

Registration Date:	23-Mar-2023	Application No:	P/02984/002
Officer:	Alex Harrison	Ward:	Colnbrook & Poyle
Applicant:	Crystal Oak Property Development Ltd	Application Type:	Minor
Agent:	Alex D Architects, Bassetsbury Barn, Bassetsbury Lane, High Wycombe, HP11 1QX	13 Week Date:	
Location:	573 London Road, Slough, SL3 8QE		
Proposal:	Demolition of existing dwelling and construction of 4no dwellings with associated parking and amenity space		

Recommendation: Delegate to the Planning Manager to approve, subject conditions



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to finalising conditions and pre-commencement conditions, and any other minor changes.
- 1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a minor development that has received more than 10 objections from separate neighbouring properties.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the demolition of the existing dwelling and associated outbuildings at the site and the construction of 4 new dwellings with associated parking, amenity space and landscaping. Amended plans have been received to reduce the number of proposed units.
- 2.2 The dwellings would take the form of a pair of semi-detached houses at a scale of 2 storeys. The pairs are varied on their rear elevations and the front elevations read as 1.5 storey buildings. Each unit provides two bedrooms and is shown to be faced in brick with tile roofs. Each dwelling is shown with a rear private garden.
- 2.3 Access will be taken from the existing shared drive off London Road which is proposed to be widened. Parking will be provided on site with 2 spaces allocated per unit.
- 2.4 The scheme has been amended from its original iteration which proposed a terrace of 6 dwellings.

3.0 Application Site

- 3.1 This application relates to a backland site and comprises the residential curtilage of 573 London Road which contains a single bungalow with associated outbuildings. The garden area includes an open swimming pool and a number of unprotected trees sit on the southern and western garden boundary.
- 3.2 Access is gained off London Road by a single width track that is gated. It is not clear from the information submitted but it appears this access is shared with another property, 571A London Road and the access bell mouth is used by a third property, 571 London Road. However, the applicant has claimed that other than the Local Highways Authority the land is in their sole ownership. Bus stops are located to the south of the site that provide services to Heathrow, Slough Railway Station and Hounslow.

- 3.3 The immediate north and east of the site abut garages associated with residential properties in the vicinity. To the east of the site on London Road are a petrol station and a hotel along with residential properties. To the west on London Road are residential properties and a guest house. The nearest public open space is Colnbrook Recreation ground to the southeast, approximately 620 metres away.
- 3.4 For completeness, it should be noted: The site is located outside of the Town Centre; the site does not lie in a conservation area; there are no heritage assets nearby; it lies in Flood Zone 1 (which is the lowest level of flood risk) where no Flood Risk Assessment is required; and there are no protected trees in the vicinity. Part of the site falls within an air quality management area.

4.0 Relevant Site History

- 4.1 Relevant site history relating to this site is as follows:

P/02984/001

Construction of 6no. terraced dwellings, following demolition of the existing dwellinghouse.

Refused 10/08/2022

This previous application was refused on five grounds relating to access, parking, overdevelopment, amenity impacts to 57 and 59 Trent Road and failing to demonstrate suitable amenity levels for future occupiers. The reasons for refusal are listed below in detail:

1. The proposed development would result in the provision of 5 additional dwellinghouses on site accessed from London Road. The proposal would lead to the overdevelopment of the site through the intensification of an existing access on a classified highway I primary route in close proximity to a bus stop, petrol station and existing driveways. The slowing and turning of vehicles associated with the use of the access would increase the likelihood of conflict with cyclists and vehicles associated with the petrol station bus stop and existing driveways and would interfere with the free flow of traffic on the highway and be detrimental to highway safety. The development is contrary to the advice of the National Planning Policy Framework 2021, Policies 7 and 8 of the Core Strategy 2006-2026 and saved policies H13, T2 and T8 of the Local Plan for Slough 2004
2. The proposed development would result in the provision of 5 additional dwellinghouses on site accessed from London Road. The proposal would lead to the overdevelopment of the site and the applicant is not able to provide adequate provision for space within the site for the loading, unloading of service vehicles clear of the highway or for waste collection vehicle to enter and leave the site in a forward gear. The development if permitted would therefore be likely to lead to the stationing of vehicles on the highway to the detriment of public and highway safety. The development is contrary to Paragraph 112 of the NPPF, Policies 7 and 8 of the Core Strategy 2006-2026 and saved policies H13, T2 and T8 of the Local Plan for Slough 2004.
3. The applicant has failed to demonstrate that the proposed site layout allows for each parking space to be accessed safely and conveniently and for each vehicle to enter and leave the site in a forward gear. As a result, the development

is contrary to the advice of the NPPF, Policy 7 of the Core Strategy 2006-2026 and saved policy T2 of the Local Plan for Slough 2004.

