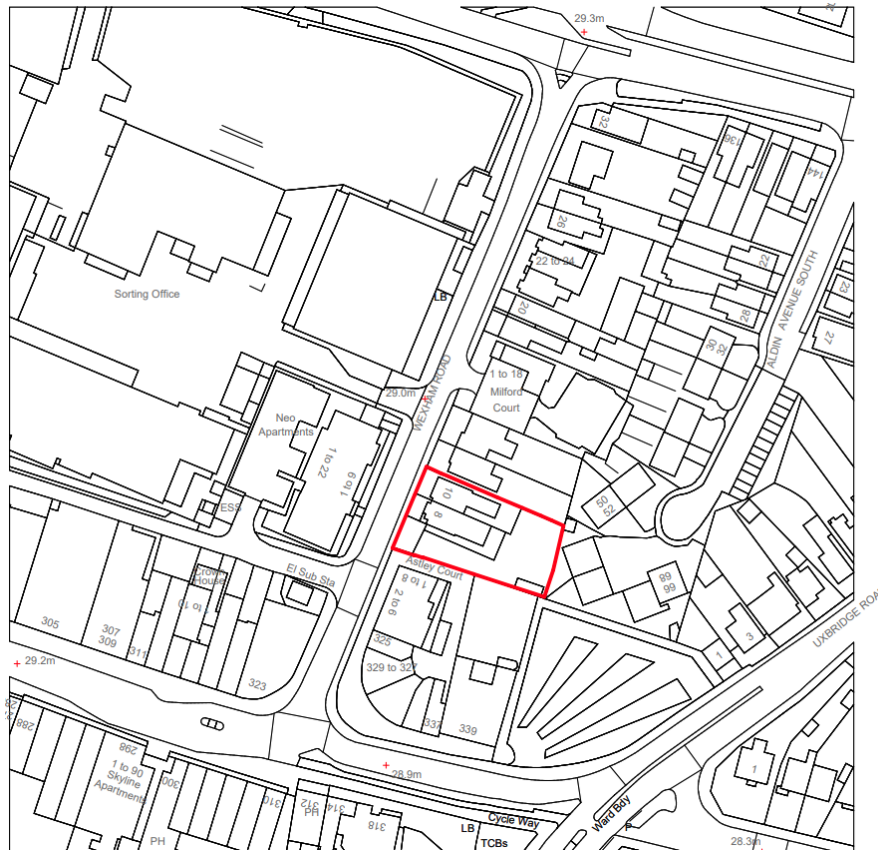


Registration Date:	20-Sep-2023	Application No:	P/20316/000
Officer:	Alex Harrison	Ward:	Slough Central
Applicant:	Mr. Singh	Application Type:	Major
		13 Week Date:	20 December 2023
Agent:	Mr. Bryan Staff, Create design Second Floor Wigglesworth House, 69 Southwark Bridge Road, London, SE1 9HH		
Location:	8 & 10 Wexham Road, Slough, SL1 1UA		
Proposal:	Demolition of existing semi-detached dwellings and construction of a detached building comprising 14 flats, with associated parking, landscaping, cycle and refuse enclosures.		

Recommendation: Delegate in accordance with the recommendation as set out in 1.1



1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure financial contributions towards Burnham Beeches, Car Club, Traffic Regulation Order on adjacent highway(s) which are required to mitigate the impacts of the development.
- (ii) Agreeing pre-commencement conditions, finalising conditions and any other minor changes.

OR

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 1 May 2025 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 Proposal

2.1 Full planning permission is sought to demolish the existing buildings on site and redevelop to provide a single building containing 14 flats with associated parking, cycle parking, landscaping and bin stores.

2.2 The proposed building will provide the units over 3 and 4 storeys in scale with the building faced in brickwork with a flat roof. A rear communal garden is proposed alongside balcony provision on the proposed building. No car parking spaces are proposed, cycle parking provision is provided within the building.

2.3 The application was submitted with the following documents:

- Design and Access Statement
- Energy Statement
- Phase 1 ground conditions assessment
- Habitat Regulations Assessment
- Daylight Sunlight Assessment
- Sustainable Drainage Strategy
- Fire Safety Design Document and Strategy Plan

2.4 Over the course of the application the plans have been amended to address concerns raised by officers over impacts relating to design and neighbouring amenity which are addressed in the report.

