



Please reply to:

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Date: 23 May 2017

Notice of meeting

Planning Committee

Date: Wednesday, 31 May 2017

Time: **Call Over Meeting** - 6.45 pm

The Call Over meeting will deal with administrative matters for the Planning Committee meeting. Please see guidance note on reverse

Committee meeting – Immediately upon the conclusion of the Call Over Meeting

Place: Council Chamber, Council Offices, Knowle Green, Staines-upon-Thames

To the members of the Planning Committee

Councillors:

R.A. Smith-Ainsley (Chairman)	J.R. Boughtflower	M.P.C. Francis
H.A. Thomson (Vice-Chairman)	S.J. Burkmar	N. Islam
C.B. Barnard	R. Chandler	A.T. Jones
R.O. Barratt	S.M. Doran	D. Patel
I.J. Beardsmore	P.C. Forbes-Forsyth	R.W. Sider BEM

Spelthorne Borough Council, Council Offices, Knowle Green

Staines-upon-Thames TW18 1XB

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Call Over Meeting

Guidance Note

The Council will organise a meeting immediately prior to the Planning Committee meeting (a "Call Over") which will deal with the following administrative matters for the Committee:

- Ward councillor speaking
- Public speakers
- Declarations of interests
- Late information
- Withdrawals
- Changes of condition
- any other procedural issues which in the opinion of the Chairman ought to be dealt with in advance of the meeting.

The Call-Over will be organised by Officers who will be present. Unless there are exceptional circumstances, the meeting will be held in the same room planned for the Committee. The Chairman of the Planning Committee will preside at the Call-Over. The Call-Over will take place in public and Officers will advise the public of the proceedings at the meeting. Public speaking at the Call-Over either in answer to the Chairman's questions or otherwise will be at the sole discretion of the Chairman and his ruling on all administrative matters for the Committee will be final.

Councillors should not seek to discuss the merits of a planning application or any other material aspect of an application during the Call-Over.

Planning Committee meeting

Start times of agenda items

It is impossible to predict the start and finish time of any particular item on the agenda. It may happen on occasion that the Chairman will use his discretion to re-arrange the running order of the agenda, depending on the level of public interest on an item or the amount of public speaking that may need to take place. This may mean that someone arranging to arrive later in order to only hear an item towards the middle or the end of the agenda, may miss that item altogether because it has been "brought forward" by the Chairman, or because the preceding items have been dealt with more speedily than anticipated. Therefore, if you are anxious to make certain that you hear any particular item being debated by the Planning Committee, it is recommended that you arrange to attend from the start of the meeting.

Background Papers

For the purposes of the Local Government (Access to Information) Act 1985, the following documents are to be regarded as standard background papers in relation to all items:

- Letters of representation from third parties
- Consultation replies from outside bodies
- Letters or statements from or on behalf of the applicant

AGENDA

Page nos.

- 1. Apologies**
To receive any apologies for non-attendance.
- 2. Minutes** **5 - 6**
To confirm the minutes of the meeting held on 18 May 2017.
- 3. Disclosures of Interest**
To receive any disclosures of interest from councillors under the Councillors' Code of Conduct, or contact with applicants/objectors under the Planning Code.
- 4. Planning Applications and other Development Control matters**
To consider and determine the planning applications and other development control matters detailed in the reports listed below.

 - a) 16/01158/FUL - 17-51 London Road, Staines-upon-Thames, TW18 4AE **7 - 84**
 - b) 16/01591/FUL - Hithermoor Farm, 6 Farm Way, Stanwell Moor, Staines-upon-Thames, TW19 6AY **85 - 128**
 - c) 15/01592/LBC - Hithermoor Farm, 6 Farm Way, Stanwell Moor, Staines-upon-Thames, TW19 6AY **See above report**
 - d) 17/00262/FUL - 8-12 Clarendon Road, Ashford, TW15 2QE **129 - 152**
 - e) 17/00628/HOU - 92 Village Way, Ashford, TW15 2JU **153 - 160**
- 5. Urgent Items**
To consider any items which the Chairman considers as urgent.

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**Minutes of the Planning Committee
18 May 2017**

Present:

Councillor R.A. Smith-Ainsley (Chairman)

Councillors:

C.B. Barnard	R. Chandler	A.T. Jones
R.O. Barratt	S.M. Doran	D. Patel
J.R. Boughtflower	M.P.C. Francis	R.W. Sider BEM
S.J. Burkmar	N. Islam	

Apologies: Apologies were received from Councillors I.J. Beardsmore, P.C. Forbes-Forsyth and H.A. Thomson

427/17 Appointment of the Chairman

It was proposed by Councillor R.W. Sider and seconded by Councillor C. Barnard and:

Resolved that Councillor R.A. Smith-Ainsley be appointed Chairman of the Planning Committee for the forthcoming Municipal Year 2017/2018.