4. The proposed development, by virtue of its layout and density will result in direct overlooking impacts to the rear private gardens of 57 and 59 Trent Road to the severe detriment of the enjoyment of those garden areas by their occupiers. As a result, the proposed development is contrary to Policy 8 of the Core Strategy 2006-2026, and saved policies H13 and EN1 of the Slough Local Plan 2004.

5. It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposals would create a suitable level of amenity for occupiers of the new development by reason of achieving appropriate internal noise levels within the proposed units. The proposal is therefore contrary to Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document. saved policy EN1 of the Slough Local Plan 204 and the requirements of the NPPF 2018.

Officer comment: The report has considered these issues in its assessment and the recommendation for this revised proposal is to approve. The principal catalyst for a positive recommendation is the reduction in scale of development at the site from 6 overall units to 4, coupled with re-designs that have sought to address the previous reasons.

Prior to the submission of this application the applicant engaged the Council in pre-application discussions, proposing a scheme of 10no flats at the site. Advice was provided by Officers that concluded the development proposed would not gain support.

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed on London Road and Trent Road on 05/04/2023, 21/11/2023, 15/05/2024.

5.2 Over the course of the application, 61 letters have been received addressed from 11 properties raising the following summarised objections:

- Proposal is an overdevelopment of the site and out of character with the area.
- Loss of privacy to neighboring properties, including 41, 47, 59, 61, 63 Trent Road, 9, 12 Sutton Place.
- Overlooking to neighboring properties, including 571, 571A London Road, 41, 49, 57, 59 Trent Road, 10, 12 Sutton. Place
- Loss of light to 57, 59 Trent Road.
- Dust and noise affect health.
- Disrupt and obstruct a quiet and small area of our community, the area is too small to build on such a large scale.
- Site is unkempt and owners regularly have fires. New occupiers would potentially use the site as a dump and increase pollution.
- Noise and disturbance through demolition of existing buildings.
- Not all parking spaces are accessible. No visitor parking.
- Parking problems on surrounding roads.
- Intensified access will increase danger and is inadequate to allow vehicles to pass. Access will clash with pedestrians and cyclists. Would create a much more chaotic road situation in the real world on a very busy main road which is next to a petrol station and a bus stop. Recent changes to the road layout are proving dangerous.
- Inadequate space for service and delivery vehicles.
- Access issues through garage area.
- Nobody will use public transport.
- Insufficient publicity from the Council, access to plans online.
- Extra strain put on limited infrastructure.
- Removal to trees without prior notice, loss of existing biodiversity.
- Access gates should be retained to stop trespassing.
- Bin collection area looks insufficient.
- Improved boundary should be provided between the site and 571A London Road.
- Concerns over each house being used as HMOs.
- Question over the extent of applicant ownership of the site.
- Frosted glass - will get changed straightaway.

6.0 Consultations

6.1 Local Highway Authority

Vehicle Access

The existing site access junction benefits from good visibility in each direction along the A4 London Road. Publicly available collision data on CrashMap shows no collisions have been recorded in the vicinity of the site access during the most recently available 5-year period.

The proposed site access measures 5.65m – 5.82m wide which is wide enough to allow a car to pass a refuse vehicle or another car. The existing vehicle access is not wide enough to allow two vehicles to pass and is 3.46m – 3.82m wide. The site access will be widened utilising an existing strip of landscaping.

The site access gate is setback 10 metres from the edge of the A4 London Road which provides suitable space for a car or delivery van to wait for the gates to open without blocking the freeflow of traffic along London Road.

The proposed 4 dwellings and 9 car parking spaces would be unlikely to cause noticeable intensification of the existing vehicle access given there is a large dwelling on the existing site with a large car parking area and vehicle trips would be dispersed throughout the day.