3.0 Application Site

- 3.1 The application site comprises two separate semi-detached properties that front onto Wexham Road. The southern part of the site and the rear area (east) is separate hardstanding that the applicant states is used for residents parking. The existing buildings are a mixture of brick face and hanging tiles with clay tile roofs.
- 3.2 The site is centrally located and is outside of, but close to, the designated Slough Town Centre Shopping Area and is immediately north of the Town Centre policy designation.
- 3.3 The wider area of Wexham Road is predominantly residential with no consistent design style. Scales of building vary from 2 to 4 storeys. Opposite to the west across Wexham Road, lies land used by Royal Mail Sorting Office, which comprises part of much larger area identified in the Local Plan for future comprehensive residential development as Site SSA16.
- 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 where no Flood Risk Assessment is required; and there are no protected trees in the vicinity.

4.0 Relevant Site History

- 4.1 There is no planning history for this planning unit or either individual site.

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 04/10/2023 and a press advert was published on 13/10/2023.
- 5.2 No representations have been received.

6.0 Consultations

6.1 Local Highway Authority

Introduction

The below comments provide the LHAs consultation response regarding highways and transport matters for 8-10 Wexham Road. The LHA have no objection to the proposed development of 14 flats. A site visit has been completed by the Local Highways Authority.

Section 106 Contributions

The applicant has agreed to Section 106 contributions of £4,242 (£303 per dwelling) towards the operation of Slough's Electric Car Club and this money would be pooled with other contributions to create a car club bay on Wexham Road within the existing on-street parking bays opposite the development.

A separate contribution of £5,000 is agreed for the Traffic Regulation Order to amend the on-street parking bays and for provision of double yellow lines on

the eastern side of Wexham Road (where car parking is currently only restricted between 8am – 9pm).

The provision of car club vehicles can assist residents in living without owning a vehicle and research has shown that 1 car club vehicle on average reduces car club ownership by 22 vehicles (CoMoUK Annual Car Club Report 2022).

Accessibility by Sustainable Travel Modes

The proposed development benefits from excellent accessibility by rail and bus and future residents could travel to various destinations across Slough and the sub-region using rail and bus services. The site is 900m (13 minutes' walk) from Slough Railway Station where 6 trains per hour are available to Central London.

The nearest bus stops are 180m (2 minutes' walk) where the Number 81 bus service provide 5 buses per hour to High Street Langley, Poyle, Heathrow Terminal 5 and Hounslow.

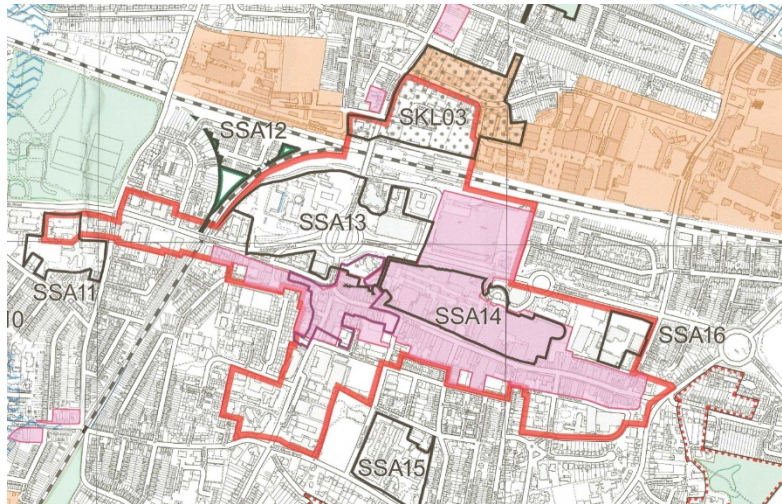
Numerous bus services are available from the Sorting Office Bus Stops on the A4 (230m walk) incl. the No.81. The No. A4 provides 4 buses per hour to Cippenham, Langley, Colnbrook, Slough Trading Estate and Heathrow T5. The No.7 provides 3 buses per hour to Britwell, Langley, Colnbrook and Heathrow T5.

There are numerous key facilities in walking distance of 8-10 Wexham Road including Slough Job Centre (130m 2 minutes walk), St Marys CoFe Primary School (450m 6 minutes walk), Sainsburys (550m, 8 minutes walk), Boots (550m, 8 minutes walk), Tesco Extra (800m, 11 minutes walk) and Upton Court Grammar School (900m, 12 minutes walk). In addition Slough High Street includes numerous clothes retail outlets, restaurants and convenience stores within walking distance.

