

DELEGATED APPLICATION REPORT

Ward: Battle

App Ref: PL/26/0206 Full planning permission

Address: 640 Oxford Road

Proposal: Three storey rear extension and external front basement access, to create one additional ground floor commercial unit and two (C3) units at first and second floors as part of a mixed use development comprising a total of three commercial units at basement and ground floor and four (C3) units, and associated external alterations, parking and bin storage. Alterations to development approved by planning permission PL/22/0780 (amended)

Applicant: VX KVA DEV LIMITED

Received date: 16/2/2026

Target Decision date: 14/8/26 (Ext)

Case Officer: Alison Amoah

1. SITE DESCRIPTION/ BACKGROUND

The application site relates to a detached property located on the northern side of Oxford Road, on the corner with Alma Street. The site comprises a retail unit at ground floor level (currently a hairdressers) and office space, a vacant commercial unit at basement level, a one bed flat at first floor and a studio at second floor. There is an 'I' shaped configuration to the rear created by existing extensions.

The hardstanding to the rear is used for parking and there is an office building located beyond the rear hardstanding which is also within the ownership of the applicant. The surrounding area is primarily residential, with the vacant Royal Albion pub immediately to the west. The site is not Listed, nor in a Conservation Area.

The proposal is an alteration of a previous approval (ref: PL/22/0780).



Site Location



Google aerial view (6/7/22)

Site visit photos 2nd March 2026



(Google image Aug 2025)

Officer photos of application site



Looking west with rear of site to foreground



Adjacent site to the rear

2. PROPOSAL AND SUPPORTING INFORMATION

The proposal includes the following:

- Demolition of existing rear extensions.
- A gable ended rear extension of ca 7.4m deep by 7.18m wide at ground, first and second floors to create an additional ground floor commercial unit and two additional C3 units (schedule of accommodation below).
- New front basement access with external front steps, boundary and planting bed.

Schedule of Accommodation

Unit Type	Unit Size
Basement Commercial	38.2 m ²
GF Commercial	37.8 m ²
GF Commercial	42.1 m ²
FF Residential	37.3 m ²
FF Residential	41.9 m ²
SF Residential	37 m ²
SF Residential	38 m ²
Total	299.8 m²

The main differences between the previous approved scheme under ref: PL/22/0780 and the proposed are:

- A slight increase in footprint at ground floor to go to the boundary;
- Additional built form at first and second floor levels, which removes the stagger;
- Front steps, boundary and planting bed for basement access

Plans and other information considered received 16th February 2026 unless otherwise stated:

- Location Plan
- Schedule of Accommodation
- Drawing no: 685/101 Rev A, dated 28/5/26 – Existing and Proposed Block Plans, received 28th May 2026
- Drawing no: 685/102, dated 01/2026 – Existing Plans
- Drawing no: 685/103, dated 01/2026 – Proposed Plans
- Drawing no: 685/104, dated 01/2026 – Existing Elevations [labelled as Proposed Elevations]
- Drawing no: 685/105, dated 01/2026 – Proposed Elevations
- Drawing no: 685/300 Rev A dated 28/5/26 – Proposed Transport Plan, received 28th May 2026
- Air Quality Assessment, ref: 25-16097, dated Dec 2025, prepared by Syntegra Consulting
- BREEAM Pre-Assessment Report, Ref: J04012 Rev 0, dated 5th May 2026, received 8th May 2026
- Construction Method Statement, Rev 1, dated and received 23rd March 2026
- Noise Impact Assessment, Issue no: 3 dated 8/4/26, Document ref: NALPRO251125.01, prepared by Noise Assessments Ltd, received 1st May 2026
- NALPRO251125.1.pdf Addendum, received 1st May 2026
- Planning Statement dated 12/2/26, prepared by Squires Planning
- SAP Calculation Report, Ref: J03806, Rev: 01, dated 6/2/26, prepared by Energy Report Ltd,
- Part G Water Efficiency Report, ref: J03806, Issue: 1, dated 11/12/25, prepared by Energy Report Ltd