The NPPF Para 115 states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

Access by Sustainable Travel Modes

The site benefits from excellent accessibility by bus. The Sutton Lane bus stops are located directly outside the site. The 81 provides 5 buses per hour to Slough Town Centre, Heathrow T5 and Hounslow. The A4 bus service provides 4 buses per hour to Slough Town Centre, Cippenham and Heathrow Central Bus Station.

A walking distance to bus stops of 400 metres is deemed a reasonable walking distance by the Chartered Institute of Highways and Transport (CIHT) within their document: *'Planning for Walking and Cycling, 2015'*.

Bus Stop Relocation

The LHA require amendments to the existing bus stop location outside the site access to increase separation between vehicles turning left into 573 London Road and buses waiting at the bus stop. The bus stop would need to be retained but relocated circa. 20m west along the A4 Bath Road. Otherwise, there is concern of conflicts arising between waiting buses and vehicles turning into the site. The amendments would need to be completed under a Section 278 agreement with the LHA.

Car Parking

SBC Transport Officers have no objection to the number of car parking spaces proposed. 9 car parking spaces measuring 5.0m x 2.8m are proposed for the 4 new dwellings. This is above the 8 car parking spaces required by the adopted Slough Parking standards, as shown by the table below.

SBC Parking Standards (All Spaces Allocated, Predominantly Residential Area)		
Dwelling Type	Spaces per Dwelling	Requirement
2-Bedroom Dwelling (x2)	2	4
3-Bedroom Dwelling (x2)	2	4
Spaces Required		8

SBC Transport Officers are satisfied that the proposed development will not result in the overspill of parked vehicles onto the surrounding road network. The proposals are considered compliant with Slough Local Plan Policy T1 which states that: *'Residential Development will be required to provide a level of*

parking appropriate to its location and which will overcome road safety problems, protect the amenities of adjoining residents and not result in an adverse visual impact upon the environment'

Electric Vehicle Parking

The LHA would require the provision of 4 active Electric Charging Points for the 4 proposed dwellings.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EV Charging Points for new dwellings with allocated parking. The National Planning Policy Framework Paragraph 112 requires applications for development to: *'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'*.

Cycle Parking

SBC Transport Officers consider the proposed cycle storage acceptable. Cycle storage is proposed via a storage shed in each garden measuring 2.17m x 1.55m. The Slough Developers' Guide – Part 3: Highways and Transport (2008) requires the provision of 1 secure and covered cycle parking space per dwelling to encourage the uptake of cycling within the borough.

Deliveries, Servicing and Refuse Collection

The NPPF requires that applications for development should *'Allow for the efficient delivery of goods, and access by service and emergency vehicles'*.

The application includes swept path analysis which demonstrates there is suitable turning space within the site which would allow a large refuse vehicle or a Luton Box Van (3.5 Tonnes) to turn and ingress/egress the site in a forward gear. The applicant has confirmed in the Transport Statement that refuse collection will be completed by a private refuse collector, given that SBC refuse vehicles do not typically enter private property to collect refuse.

SBC Highways and Transport are satisfied that servicing and refuse collection for the proposed dwelling can be completed under the proposed arrangements, without delivery or service vehicles needing to stop on the public highway and obstructing the freeflow of traffic.

Construction Impact

If planning permission is granted, then the Local Highways Authority require the applicant provide a Construction Management Plan (CMP) which details control measures for construction and construction routes for traffic. The CMP can be secured by planning condition.

Summary and Conclusions

The LHA would have no objection to the proposed development on highways and transport grounds subject to planning conditions and informatives relating to access, gates, EV charging, Car and cycle parking and construction management.

No comments received.

6.3 **SBC Environmental Officer**

As the site is quite far from London Road, and there is a small number of units, this is classed as a minor impact scheme in regards to air quality. As such, standard mitigation for minor developments as set out in the Low Emission Strategy is applicable:

- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It shall include measures to minimize noise and dust on site during construction.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.
- Each residential unit must have access to EV charging.

Noise nuisance is expected to be minimal due to the location. Standard glazing would adequately protect future occupants from noise disturbance. Noise nuisance during construction could be an issue, however due to the scale of the development, I think this is unlikely and can be addressed in the CEMP.

6.4 **Land Contamination**

There are no concerns of contamination of site, but the nearby active petrol station could give rise to hydrocarbon vapours, thus further investigation is required.