Car Parking

The LHA would have no objection due to the proposal for zero car parking spaces. The application site sits within the area defined as Slough Town Centre where Nil car parking is allowed for proposed residential developments. As outlined above, the site is considered highly accessible by rail, bus and walking and is supported by a car club contribution which means there is the potential for future residents to live car free.

Those visiting the site by car would be able to park using a pay and display bay on Wexham Road, Slough High Street or park in Hatfield Road Multi-storey car park (350m walk).



On-Street Parking Restrictions

Wexham Road is subject to pay and display bays and double yellow lines on the western side of the carriageway which restrict parking at all times of the day. On the eastern side a single yellow line restricts parking between 8am – 9pm and this could be altered to a double yellow line using the agreed TRO contribution. The other streets within walking distance of the development are also subject to double yellow lines including the A4 Wellington Street, the A412 Uxbridge Road, Wellesley Street and Diamond Road.

Deliveries and Servicing

The LHA do not raise an objection to the delivery and servicing arrangements for the proposed dwellings. The LHA are comfortable that the 14 dwellings are unlikely to generate a significant increase in the number of delivery vehicles on the surrounding highway. The 14 dwellings could be served by existing refuse vehicles and vans serving this area of the town centre including existing royal mail, online courier and food shopping delivery vans which already serve the existing dwellings on Wexham Road and flats on the high street.

I would recommend inclusion of the conditions

6.2 **Thames Water**

No comments received to date, any comments will be reported on the Amendment Sheet.

6.3 **SBC Environmental Officer**

I do not believe that air quality or environmental noise will be an issue at this location, primarily due to the proposed development being on a minor road so it is less likely to be impacted significantly by road traffic noise and roadside emissions.

As per our Low Emission Strategy, the following mitigation will be required:

- 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 minimise 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.

6.4 **Lead Local Flood Authority**

Raised no objections subject to conditions that are included in the recommendation.

6.5 **Natural England**

Object to the proposal on the grounds of impact to Burnham Beeches Special Area of Conservation but are happy to remove that objection if contributions towards the mitigation strategy for Slough Borough Council at Upton Court Park are secured.

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.

7.5 Habitats Regulations Assessment of Projects, Natura 2000 and European Sites

Natura 2000 is the cornerstone of European nature conservation policy; it is an EU-wide network of Special Protection Areas (SPA) classified under the 1979 Birds Directive and Special Areas of Conservation (SAC) designated under the 1992 Habitats Directive.

Since 31st December 2020, the UK requirements for Habitat Regulations Assessments is set out in the Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species Amendment (EU Exit) Regulations 2019). Together, the National Site Network of the UK comprises over 25,500 sites and safeguards the most valuable and threatened habitats and species across Europe and the UK; it represents the largest, coordinated network of protected areas in the world.

HRA employs the precautionary principle and Regulation 102 ensures that where a project is 'likely to have a significant effect' (LSE), it can only be approved if it can be ascertained that it 'will not adversely affect the integrity of the European site'. Burnham Beeches is designated a SAC under this Directive which is located to the north of Slough.

The development 'project' has been screened (as part of the Habitat Regulations Assessment) and it has been identified that LSE cannot be ruled out at this stage. An Appropriate Assessment is therefore required to determine whether mitigation measures are required to ensure the project will not adversely affect the integrity of the European Site (Burnham Beeches SAC).

7.6 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the 1990 Act imposes a general duty on the Council as respects listed buildings in the exercise of its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council shall have special regard to the desirability of preserving the

building or its setting or any features of special architectural or historic interest which it possesses.

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 (NPPF) 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 optimise 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 14no. dwellings which do not 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 Policy H13 of Slough Local Plan (2004) sets the requirements to allow appropriate backland and infill development and criteria to resist inappropriate development of residential gardens as backland/infill developments. 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.

9.5 As stated, the site is considered to be in a sustainable location. There are bus stops within a short walking distance of the site and a local centre offering local services and amenities to the north east meaning the residential units would be close to necessary facilities. The principle of this type of accommodation in this location is therefore acceptable. The other requirements are considered later in this report.