428/17 Minutes

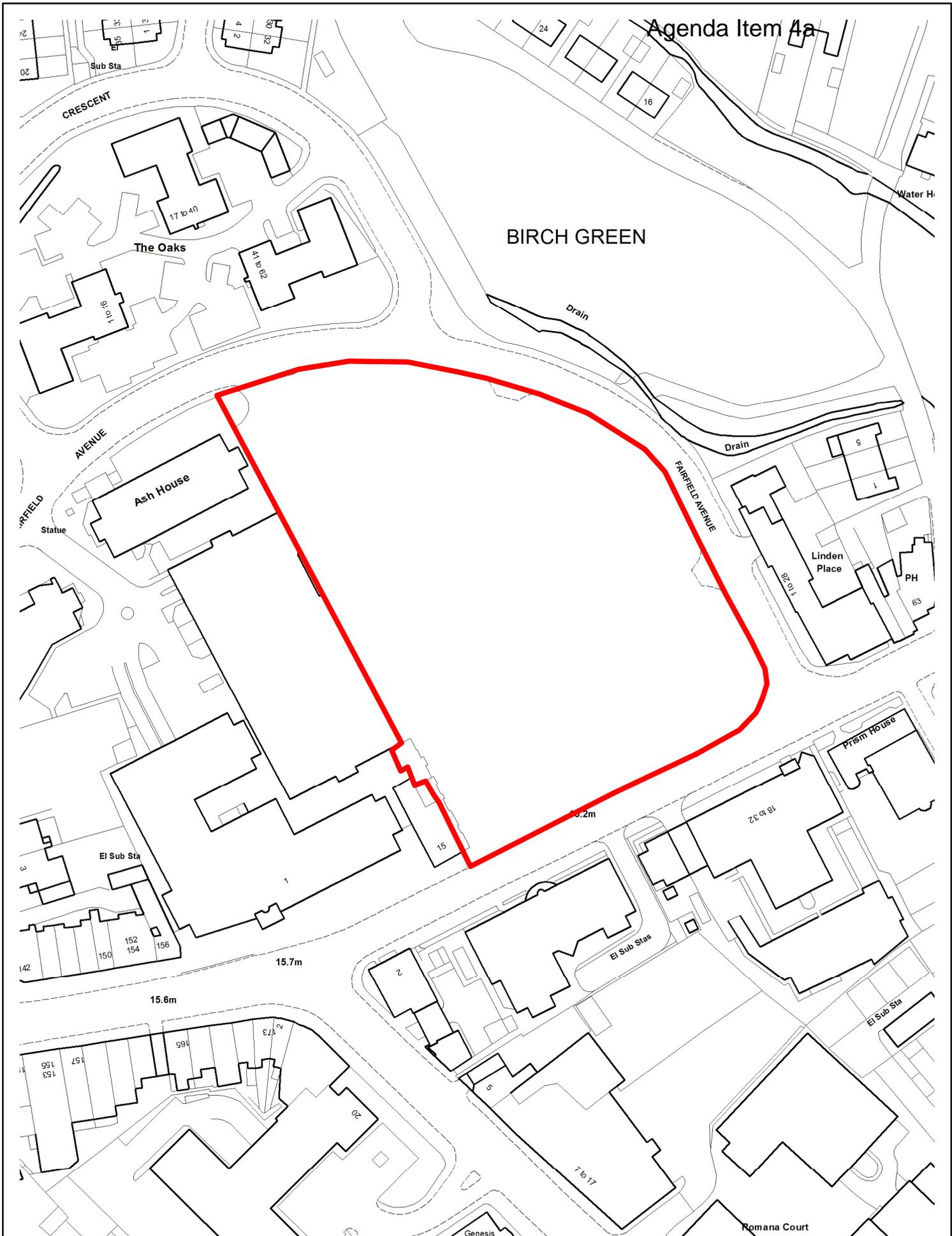
The minutes of the meeting held on 3 May 2017 were approved as a correct record.