Thus, I recommend a condition which applicable to sites located adjacent or within 150m of an Active Petrol Filling Station.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **Slough Local Development Plan and the National Planning Policy Framework (NPPF)**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The current version of the National Planning Policy Framework (NPPF) was published on 5 September 2023. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant

paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

7.2 National Planning Policy Framework 2023 and National Planning Policy Guidance:

- Section 2: Achieving sustainable development
- Section 4: Decision Making
- Section 5: Delivering a sufficient supply of homes
- Section 8: Promoting healthy communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 - Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural, built and historic environment
- Core Policy 10 – Infrastructure
- Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H9 – Comprehensive Planning
- H13 – Backland/Infill Development
- H14 – Amenity Space
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities
- T9 – Bus Network and Facilities
- OSC15 – Provision of Facilities in new Residential Developments

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map 2010
- Nationally Described Space Standards
- Slough Borough Council's Draft Low Emission Strategy (LES 2017-25)
- DEFRA Local Air Quality Management Technical Guidance TG (16)

- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

7.3 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council’s vision for Slough as a place where people want to “work, rest, play and stay.”

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council’s position with regards to strategic planning issues.

7.4 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out below in this report.

8.0 Planning Considerations

8.1 The planning considerations for this proposal are:

- Principle of development
- Design and impact on the character of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development inc. noise/disturbance
- Land contamination
- Transport, highways and parking
- Tree and ecology
- Flooding and drainage
- Infrastructure and affordable housing
- Equalities considerations
- Planning balance

9.0 Principle of development

- 9.1 Given the absence of a five-year housing land supply, the Local Planning Authority must undertake an exercise in judgement in determining the appropriate balance of considerations as to whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2023 taken as a whole. It is required to assess whether the proposed development is sustainable as defined by the NPPF 2023.
- 9.2 Paragraph 123 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. The proposal seeks to optimize brownfield land and it should be noted that there will not be any net loss of housing provision on the site.
- 9.3 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years as a result any development within the urban area should consist predominantly of family housing. The proposal is for 4no. dwellings which constitute family housing. The site is considered to be located in a sustainable location as it benefits from access to public transport, education, retail, employment and community facilities.
- 9.4 The Core Strategy defines family housing. As of 1st November 2018 the definition has been updated and is shown below:
- 'A fully self-contained dwelling with a minimum gross internal floor area of 79 square metres, that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached, semi-detached, terraced and town house dwellings but not flats and maisonettes.'*
- 9.5 The proposed dwellings are shown to have three bedrooms and have an internal floor area in excess of 79sq.m and have direct access to a private garden. The proposed development would therefore provide family housing in accordance with the definition.
- 9.6 Policy H13 (Backland Development) of Slough Local Plan (2004) sets the requirements to allow appropriate backland development and criteria to resist inappropriate development of residential gardens as backland/infill developments such as this application for the proposed development. The Council has to consider whether the proposal would be sustainable development, and part of that assessment is whether development would contribute to the protection and enhancement of the natural, built and historic environment. It is therefore considered that an assessment should be made on whether the development would cause harm to the local area.

- 9.7 The proposal seeks the redevelopment of a plot of land to provide 4 new family dwellings on the site where a single dwelling currently stands. The provision of three additional family houses would generally contribute to the housing provision within the Borough and is given substantial positive weight. However, in order to comply with Policy H13 of the Local Plan, the proposed development needs to meet additional criteria. These will be discussed within the remainder of the report.

10.0 Design and Impact on the Character of the Area

- 10.1 In relation to achieving well-designed and beautiful places, Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

- 10.2 Of particular relevance is policy H13 of the Local Plan. This is shown below:
'Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:

- a) the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;*
- b) appropriate access, amenity space and landscaping are provided for the new dwellings;*
- c) appropriate car parking provision is made in line with the aims of the integrated transport strategy;*
- d) the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas;*
- e) the proposal is not located within a residential area of exceptional character; and*
- f) the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land.'*

- 10.3 Further to this, Core Policy 8 of the Core Strategy sets out that in terms of design, all development should:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