9.6 The development is therefore considered to be acceptable as a matter of principle and the development would result in the redevelopment of previously developed land in line with the goals of the NPPF. The acceptability of the scheme will be considered with the individual merits of the proposal.

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 site represents an infill development in an area that has a very mixed character with buildings in the immediate vicinity varying from 2 to 4 storeys. The building to the immediate south of the site is 3 storeys in scale and the building to the immediate west is 4 storeys. To the immediate north the scale of the adjacent building is 2 storeys, rising to 3 beyond.
- 10.5 The proposed scale of the development shows a three-storey element to the north which steps up to 4 storeys at the remainder of the frontage. The three-storey element provides a better transition from the 2 storey buildings to the north and acts as a step up to the higher 4 storeys. The 4 storeys proposed are considered to be comparable in space to the immediate vicinity and will not appear overly bulky. No objections are raised in respect of the impact on the character of the area as a result of the increased bulk.
- 10.6 The depth of the building is increased compared to the existing and will be deeper than its neighbours. However, this has a minimal impact on the streetscene and the development is still able to provide suitable amenity space for a development of this scale and therefore the increased depth and footprint is not considered to amount to an overdevelopment of the site.
- 10.7 The external materials proposed show two types of principal brickwork which are appropriate and should contribute to a well-designed building in the streetscene. Officers sought amendments to the external appearance of the building on the front elevation as the ground floor level was originally sown to be serviced by a predominance of louvred doors which creates a poor frontage. The amended plans have proposed glazed elements which is more sympathetic and gives the impression of avidity from the street.
- 10.8 It is considered that the proposal will result in a development that is not out of character or has an adverse impact and the proposal is therefore considered to be acceptable in light of Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

11.0 Impact on amenity of neighbouring occupiers

- 11.1 Paragraph 135 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 development represents an increase in bulk of built form on the site.

- 11.3 There are existing side window to 12 Wexham Road to the immediate north of the site. These are already impacts by the existing building and the proposed development is considered to have a negligible impact on light and outlook by comparison. There has been no objection from this neighbour and there is no significant adverse impact on natural light or sunlight. There are a number of windows proposed on the northern elevation that would create an outlook to this neighbour. These windows had originally served bedrooms and were shown to be fixed shut up to 1.7m height internally and obscurely glazed to remove any outlook but this was not acceptable as habitable rooms should not be served by windows that give no outlook. The plans were amended and the room sizes reduced to provide studies rather than bedrooms. The windows remain obscure glazed and high-level opening which ensures there would be no adverse impact to amenity. A screen will be required on the rear projecting balconies of the development to remove overlooking to the north and this can be secured by condition.
- 11.4 There are some side windows to the flats above the shopping parade to the south of the site. The bulk of the proposal will be closer to these windows but separation is provided via the existing vehicle access that separates the two sites.
- 11.5 To the rear the new building will be more visually prominent to dwellings on Aldin Avenue South. A separation distance of 15m would be achieved to the east which is sufficient to ensure there would be no significant adverse impact on respect of overlooking to this centrally located development. The distance would also mean there would be no adverse impact in respect of natural light and sunlight and it would not be overbearing in character.
- 11.6 To the west the presence of Wexham Road provides suitable separation between the proposal and 1-9 Wexham Road, known as Neo Apartments.
- 11.7 On the basis of the considerations above, the proposal is therefore considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan and the NPPF.

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 and some of the properties are large which provides a degree of variety in space for the small units.
- 12.4 A good-sized communal garden is proposed to the rear of the site which provides amenity space for residents. Private balconies are also proposed for each unit and it is therefore concluded that the development provides suitable amenity space for occupiers.

12.5 The plans show a number of study rooms that are served by obscurely glazed windows which remove any outlook from within. This is proposed as such to remove overlooking to the north which it achieves but it is at the expense of the amenity of occupiers of the development. This impact is undesirable and is considered adverse. A condition has been attached with regards to complying with the proposed layout to ensure that the study is retained and as a bedroom would not be suitable without natural light and outlook. It will be weighted accordingly as part of the planning balance.

12.6 Based on the above, the living conditions and amenity space for future occupiers is largely acceptable but adverse impacts are identified. The impact will be weighed as part of the planning balance 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 current land use at the site is residential and has been historically. The application included a Phase 1 desktop assessment into ground conditions which has recommended that a more intrusive investigation take place, known as Phase 2. This requirement is secured by condition as part of the recommendation, along with the possible requirement for Phases 3 and 4 depending on results.