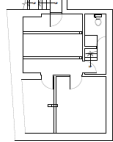
- Schedule of Materials
- Swift Bricks

Existing Plans

Approved Plans PL/22/0780

Proposed Plans

Basement & Ground



Existing Basement Plan



Existing Ground Floor Plan



PROPOSED BASEMENT FLOOR - 40.00m²



PROPOSED GROUND FLOOR



Proposed Basement Plan



Proposed Ground Floor Plan

First & Second



Existing First Floor Plan



Existing Second Floor Plan



PROPOSED FIRST FLOOR - 40.75m²



PROPOSED SECOND FLOOR



Proposed First Floor Plan

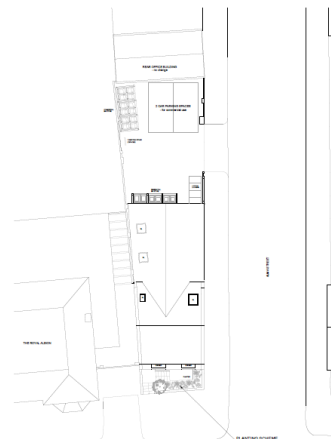


Proposed Second Floor Plan

Existing & Proposed Block Plans



Existing Block Plan



Proposed Block Plan

PLANNING NOTICE
Conditions have been imposed on the proposed development and the applicant is required to comply with the conditions imposed. The applicant is required to comply with the conditions imposed on the proposed development.

Existing Elevations

Approved Elevations PL/22/0780

Proposed Elevations

Front



Rear



Sides



3. RELEVANT PLANNING HISTORY

PL/22/0780/FUL - Provision of a mixed-use development comprising 3 x separate commercial units (one at basement level and two at ground floor level) and 2 additional self-contained dwellings (two at first floor and two at second floor) with associated extensions and alterations – Approved with conditions and S106 legal agreement 7/6/2023 – extant and not implemented.

PL/26/0172/APPCON - Application for Approval of Details Reserved by Conditions 3 (Materials), 4 (Construction Method Statement), 11 (Biodiversity Enhancements), 12 (Noise), 17 (Air Quality) and 18 (SAP) of permission PL/22/07803 – Approved 13/5/2026

PL/26/0145/NMA - Minor amendment of planning permission PL/22/0780 to amend the wording of conditions 20 (Design stage BREEAM) and 21 (Final BREEAM) (Amended) – Agreed 14/05/2026

4. CONSULTATIONS

Internal Consultees

Environmental Protection – I am satisfied with the air quality assessment.

There are the following problems with the noise assessment:

- Noise from the proposed commercial units has not been taken into account; this does not comply with the original condition.
- Noise from the next door pub does not appear to have been taken into account
- Suitable noise levels can only be achieved with windows closed and the proposed ventilation is only trickle vents, this is unlikely to be sufficient to prevent overheating and does not comply with the original condition.

Planning Officer Note: Following the receipt of amended noise information, the EP officer confirmed that the proposal was acceptable. The noise assessment has been approved under the discharge of condition application ref: PL/26/0172. A compliance condition is included.

Transport – Planning permission PL/22/0780 granted consent for the *“Provision of a mixed-use development comprising 3 x separate commercial units (one at basement level and two at ground floor level) and 2 additional self-contained dwellings (two at first floor and two at second floor) with associated extensions and alterations.”*

This application seeks alterations to the development approved by planning permission PL/22/0780 to provide for additional extension, external basement access, and other minor alterations.

The applicant has confirmed that the proposed alterations do not change the number of commercial space (3 units) or residential dwellings (4 flats). Vehicle access is to be retained via Alma Street with 3 car parking spaces provided. No changes to the previously approved bin and cycle storage provision (although this has not been illustrated on submitted plans).

In principle, there are no Transport objections to this application. Parking, cycle storage, bin storage, and site access arrangements were previously approved under planning application PL/22/0780, and that permission remains extant. However, these approved details have not been illustrated on the current set of proposed plans submitted with this application.

Previous conditions and informatives provided for PL/22/0780 still apply.

Planning Officer Note: Following the receipt of amended plans Transport confirmed the scheme was acceptable, although noted that vertical cycle storage (as existing would not be acceptable long term). Details of the Construction Method Statement and access were approved under the discharge of condition application ref: PL/26/0172. A compliance condition is included.

A further amended plan was submitted, which increased the waste storage provision, and resulted in the reduction of car parking spaces from three to two. Further comments were sought from Transport. No further response had been received at the time of writing. The assessment is included below.