- 10.4 The proposal has been amended to show two pairs of semi-detached houses in a row fronting eastward. The layout is a backland development, as is the existing dwelling on site and immediate neighbor 571A London Road (approved under ref: P/01076/003 on 09/11/1981) and the layout of the application proposal is reflective of the character of Trent Road to the north and west of the site. The dwellings have been designed to ensure that the layout is reflective of the character of the area. Furthermore, it should be acknowledged that there is already an existing dwelling on the site and the introduction of 3 more homes, although different in design, scale and nature, results in 1.5/2 storey houses.
- 10.5 The appearance of the dwellings show a 1.5 storey house to the front elevation and 2 storeys to the rear. There is no consistency in dwelling design in this area and the scale of the units proposed is considered to be in keeping with the wider character of the area. Officers have considered a number of inappropriate and unrealistic schemes for this site and have been steadfast in ensuring that any intensification of the site is acceptable in light of the character of the area.
- 10.6 On the basis of the points above, the proposal is considered, in planning terms, to have an acceptable relationship with the character of the area. It is noted that there are objections on the grounds of how the development relates to its surroundings, which are noted, however the layout, scale and form of development is considered to be acceptable in planning terms.
- 10.7 Overall it is considered that the proposal will result in a development that will be visually compatible with the wider area. There will be a visual prominence to the development but not one that is out of character or has an adverse impact but would complement the character and appearance of the area. Therefore, the proposed design and impact of the development would comply with Policy EN1 of the Local Plan, Core Policy 8 of the Core Strategy, and the National Planning Policy Framework.

11.0 Impact on amenity of neighbouring occupiers

- 11.1 Paragraph 135f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users. Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties.
- 11.2 The proposed dwellings are located in an area that has residential uses on all sides of the boundaries. To the south, the proposal is adjacent to 571A London Road. The plans were amended over the course of the application to establish a greater gap between the proposal and the southern boundary to achieve an improved distance between the southern most dwelling and the existing neighbour by establishing a 3 metre gap to the common boundary. The amendments result in suitable spacing between the two and this removes any adverse overbearing impact to this neighbour in terms of perceived overlooking, sense of enclosure and loss of privacy. In addition, the proposal is to the north of this neighbour and as a result is not considered to have an adverse impact on levels of natural light or overshadowing.

- 11.3 To the north, the site abuts ancillary garages that are part of the Trent Road residential area. These adjacent buildings are not used for habitable purposes and there are no amenity impacts as a result.
- 11.4 To the east, the site abuts ancillary garages forming part of the Trent Road area and there are residential properties beyond these with the nearest being 39 Trent Road which is approximately 25 metres away, and also includes 41 and 47 Trent Road, which also sit over 25 metres away. The existing garages act as a screen from the development and while there are windows facing eastwards, the distance is such that it would not result in significant adverse overlooking or privacy impacts.
- 11.5 To the west, the site abuts 59 Trent Road with other terraced homes beyond this. Over the course of the application, Officers have had concerns, reflected in the decision of the previously refused proposal (P/02984/001) which cited harm to No. 59 and 57 Trent Road, of the impact on this adjacent property and those beyond to the west. Previous designs have not been supported by Officers due to them being overbearing, harm to the local character, overlooking and/or loss of light to these neighbouring properties which are symptoms of over development of the site. The current designs have sought to address these objections by reducing the number of units proposed from 6 to 4. The current proposals are designed so that the first-floor rear (west) facing windows serve bathrooms and would be obscurely glazed and fixed shut aside from a high-level opening part for ventilation at 1.7 metres from the internal floor level. This is secured via condition and removes outlook towards No. 59 Trent Road and beyond. It should also be noted that the rooflights will be facing towards the front garden of No. 59 and not the rear, therefore the impact is further limited. The first-floor windows for units 3 and 4 are shown as rooflights serving bedrooms. The outlook from these would be onto the flank wall of No 59 and would not cause an adverse overlooking issue. The distance from the back of the houses to the common boundary with No. 59 is approx. 11 metres which is sufficient to ensure there is not an overbearing character and the dwellings will not result in an adverse impact on natural light to this property or others, including 57 and 59 Trent Road.
- 11.6 To the southwest the access abuts the rear boundaries of 9-12 Sutton Place, objections have been received from some of these occupiers on the grounds of impacts on privacy and overlooking. The proposed dwellings would have an offset relationship with these properties and not directly face their boundaries. There would be a distance of circa 23+m from the front of the proposal to the nearest dwelling, No. 12 Sutton Place which is considered to be a suitable distance, in planning terms, to remove a significant adverse impact in respect of overlooking and loss of privacy.
- 11.7 Objections have been received on the grounds of amenity harm through dust and pollution and during demolition. The site is partly within in an area that has Air Quality concerns however the proximity of residential properties will require the approval of a Construction Environmental Management Plan prior to works commencing. It is not considered that any adverse harm would occur through dust or pollution but the applicant will be required to consider residents during the construction process. Objections were also received relating to noise impacts from the proposal. The principle of residential use, and the intensification of units as proposed here, would not result in adverse impacts in principle once the development has been built. The noise and dust which would take place during

the construction phase, will be limited and reduced via the Construction Environmental Management Plan which would seek appropriate mitigation.