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 Highways Officer has raised no objections to the development. Due to the central location of the site and its closeness to the designated Town Centre there is no objection raised to the lack of car parking proposed subject to securing mitigation in the form of financial contribution towards sustainable transport methods. As there is a parking requirement for the development the mitigation is considered reasonable and necessary to make the scheme acceptable in planning terms.

14.3 Specifically, contributions would go towards the car club which amount to £303 per dwelling and is a consistent figure secured with other development in the Borough.

- 14.4 The applicant is also required to agree a planning obligation for a TRO on the highway to alter the existing on street parking bays.
- 14.5 Cycle parking is proposed in a sensible and secured area at the front of the building which would be accessible for residents. Visitor parking spaces are required at the front of the building, and these can be secured by condition.
- 14.6 The proposed bin store is also located to the front of the site and is close enough to the highway to be served by Council waste vehicles without issue.
- 14.7 Based on the above, and the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies 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 application was submitted to the Council prior to the introduction of Biodiversity Net Gain legislation and is therefore exempt from this requirement.
- 15.3 The proposed development will deliver soft landscaping as part of the communal garden and full landscape details are required by condition as part of the recommendation. There is no loss of existing tree species.

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. The Lead Local Flood Authority has raised no objections subject to conditions which have been included as part of the recommendation and no objections are raised as a result.

17.0 **Infrastructure and Affordable Housing**

- 17.1 The application proposes 14 flats and results in a net gain of 12 residential units. A development of this scale does not trigger any requirement for contributions to infrastructure as set out in the Developer's Guide.
- 17.2 As discussed above there has been an identified need for highways works as a result of the proposal which will be secured via legal agreement.

18.0 **Crime Prevention**

- 18.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

18.2 No details relating to crime prevention and secured by design accreditations have been received. It is necessary to ensure that the proposal will be acceptable in in respect of crime prevention.

18.3 As a result, a condition is included in the recommendation that will require the development to achieve a secured by design accreditation and no objections are raised as a result.

19.0 **Equalities Considerations**

19.1 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).

19.2 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.

19.3 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.

19.4 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.

20.0 **Burnham Beeches Special Area of Conservation (SAC)**

20.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.

- 20.2 Paragraph 180 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. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 20.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the local planning authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive
- 20.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.
- 20.5 The site is located approximately 5.5km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.
- 20.6 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff-based mitigation strategy for all new housing applications within 5.6km of the SAC. However, this is yet to be agreed, and therefore each application needs to be considered on its own merits.
- 20.7 The applicant has completed and submitted a habitat regulations assessment. Natural England have reviewed the assessment and raise objection to the identified impact the development would have on Burnham Beeches SAC. They however state their objection would be overcome if the application provided mitigation payment in the form of contributions towards Slough's own improvements of Upton Court Park Suitable Alternative Natural Greenspace. There is capacity to claim these mitigation payments and the applicant has agreed to them, the payment amounts to £570 per new dwelling which make a total of £6,840. As a result, there is no objection in respect of impact relating to Burnham Beeches SAC.
- 21.0 **Planning Balance**
- 21.1 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."
- 21.2 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.

- 21.3 In the application of the appropriate balance, it is considered that there is a benefit from the scheme, whereby the provision of 12 (net gain) residential units in a sustainable location should be given substantial positive weight.

There are identified adverse impacts through the lack of parking and use of obscure glazing to habitable rooms. In respect of parking the applicant is required to provide mitigation as set out in the report to offset what is considered to be an impact that is afforded minor negative weight. In respect of amenity the rooms served are small, secondary rooms but the lack of outlook retains an adverse impact. The impact is afforded minor negative weight on the basis that the decision notice will include a condition that requires the units to be built out and retained as set out in the plans which would prohibit the use of studies as bedrooms in the future.

- 21.4 Therefore, in coming to a conclusion, Officers have given due consideration to the benefits of the proposal in providing a net gain of 12no. dwellings towards the defined housing need at a time where the Council is unable to meet its housing need within the Borough is a benefit that outweighs the adverse impact of using obscure glazing to a habitable room. While it is not a large contribution it is a contribution to the shortfall overall. As the units are provided with suitable amenity spaces, it can be regarded as making an optimum use of previously developed land.

