. Works shall not take place outside these hours or at anytime on Sundays and Bank Holidays without the prior written approval of the local planning authority.

Reason: To protect the amenity of occupiers of existing nearby properties from noise and disturbance from works connected with implementing this permission, in accordance with Policy CS34 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM4 of the Sites and Detailed Policies Document 2012 (Altered 2015).

10. Prior to the first occupation of any of the residential units hereby approved, a final BREEAM Domestic Refurbishment certificate shall be submitted to and approved, in writing, by the Local Planning Authority, demonstrating that the development achieves a least a 'Very Good' rating with a minimum score of 62.5 points.

Reason: To ensure that the development contributes adequately towards environmental sustainability, in accordance with Policy CS1 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM1 of the Sites and Detailed Policies Document 2012 (Altered 2015).

Informatives

1. The occupiers of the residential dwellings will not be 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 Core Strategy Policy CS24 and Sites and Detailed Policies document Policy DM12. The site is located close to local facilities, with frequent public transport services on nearby roads. The conditions above place a requirement that the Council be notified of postal addresses of the residential units before occupation and that

the occupiers/transferees to be informed of the prohibition on entitlement to a car parking permit.

2. 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.
3. The applicant is advised that an application for building regulations approval will be required.
4. The Local Planning Authority has worked positively and proactively with the applicant to seek amendments to the application and agree an extension of time.
5. There should be no burning of waste on the site. For further information about construction and demolition nuisance law please refer to: <http://www.reading.gov.uk/residents/environmental-health-and-protection/construction-demolition/>
6. The proposal is liable for the Community Infrastructure Levy. 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. For this approved development the CIL status is chargeable and you will be sent a CIL Liability Notice with the calculated amount soon. CIL becomes payable on commencement of the development or by instalments.

For more information go to:

http://www.reading.gov.uk/media/2791/Community-Infrastructure-Levy-Advice-to-Applicants/pdf/CIL_Advice_to_Applicants.pdf