- 11.8 It is noted that a number of objections have been received from neighbouring residents over impacts on amenity. These objections have been considered above. To prevent changes to the roof space, such as enlargements which in the future could potentially result in perceived issues of overlooking and loss of privacy, permitted development under Classes A (upward extensions), B and C are removed via a condition. The proposal will intensify the residential use of the site but, in light of the points above there are no identified impacts on amenity that would result in significant adverse harm that would warrant a reason to refuse planning permission.

12.0 Living conditions for future occupiers of the development

- 12.1 The National Planning Policy Framework 2023 states that planning should create places with a high standard of amenity for existing and future users.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "*a high standard of design which creates attractive living conditions.*"
- 12.3 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards – nationally described space standard 2015.
- 12.4 The proposal shows rear private gardens are provided for each dwelling. The Councils adopted SPD on Residential Extensions Guidelines 2010 states (in guideline EX48) that two and three bedroom houses should have garden sizes with a minimum depth of 9 metres or an area of 50sqm where garden shapes are irregular. The application proposal shows garden depths for all units at approximately 11 metres and the smallest area on the scheme being in excess of 66sqm. Therefore, the proposal is considered to provide suitable garden spaces for future residents. To ensure that there is no reduction in garden space, Class A (extensions) and Class E (outbuildings) of permitted development have been removed, it is considered both necessary and reasonable to remove these classes.
- 12.5 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 Land Contamination

- 13.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not '*cause contamination or deterioration in land, soil or water quality*' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 13.2 The land is situated within 150 m of an Active Petrol Filling Station and buildings may therefore require gas protection measures to be incorporated into their design, a condition has been recommended which is included.

14.0 Transport, Highways and Parking

- 14.1 The National Planning Policy Framework states that planning should seek to locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 115 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.
- 14.2 The scheme has been considered by Highways Officers and is now at a point where no objections are raised. The proposal utilises the existing access from London Road and widens it as much as possible through removing border planting that was previously in situ. The plans show it can be widened to a minimum of 5.65m which will allow two vehicles to pass to stop queuing and waiting.
- 14.3 Nine parking spaces are provided on site which is one more than is required under the space standards. This is considered to be positive given the location of the site and its access relationship with the surrounding highway network and other homes and is therefore acceptable in light of saved Local Plan policy T1. Cycle parking is proposed in the form of 1 secured space per dwelling which is also acceptable.
- 14.4 Highways have required that 4 of the space be fitted with active EV chargers (1 per dwelling). This is reasonable in light of the drive for low emissions and can be secured by condition.
- 14.5 The site layout also ensures there is suitable space for a larger vehicle (delivery vans etc) to enter, turn and leave the site in a forward gear. It is also large enough for a refuse vehicle to enter and turn, the proposal will be privately managed in terms of waste collection due to the distance of the plots from the highway and Council vehicles do not enter private land in general.
- 14.6 It is important to consider that in terms of highways impact, the scheme is only acceptable in the current housing mix of 2no 2-bed and 2no 3-bed houses. Any increase in sizes would result in an increase in parking demand that cannot be accommodated on site and would therefore result in parking spill onto the highway to the detriment of safety and convenience. With this in mind it is considered both necessary and reasonable to restrict the extent to which these dwellings can be altered without planning permission. The recommendation includes conditions that remove permitted development rights to extent, alter the roof and erect outbuildings; a condition to remove the ability to extend the property vertically and a condition that removes the ability to change the use of the dwellings to small houses in multiple occupation.
- 14.7 The final highways consideration is that there is a requirement to relocate the existing bus stop on London Road away from the access to improve the relationship between stopped buses and vehicles entering and leaving the site. This is considered reasonable and necessary to make the scheme acceptable in planning terms. As it works to the highway on land outside of the application site this can be secured through S278 agreement.