429/17 Appointment of Vice-Chairman

It was proposed by Councillor R.A. Smith-Ainsley and seconded by Councillor M. Francis and:

Resolved that Councillor H. Thomson be appointed Vice-Chairman of the Planning Committee for the forthcoming Municipal Year 2017/2018.

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16/01158/FUL
17-51 London Road,
Staines-upon-Thames, TW18 4AE

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Planning Committee

31 May 2017



Application No:	16/01158/FUL		
Site Address:	17-51 London Road, Staines TW18 4AE		
Proposal:	Redevelopment of the site to provide 5 buildings of varying height comprising 12,787 square metres of office floor space (Use Class B1a) and 253 residential units (Class C3), provision of a new landscaped area, vehicular access, car parking, cycle storage and energy centre.		
Applicant:	Aberdeen Asset Management		
Ward:	Staines		
Call in details:	None		
Case Officer:	Janet Ferguson		
Application Dates:	Valid: 15.7.16	Expiry: 14.10.16	Target: Over 13 weeks – extension of time agreed until 16.6.17
Executive Summary:	<p>The application relates to nos. 17-51 London Road, Staines which is more generally known as the former Gas Board Site or the Centrica Site. It comprises some 1.092 hectares (2.7 acres) in area and is bounded by London Road to the south, Fairfield Avenue to the east and north and existing commercial premises to the west. The site is currently cleared, vacant and enclosed by hoardings following the demolition of the buildings on site which occurred in 2008. Access to the site has always been obtained via Fairfield Avenue, which is to continue with the latest plans.</p> <p>The site is located within a designated Employment Area, a secondary shopping area under policies EM1 and TC2 as contained in the CS & P DPD. The site is also located within Flood Zone 2 which has a medium probability of</p>		

	<p>flooding and the southern part of the site is recorded as having archaeological potential.</p> <p>The principle of redeveloping the Centrica site has already been established in previous outline and reserved matters decisions that were issued in 2007, 2008 and 2010. The current scheme is concerned with providing a mixed use development comprising of 4 blocks of residential buildings and 1 office block which is generally viewed as acceptable providing a number of policy criteria are satisfied.</p> <p>The proposal is considered acceptable in terms of townscape, design, amenity, transportation and car parking, noise, contamination, renewable energy and archaeology. Matters relating to air quality are still under consideration with Environmental Health (Pollution) Officers and Members will be updated.</p> <p>The proposed development would not provide any on site affordable housing provision. However, the submission has been supported by a Viability Assessment which confirms that it is not feasible financially for affordable housing units to be secured on site as part of the planning application. As a result, the applicant proposes an off-site financial contribution offer which has been increased during the planning application process to £2,548,772. The viability material has been closely scrutinised by independent valuers and it is accepted that it is not viable to include any on-site provision of affordable housing units and on this basis the financial contribution offer is agreeable.</p>
<p>Recommended Decision:</p>	<p>This planning application is recommended for approval, subject to the completion of a S106 agreement.</p> <p>In the event that the S106 agreement is not completed to the satisfaction of the Local Planning Authority, and in the event that the applicant does not agree a further extension of time for determination, the recommendation is to refuse planning permission.</p>

MAIN REPORT

1. DEVELOPMENT PLAN

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- SP1 (Location of Development)
- LO1 (Flooding)
- SP2 (Housing Provision)
- HO1 (Providing for New Housing Development)
- HO3 (Affordable Housing)
- HO4 (Housing Size and Type)
- HO5 (Housing Density)
- TC1 - Staines Town Centre.
- TC2 - Staines Town Centre Shopping Frontage.
- EM1 - Employment Development.
- CO2 (Provision of Infrastructure for New Development)
- CO3 (Provision of Open Space for New Development)
- SP6 (Maintaining and Improving the Environment)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- EN4 (Provision of Open Space and Sport and Recreation Facilities)
- EN11 (Development and Noise)
- EN15 (Development on Land Affected by Contamination)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)
- Saved Green Belt GB1
- Saved Archaeology and Ancient Monuments BE24 to BE26
- SPD on Design of Residential Extensions and New Residential Development, 2011

2. RELEVANT RECENT PLANNING HISTORY

- 2.1 The site has been the subject of number of planning applications, but the most recent and relevant applications in respect of the current submission are detailed below:

STAINES/FUL/P14978	Erection of an office building of 182315 sq. ft. (16,937m ²) with parking spaces for 366 cars.	Approved - Nov. 1972
06/00887/OUT	Development of either Class B1 Offices (with ground floor retail and restaurant uses within Classes A1/A3); or a mix of Class B1 Offices and Class C1 Hotel and associated uses (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking and landscaping including public piazza.	Approved - 10/07/2007
07/00637/RMA	Reserved Matters - erection of Buildings B and C, underground parking areas and piazza deck, pursuant to planning permission 06/00887/OUT (office option) for the development of Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking to include underground parking and landscaping including public piazza.	Approved - 12.10.07
07/00639/RMA	Reserved Matters - erection of Building A, underground parking areas and piazza deck, pursuant to planning permission 06/00887/OUT for the development of either Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); or a mix of Class B1 offices and Class C1 hotel and Associated uses (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking to include underground parking and	Approved - 12.10.07

	landscaping including public piazza.	
07/00744/FUL	Erection of hotel building with floorspace of 6700m ² & an office building with floorspace of 10,970m ² , together with ground floor retail/restaurant uses within Classes A1/A3, associated servicing, drop off & access arrangements, landscaping & a reconfigured piazza (as a revision to that approved under permission 06/00887/OUT)	Approved - 19.3.08
07/00754/FUL	Erection of a two storey Class A3 (Restaurant/Cafe) building.	Approved - 12.10.07
10/00556/RMA	Reserved Matters for the erection of Building A, underground parking areas and piazza deck over, pursuant to planning permission 06/00887/OUT for the development of either Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); or a mix of Class B1 offices and Class C1 hotel and Associated uses (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking to include underground parking and landscaping including public piazza.	Approved - 18.10.10

3. **BACKGROUND**

- 3.1 As indicated in the planning history section above, it should be noted that following the grant of outline planning permission under application 06/00687/OUT in October 2007, three subsequent reserved matters approvals (application numbers 07/00637/RMA, 07/00639/RMA and 10/00556/RMA have been granted for the commercial redevelopment of the site. In addition, two other applications have been approved for a separate 2 storey café/restaurant building and a hotel-led redevelopment scheme in 2007 and 2008 respectively.

Proposed use	07/00637/RMA		07/00639/RMA	10/00556/RMA		Current Scheme
	Block B	Block C	Block A	Option A	Option B	
Office (Class B1)	7,477m ²	4,894m ²	11,142m ² (12,500 - outline max parameter)	17,500m ²	25,000m ²	12,787m ²
Hotel			-	10,1500m ² (200 rooms)	-	-
Retail/ Restaurants (Class A1/A3)	141m ²	476m ²	-	1,500m ²	1,500m ²	-
Residential			-	-	-	253 units (25,683m ²)
Car Parking Spaces				380	380	330 (221 resi, 119 office)
Motor Cycle Spaces				22	22	-
Cycle Spaces				100	100	377
Total Floorspace	7,618m²	5,370m²	11,142m²	29,150m²	26,500m²	38,470m²

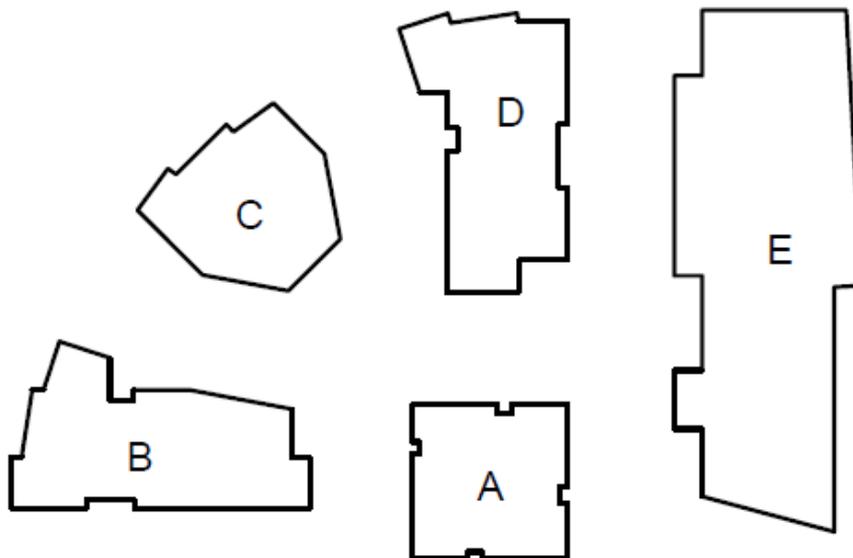
3.2 The details of the floor space of the most relevant planning applications as highlighted above and the floor space provided with the current scheme are provided in the table below for comparison purposes.