Waste – The original comments were as follows:

For 4 flats with communal bin provision, they would need to have space for the below bins on the Council's standard household waste collection service –

- 2 x 240L general waste bins
- 2-3 x 360L recycling bins
- 1 x 240L food waste bin
- 1 x 240L glass bin

I expect the space shown on the plan may not be big enough for this.

The ground & basement floor commercial units would also need their own space for waste storage within the premises boundary; and they would also need to be able to separate their waste into the above 4 waste streams. They would need to have at least one container for each waste type and would need to adjust their commercial waste collection frequency based on the amount of waste they are producing. Each business would need their own contact so would need to have their own waste storage space separately.

Would there be space for the commercial waste bins at the front of the property on Oxford Road?

Are they intending to keep the gates at the rear of the premises from Alma Street? The household bins would likely need to be presented for collection in front of the gates on the pavement.

Planning Officer Note: Following a revised site plan and additional waste provision identified, Waste confirmed that the 4 flats would have communal provision comprising 4 x 240L bins and 3 x 360L bins on the plans, as requested.

They noted that the commercial waste bins are quite compactly sited, which may not be that practical for those using them as the bins at the back may not be accessible. However, they confirmed that the bin space requirements for the commercial units has been accounted for.

They stated that it is important that the bins remain stored within the boundary of the private property outside of scheduled bin collection windows as to not cause an obstruction to the pavement. This number of bins would cause a significant obstruction to the pavement if not managed responsibly.

Neighbour Consultation

A site notice was erected on 2nd March 2026.



No letters of representation have been received.

Discussions with the agent/background

This centred around details submitted with respect to transport, noise and waste matters. Amended details related to noise were submitted and approved under the discharge of condition approval and will form compliance conditions and the relevant assessment and that related to transport and waste is included below.

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.

5. LEGAL AND PLANNING POLICY CONTEXT

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'. The following local and national planning policy and guidance is relevant to this application.

National Policy

National Planning Policy Framework (Dec 2024)

Reading Borough Local Plan (2019)

CC1: Presumption in Favour of Sustainable Development
CC2: Sustainable Design and Construction
CC3: Adaptation to Climate Change
CC5: Waste Minimisation and Storage
CC6: Accessibility and the Intensity of Development
CC7: Design and the Public Realm
CC8: Safeguarding Amenity
CC9: Securing Infrastructure
EN15: Air Quality
EN16: Pollution and Water Resources
H1: Provision of Housing
H2: Density and Mix
H3: Affordable Housing
H5: Standards for New Housing
H8: Residential Conversions
H10: Private and Communal Outdoor Space
TR1: Achieving the Transport Strategy
TR3: Access, Traffic and Highway-Related Matters
TR4: Cycle Routes and Facilities
TR5: Car and Cycle Parking and Electric Vehicle Charging
OU5: Shopfronts and Cash machines

Relevant Supplementary Planning Documents (SPD) are:

- Affordable Housing SPD (2021)
- Revised Parking Standards and Design SPD (2011)
- Sustainable Design and Construction SPD (2019)
- Residential Conversions SPD (2023)
- Design Guide to Shopfronts (2022)

Local Plan Partial Update

The current version of the Local Plan turned five years old on 5th November 2024. The Local Plan was reviewed in March 2023 and around half of the policies in the plan are considered still up-to-date. However, the rest need to be considered for updating to reflect changing circumstances and national policy. A consultation version of the draft updated version of the Local Plan was published on 6th November 2024 and the submission draft submitted to the Planning Inspectorate on 9th May 2025. It is currently at Examination.

Although there is a five-year period for carrying out a review of a plan after it is adopted, nothing in the NPPF or elsewhere says that policies automatically become out of date when they are five years old. It is a matter of planning judgement rather than legal fact whether a plan or policies within it are out-of-date. This will depend on whether they have been overtaken by things that have happened since the plan was adopted, either on the ground or through changes in national policy, for example.

Officer advice in respect of the Local Plan policies pertinent to this pre-application is that they remain in accordance with national policy. The objectives of the policies listed above remain very similar in the draft updated Local Plan, and although at present they have some weight in the decision-making process the current policies can continue to be afforded weight in the appraisal below and are not considered to be 'out of date'.

6. APPRAISAL

The relevant matters are as follows:

- a) Principle
- b) Design and Impact on the Character of the Area
- c) Amenity/Environmental Matters
- d) Transport
- e) Waste
- f) Housing Mix
- g) Trees/ Landscaping and Ecology
- h) Sustainability
- i) S106 and CIL

a) Principle of development

The National Planning Policy Framework encourages the effective use of land by reusing land that has been previously developed (brownfield land) and seeks that all housing applications should be considered in the context of the presumption in favour of sustainable development.