14.8 Based on the above, and the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies T1, T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF

15.0 **Trees and Ecology**

15.1 Paragraph 186 of the NPPF 2023 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. There is no requirement for this application to consider BNG regulations as it was submitted prior to the regulations coming into effect.

15.2 The loss of garden area would result in a loss of soft landscape on the site. It is noted that trees have been removed at the site and objections have been received on this issue. The trees were not protected and consent is not required to remove them. While it is unfortunate that they have been removed any approved development would be required to provide new soft landscaping by condition.

15.3 The application scheme gives the opportunity to require the provision of bat and bird boxes on the proposed dwellings which would result in a demonstrable net gain in biodiversity and these can be secured by condition. This, coupled with the provision of new landscaping, and means that there are no objections in respect of trees and biodiversity.

16.0 **Drainage considerations**

16.1 The site is located within flood zone 1 and therefore flood risk is minimal.

16.3 The existing site is a residential use and the proposal will intensify the use but not to a significant extent. There is not considered to be an impact that would adversely affect the area.

17.0 **Infrastructure and Affordable Housing**

17.1 The application proposes 4 dwellings and results in a net gain of 3 residential units A development of this scale does not trigger any requirement for contributions to infrastructure as set out in the Developer's Guide.

18.0 **Equalities Considerations**

18.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;

- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

18.2 The proposal would provide 4 dwellings on the site which will be built to Building Regulation standards, these provisions are considered appropriate and would comply with local and national planning policies.

18.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction environmental management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.

18.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

19.0 **Neighbouring Objections**

19.1 The report is considered to have addressed the majority if objection points raised as a result of this application. There are a number of outstanding comments that are addressed below.

19.2 Objection was received on the grounds of additional strain being put on existing infrastructure. These comments are noted however it is considered that a net additional 3 dwellings will not have such an impacts that it would be adverse in planning terms.

19.3 Objection was raised over issues of access through the garages on Trent Road. This is not part of the proposal and the access will solely be via London Road.

19.4 Objection was raised on the grounds of the houses being used as HMOs. This is not part of the proposal but the Use Classes Order does allow such a change of use without needing planning permission. A change of use to a small HMO (Use Class C4) would likely lead to adverse highways impacts and therefore it is reasonable to include a condition that removes the ability to do so for these units.

19.5 Queries were raised over the ownership of the red line area. The applicant has signed to advise they own the land within the red line area which is sufficient for planning purposes.

20.0 **Planning Balance**

- 20.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2023 (NPPF) and the Local Planning Authority (LPA) has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 20.2 The LPA cannot demonstrate a Five-Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing, as set out in Paragraph 11 of the NPPF and refined in case law, should be applied.
- 20.3 In the application of the appropriate balance, it is considered that there is a benefit from the scheme, whereby the provision of 4 residential units in a relatively sustainable location should be given substantial positive weight.
- There are no discernible adverse impacts identified with this proposal.
- 20.4 Therefore, in coming to a conclusion, Officers have given due consideration to the benefits of the proposal in providing a net gain of 3no. dwellings towards the defined housing need at a time where the Council is unable to meet its housing need within the Borough. While it is not a large contribution it is a contribution to the shortfall overall. As the units are provided with suitable garden spaces, parking and manoeuvring space on the site it can be regarded as making an optimum use of previously developed land.
- 20.5 On the basis of the arguments above, it is considered that the benefits of the current scheme would outweigh the identified impacts when assessed against the policies in the Local Development Plan and the National Planning Policy Framework taken as a whole.

21.0 **PART C: RECOMMENDATION**

- 21.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be approved subject to the conditions set out below:

22.0 **PART D: RECOMMENDED CONDITIONS**

22.1 **CONDITIONS:**

1. Time Limit

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. 01E Dated 04/2024, Recd On 10/04/2024
- (b) Drawing No. 02E Dated 04/2024, Recd On 10/04/2024
- (c) Drawing No. 04E Dated 04/2024, Recd On 10/04/2024
- (d) Drawing No. 05C Dated 04/2024, Recd On 10/04/2024
- (e) Drawing No. 08F Dated 04/2024, Recd On 10/04/2024
- (f) Drawing No. 00A Dated 11/2023 Recd On 20/11/2023
- (g) Drawing No. 06A Dated 11/2023 Recd On 20/11/2023
- (h) Drawing No. 1471 (S)05 Rev P2 Dated 26/08/2020, Recd On 10/12/2020
- (i) Drawing No. 983-001 Rev P005 Dated 07/07/2021, Recd On 12/08/2021