- 21.5 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.

22.0 **PART C: RECOMMENDATION**

- 22.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure financial contributions towards Burnham Beeches, Car Club, Traffic Regulation Order on adjacent highway(s) which are required to mitigate the impacts of the development.
- (ii) Agreeing pre-commencement conditions, finalising conditions and any other minor changes.

OR

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 1 May 2025 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

23.0 **PART D: RECOMMENDED CONDITIONS**

23.1 **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. PP-01 Rev P2, Dated 08/10/2024, Recd On 08/10/2024
- (b) Drawing No. PP-02 Rev P3, Dated 08/10/2024, Recd On 08/10/2024
- (c) Drawing No. PE-01 Rev P3, Dated 25/06/2024, Recd On 29/07/2024
- (d) Drawing No. PE-02 Rev P3, Dated 25/06/2024, Recd On 29/07/2024
- (e) Drawing No. PE-03 Rev P2, Dated 25/06/2024, Recd On 29/07/2024
- (f) Drawing No. SE-01 Rev P3, Dated 25/06/2024, Recd On 29/07/2024
- (g) Site Location Plan, Drawing No. SLP.01 Rev P1, Dated 28/06/2023. Recd On 20/09/2023

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

Notwithstanding the details in the approved plans, no development shall take place above ground level, until details of the proposed external facing materials, including any paint colours, glazed facades and, balcony details, roof material of the buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied prior to the implementation of the approved details and retained thereafter.

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. Surfacing materials

Notwithstanding the details in the approved plans, no development shall take place above ground works level, until details of the proposed external materials to be used in the construction of the access road, car park, pedestrian pathways and communal areas within the development hereby approved shall be

submitted to and approved in writing by the Local Planning Authority. The details shall include a variation of different materials for the access roads, car parking spaces, and pedestrian walkways. The development shall be carried out in accordance with the details approved and retained thereafter.

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 Local Adopted Plan for Slough 2004.

5. 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.

6. Obscure Glazing/Opening Restriction

The window(s) to be created in the north elevation of the development hereby approved 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 window(s) shall not thereafter be altered in any way.

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

7. Boundary Treatment

The development hereby permitted shall 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.

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.

8. Energy

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 the proposed renewable energy measures to serve the development. Details submitted shall reflect the recommendations of the Energy Statement from C80 Solutions, ref 16054, dated 16/05/2023, received 20/09/2023. The works shall be carried out in accordance with the approved details and be in place prior to the occupation of the 7th unit of the development hereby approved.

REASON In the interest of sustainable development in accordance with Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023.

9. Landscaping

No dwellings 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.

10. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11. Phase 3 Quantitative Risk Assessment and Site Specific Remediation

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk

assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12. Phase 4 Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full final Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Phase 3 condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

13. 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.

14. No Permitted Change of Use

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.

15. Drainage Design

Before any above ground works commence a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures
- ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for urban creep.
- iii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
- iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
- v) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON To reduce the risk of flooding both on and off site by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development, in accordance with the NPPF and Policy 8 of the Core Strategy of the Core Strategy 2006-2026.

16. Drainage Management

No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used. A site plan including access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.

Details of expected design life of all assets with a schedule of when replacement assets may be required.

Reason: To ensure the future maintenance of drainage systems associated with the development, in accordance with Core Policy 8 of the Core Strategy 2006-2026.

17. Drainage Verification

No occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved FSUDS for Planning report, from EnviroSolution Ltd, dated 06/2023, received 20/09/2023 has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) Any As-Built Drawings and accompanying photos
- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

Reason: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site, in accordance with Core Policy 8 of the Core Strategy 2006-2026.

18. Internal Layout

The internal layout of the building hereby granted permission shall be laid out in accordance with the approved plans and shall not be amended at any time in the future.

Reason: To ensure the units hereby approved provide acceptable levels of amenity for residents in accordance with Core Policy 8 of the Core Strategy 2006-2026 and the Nationally Described Space Standards 2015.

19. 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.

20. Cycle Parking

The development hereby approved shall not be occupied until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority, including details of short-stay visitor cycle parking. The cycle parking shall be provided in accordance with these details prior to the occupation of the development 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.

21. Bin Storage

No part of the development shall be occupied until bin storage has been provided in accordance with the approved plans and standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development.

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

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.