The proposed scheme includes an extension to the building which is currently brownfield land (hardstanding). This is to the same depth as the previous approval and, therefore, it would continue to not compromise greenfield land. It is still the case that the general principle of provision of new housing in this location would align with the broad objectives of Policy H1.

The site is not located in a designated local or district centre, although given the site is currently already in commercial use on the ground floor, the reuse of the basement and the proposed additional commercial unit would be acceptable. The proposed scheme includes improved access to the basement unit. The proposed commercial unit would be restricted to specific Class E uses, in order to ensure compatibility with residential units.

The principle of additional retail and residential development is, therefore, accepted subject to meeting other policy matters.

b) Design and Impact on the Character of the Area

Policy CC7 states: *"All development must be of high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located."*

Policy OU5 states that shopfronts should provide an active frontage to the street at all times.

The Council's Design Guide to Shopfronts SPD elaborates on Policy OU5 and outlines examples of good and high-quality shopfronts. The proposed shop front to Oxford Road incorporates a traditional fascia location and front glazing, and whilst smaller in width than the approved scheme is still considered to be of a suitable quality and in line with features encouraged in the SPD.

Compared to the previous approval the basement unit would include front access steps with an enclosed frontage including a planting bed. This would enhance the streetscene and would create a more active frontage. The front facing ground floor unit would have a revised access from the side as would be the case of the proposed new rear commercial unit at ground floor. This arrangement is considered acceptable.

The proposed rear extension at ground, first and second floor levels, is the same depth as the previous approved scheme, but with additional built form at roof level to accommodate enlarged C3 units (but not additional). Although relatively large in depth, the extension would not be considered substantially overbearing when viewed from the street and gapping between the site and properties on Alma Road would remain. Although the roof form would be more substantial in scale than the approved scheme it is considered that it

would create a simpler and more comprehensive form with a consistent pattern and size of fenestration and would integrate better with the existing building.

As such, the proposal is considered acceptable in relation to Policies CC7 and OU5 of the Reading Borough Local Plan (2019).

c) Amenity/ Environmental Matters

Policy CC8 seeks to protect the amenity of future occupiers. Policy H5 sets out the standard to which all new build housing should be built. In particular new housing outside of the defined Reading Central Area should adhere to national prescribed space standards. Policy H10 seeks that residential developments are provided with adequate private or communal outdoor space. Policies EN15 and EN16 seek to protect and mitigate development from pollution.

Future occupiers

The proposal complies with the national space standards and the enlarged scheme, compared to the previous approval, allows a slight increase in the size of the proposed units. All dwellings would have suitable access to natural light and outlook.

There is no change to the proposal from the approved scheme in that the dwellings would not have any amenity space. The current site has an area of hardstanding used as informal parking and there is no meaningful amenity space for recreational purposes for existing residents. There would be no worsening of the existing situation and there is a public open space at Kensington Park within a 12-minute walk from the site. As previously, it is not considered that there would be robust justification to warrant refusal on this basis.

As the property is located on one of the main roads into and out of Reading town centre, such there is potential for adverse noise and air quality impacts upon future occupiers, the original permission included conditions requiring submission of a noise mitigation scheme and an air quality mitigation scheme prior to the commencement of development. These conditions were discharged and compliance with the approved details are included as conditions. In addition, there are compliance conditions for deliveries and hours of use and a condition requiring an odour assessment for Class E (b) uses.

Existing occupiers

Those neighbours most potentially impacted by the proposal are the Royal Albion pub to the south-west, 638 Oxford Road to the south-east and 13 Alma Street to the north.