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. External materials

No development above damp proof course level shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the proposed external facing materials on the dwellings hereby approved. The development shall be carried out in accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. No further windows

No window(s), other than those hereby approved, shall be formed in the elevations of the development hereby approved without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

5. Obscure Glazing

The first floor windows on the west facig elevation shown on Drawing Number 04E, dated 04/2024, received 10/04/2024 shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The windows shall not

thereafter be altered in any way without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004

6. Boundary Treatment

The development hereby permitted shall be not be occupied until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The approved details shall be carried out prior to the first occupation of the development and retained at all time in the future, unless otherwise agreed in writing by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2023.

7. Permitted development removed

Notwithstanding the terms and provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E and G, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interests of design and amenity in accordance with Policies EN1 and H14 of The Adopted Local Plan for Slough 2004.

8. Landscaping

No dwelling hereby approved shall be occupied on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

9. Bat/Bird Boxes

None of the dwellings hereby approved shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of the provision and location of 2no bat/bird boxes within the application site. The works shall be carried out in accordance with the approved details and be in place prior to first occupation and thereafter be retained.

REASON: To demonstrate a net gain in biodiversity in the interests of paragraph 17 of the National Planning Policy Framework 2023.

10. Gates

The development hereby approved shall not be first occupied until details have been submitted to and approved in writing by the Local Planning Authority of access gates to be installed. The gates shall be set back a minimum of 10 metres from the highway and be electronically operated. The works shall be carried out in accordance with the approved details prior to first occupation and thereafter be retained..

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

11. Secured By Design

No development shall take place above slab level until written details as to how the development will achieve the Secured by Design Award shall be submitted to and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details and shall not be occupied or used until confirmation of that said details has been received by the Local Planning Authority.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in the National Planning Policy Framework 2023.

12. Change of use removed

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order

revoking and/or re-enacting that Order) the premises shall only be used as single family dwellings under use class C3 and for no other purpose (including any other purpose in Class C4 on the Schedule to the Town and Country Planning (Use Classes) Order 1987 or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: This use only is permitted and other uses, either within the same Use Class, or permitted by the Town and Country Planning (GPD) Order 2015 are not acceptable to the Local Planning Authority in this location because of adverse impacts that would occur in respect of parking and access, resulting in harm to highway safety and convenience.

13. Vehicle Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

14. EV Charging

Prior to the occupation of any development hereby approved, details of 4 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; shall be submitted to and approved in writing by the local planning authority. The approved details shall be fully installed, and the active charging points shall be fully operational prior to the first occupation of the dwellings and be retained in good working order at all times in the future.

REASON: To provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2023.

15. Car Parking

Prior to the development hereby approved first being brought into use, 9 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008`

16. Cycle Parking

No part of the development shall be occupied until covered and lockable cycle parking stores with minimum dimensions of 2m in length x 2m in height and 1m in width are provided for each flat. The cycle parking shall be provided in accordance with these details and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

17. Construction Management Plan

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles and to comply with Euro VI Emissions Standard (to a minimum Euro 6/VI Standard) and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 07:00 – 10:00 and 16:00 – 19:00, and outside of 14:30 – 15:30 where the development is located in proximity to a school.
4. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
6. Details of dust control measures and wheel washing facilities to be provided on site.
7. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>
8. Measures for the control of noise
9. Measures for control of surface water run off

10. Proposed method of piling for foundations if applicable
11. Confirmation that machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance.

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2023.

18. No prior approval permitted

Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 2015 (as amended) (or any order revoking and re-enacting that Order), Schedule 2, Part 20, Classes ZA, A, AD, no extensions to the dwelling(s) to create extensions or new dwellinghouses shall take place without the express permission from Local Planning Authority through a full planning application.

REASON The height of the development is in scale with the neighbouring properties and an increase in height would need to be carefully considered to ensure it would be acceptable in terms of the character and appearance of the area in accordance with Policy EN1 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

INFORMATIVE(S):

1. It is the view of the Local Planning Authority that the proposed development improves the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

2. Highways Informatives

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.