The Royal Albion pub is currently vacant, but it has been assumed for the purposes of this assessment that it would have ongoing commercial use. 13 Alma Street is also in commercial use. Compared to the previous approved scheme the proposed amended scheme includes some additional built form at first and second floor and a small additional section at ground floor, to the boundary. The pub is set off the shared boundary, and the extension would still run alongside the pub car park. It is noted that first floor accommodation of pub would have last been in residential use. The first-floor windows of the pub are set off the shared boundary by ca 4.8m, and it is not considered that they would be significantly impacted by a loss of light. There would be three proposed side facing windows at first floor serving a combined bedroom/kitchen/ living space in one of the proposed studios. One of these first-floor windows would roughly face an existing side facing window of the pub. Having reviewed the floor plan and photos from a recent application at the Royal Albion, this room would likely be a bedroom and has two windows (one rear and one side facing). There would be some overlooking possible between the pub and the proposed studio, but this is not an unusual arrangement in an urban setting, and the approved scheme also included side-facing windows. The remaining proposed side-facing windows would overlook the pub's ground floor extension roof. Overall, it is not considered that there would be a significant detrimental effect on amenity.

638 Oxford Road has a side-to-side relationship with the application site, with Alma Street separating the two. Under the previously approved scheme, plans were revised to reduce the number of side-facing windows

looking towards the rear amenity space of 638 Alma Street. This arrangement is maintained as part of the proposed scheme.

The proposed scheme, subject to compliance conditions, is considered to accord with the requirements of Policies CC8, H8, EN15 and EN16 and the Residential Conversions SPD.

d) Transport

Policies TR3 and TR5 seek to address access, traffic, highway and parking related matters. Policy TR3 requires developments to not have a detrimental effect on safety, congestion and the environment. Policy TR4 seeks facilities for improving access for cyclists. Policy TR5 requires that development should make the provision car parking and cycle parking that is appropriate to the accessibility.

The site is located within walking/cycling distance of the town centre, bus routes and local services.

The proposed scheme has a slightly different arrangement compared to the approved scheme in that the rear gated area would comprise two as opposed to three car parking spaces for use by commercial premises only. This would be formalised with marking out of the spaces and a revised vehicular access from Alma Street. The applicant would require a dropped crossing licence to provide for the widened vehicular access point; an informative is included.

This change is as a result of more detailed and extended waste storage. It became evident that the previous approved scheme had not allowed sufficient space on site for the required commercial and residential waste. The need for such has been balanced against the loss of one car parking space compared to the approved scheme. This is considered acceptable based on car ownership data, improved car parking layout, and extensive car parking restrictions within the area and a restriction on entitlement to parking permits.

Under the previously approved scheme a trip rate generation assessment was undertaken with respect to the proposed commercial floorspace, and it was considered that the level of new trips would be relatively low with many trips from diverted or pass by trips.

There is currently no on-site cycle parking for the existing uses, and the proposal includes for a total of six cycle spaces comprising four vertical covered spaces for the existing and proposed residential units and two uncovered Sheffield type stands for the commercial units. Although this would not wholly meet requirements in terms of the type of storage this would enhance the provision for existing units and enables retention of some car parking and sufficient space for waste storage.

The proposed scheme is considered acceptable on transport grounds subject to the following conditions – CMS (compliance); Vehicle parking (as specified); Vehicular access (as specified); Cycle parking (as specified); and removal of automatic entitlement to parking permits.

e) Waste

The proposed scheme does not increase the number of commercial and residential units compared to the approved scheme, however, during the course of the application, it became clear that the originally approved space identified for waste would be below required standards. An amended plan was submitted, and the Waste Team has confirmed that there would be sufficient storage, for the number of units, albeit the arrangement would be 'compact'. The requirement to secure approval for a Waste Management Strategy is included as a pre-occupation condition. This is to ensure that there is adequate frequency of collection for commercial waste and that residential bins are presented and retrieved from the pavement, following collection on collection day, and returned to the bin storage area to prevent being left on the pavement, which would cause a significant obstruction.

f) Housing Mix

Policy H2 states that development proposals should provide an appropriate mix of units based on the character and mix of units found in the surrounding area. There are a range of residential properties within the immediate

area including single dwellings and flats. The proposal includes for two new studios, one at first and one at second floor, which is consistent with the approved scheme, albeit the units would be slightly larger. The existing permission is a significant material consideration and on the basis that there would be no feasible amenity space it is not considered that seeking a larger 2 bed unit suitable for family accommodation would be appropriate in this case.

g) Trees, Landscaping and Ecology

The previously approved scheme included no greening of the site on the basis of the existing constraints of the site. The proposed scheme includes a planter to the front as part of the proposed basement access frontage. An amended plan was received, which includes details of the plants to be included in the planter. A condition is included requiring compliance with the approved scheme.

Biodiversity net gain became mandatory for minor developments from 2nd April 2024. The application is exempt from mandatory biodiversity net gain as it would not impact on hedgerows or priority habitat.

In accordance with Policy EN12, which states that “*opportunities to incorporate biodiversity in and around developments should be encouraged*” a condition was included for the approved permission requiring details of swift bricks. This condition has been discharged (under ref: PL/26/0172), and a compliance condition is included under this scheme for the same details.

h) Sustainability

Policy CC2 states that proposals will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change. Policy CC3 seeks that proposals should incorporate measures which take account of climate change.

Policy H5 seeks that all new housing development achieves a 19% improvement above the dwelling emission rate as described in the Building Regulations and that the development is built to achieve the higher water efficiency standard as described in building regulations.

To comply with policy the new commercial unit should meet a BREEAM ‘Very Good’ standard.

In terms of the residential units, relevant conditions were included as part of the previous approval for ‘design’ (pre-commencement – approved condition 18) and ‘as built’ (pre-occupation condition 19) Standard Assessment Procedure (SAP). Condition 18 was discharged (under ref: PL/26/0172), and a compliance condition is, therefore, included. Condition 19 – ‘as built’ SAP has been retained.

Conditions for the submission and approval of a design stage BREEAM and final BREEAM were attached to the previous approval. The design stage BREEAM condition has been discharged (condition 20), and a relevant compliance condition is included. In terms of the final BREEAM condition this was amended under ref: PL/26/ 0145 to amend the trigger for submission and approval to within 6 months of first occupation rather than prior to first occupation and this condition is included. This was considered acceptable on the basis that this reflects the practical requirements of the BREEAM process with the availability of as-built evidence and the BRE’s certification timescales.

The approved information and conditions for discharge will ensure that the proposed scheme complies with Policies H5, CC2 and CC3.

i) S106 and CIL

Policy H3 states that development proposals of between one and four dwellings should provide an affordable housing contribution to enable the equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough. In accordance with the adopted Affordable Housing SPD, this equates to a contribution equivalent to 5% of the Gross Development Value of the scheme.

Under the previous permission an Affordable Housing (AH) contribution, was secured as an obligation, via a S106 legal agreement and a total of **£8,499** was paid upfront, which can be offset against the AH contribution of the proposed scheme. The agent has supplied three independent valuations to enable an appropriate contribution to be calculated. The average GDV is calculated as £296,667 (for the 2 proposed units). The applicant has agreed to an overall policy compliant contribution of **£14,833** (i.e. 5%), minus the amount already paid, leaving a balance of **£6,334** to be secured by way of a S106 legal agreement.

The proposal would be CIL liable.

7. CONCLUSION

The proposed scheme includes one fewer car parking spaces than the previous very similar scheme, but this has been balanced against the considered greater need for an enhanced waste and recycling storage area compared to the previous approval and that the location is very accessible and there are extensive parking restrictions within the area. The proposed development has been assessed as set out above and is considered to be acceptable on that basis, subject to the following conditions.

8. RECOMMENDATION

GRANT permission subject to a S106 legal agreement and the following conditions:

Conditions

1. Time Limit
2. Plans
3. Materials (compliance)
4. CMS (compliance)
5. Vehicle Parking (as specified)
6. Vehicle Access (as specified)
7. Cycle Parking (as specified)
8. Refuse and Recycling (as specified)
9. Waste Management Strategy (pre-occupation)
10. Parking Permits 1
11. Parking Permits 2
12. Biodiversity Enhancements (compliance)
13. Noise Mitigation (compliance)
14. Hours for Deliveries
15. Hours of Use
16. Mechanical Plant (to be approved)
17. Odour Assessment (to be approved)
18. Air Quality Assessment (compliance)
19. SAP (compliance)
20. SAP – As Built (pre-occupation)
21. BREEAM – As Designed (compliance)
22. BREEAM – As Built (to be approved within 6 months of first occupation)
23. Class E Restriction
24. No Burning of Waste on Site
25. Hard and soft landscaping (compliance)

Informatives

1. Terms
2. Building Control
3. Complaints about construction
4. Encroachment
5. S106
6. CIL



7. A build over agreement will be required if the work is within three metres of a public sewer or one metre of a lateral drain. Thames Water should be contacted for more information.
8. Noise between residential properties
9. Adverts require separate consent
10. Parking Permits
11. Positive and Proactive