3.3 The outline consent accepted the mixed use of the site to include office, residential and leisure uses which would be either:-

- Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); or
- A mix of Class B1 offices and Class C1 hotel and Associated uses (with ground floor retail and restaurant uses within Classes A1/A3);

4. DESCRIPTION OF THE SITE AND THE CURRENT PROPOSAL

- 4.1 The application relates to nos. 17-51 London Road, Staines which is more generally known as the former Gas Board Site or Centrica Site. It comprises some 1.092 hectares (2.7 acres) in area and is bounded by London Road to the south, Fairfield Avenue to the east and north and existing commercial premises to the west. The site is currently cleared, vacant and enclosed by hoardings following the demolition of the buildings on site which occurred in 2008. The site previously contained a 10 storey narrow rectangular shaped building on a raised podium within the western side of the site and also a lower three storey linked octagonal shaped building on the eastern side. Access to the site was obtained via Fairfield Avenue and parking was provided in a rear deck, undercroft as well as surface car parking areas.
- 4.2 The site occupies a prominent position on the edge of Staines town centre, with views eastwards to the pedestrianised centre of Staines and views westwards to the Crooket Billet roundabout. The site is located within a designated Employment Area and a secondary shopping area under policies EM1 and TC2 as contained in the CS & P DPD. The Environment Agency’s current Flood Map indicates that the site is now completely located in Flood Zone 2 which has a medium probability of flooding. In addition, the southern part of the site is recorded as having archaeological potential.
- 4.3 The surrounding area is mixed in character with office buildings located to the south and west of London Road, residential properties are situated to the north in 2 and 3 storey blocks of flats located in Moormede Crescent, Linden Place and the recently converted 6 storey Ash House which is also now in residential use. To the north–east of the site is Birch Green which is designated Common Land and is also located within the Green Belt.



- 4.4 The current application is concerned with redeveloping the site to provide 1 office building fronting onto London Road shown as Building E on the plan

layout outlined below. In addition to this, 4 separate residential buildings are also proposed which are located to the rear of the commercial building, 3 of the residential blocks would front onto Fairfield Avenue (Buildings B, C and D highlighted below) and a taller residential building would be located in a central position within the site (Building A).

Block E faces London Road

- 4.5 The office building would comprise 6 storeys which includes a set-back design with terraces on the upper floors and would have a total floor space of 12,787 square metres. With the exception of a front projecting ramp and stairs the building would be set back from the curb line which would allow the creation of a front area of public realm. The office building adopts a modern design approach and includes large areas of glazing interrupted with a number of vertical solar shading features.
- 4.6 The residential buildings vary in height with the lowest buildings (Blocks B, C and D) which are 8 storeys and the highest building (Block A) which is 12 storeys in height. The redevelopment proposal would provide a total of 253 residential units and the residential blocks follows an integrated detailed design elements and uses a common theme of matching colours and textures in the brickwork, bronze panels and balustrading.
- 4.7 The proposal includes a single level of basement created across the whole of the site which would provide cycle and car parking spaces for both the office and residential buildings. The proposed development would essentially provide a contained development with 2 central private communal courtyards one which is designed as quieter reflective space and the other is designed as a play courtyard which encourages informal play and seating areas for families.

Block A

- 4.8 This 12 storey building is of square shape and measures approximately 22.6 metres wide by 22.6 metres deep and would be 40.2 metres high (43 metres including the roof top plant enclosure). Block A would have a central plant enclosure that would also accommodate the lift overrun with external brown sedum roof and paving located outside of the plant area. The whole of the building would be in residential use apart from a ground floor management office, gym and energy centre. The building would provide a total of 65 units (21 x 1 bed units and 44 x 2 bed units) together with 36 balconies that would amount to 83 square metres of amenity space.

Block B

- 4.9 This 8 storey building is of rectangular shape and measures approximately 17.6 metres wide by 44.4 metres deep and would be 27.8 high (30.2 metres including the roof top plant enclosure). Block B and would have a roof top plant enclosure that would also accommodate the lift overrun and would include an area of external brown sedum roof and paving located outside of the plant area. The whole of the building would be in residential use apart from the ground floor which is to be largely occupied by a service yard and access to the

adjoining energy centre. The building would provide a total of 63 units (4 x studios, 40 x 1 bed units and 19 x 2 bed units) together with 2 external terraces that would provide 72 square metres of amenity space.

Block C

4.10 This 8 storey building is located directly opposite Birch Green and would measure approximately 25 metres wide, 25.2 metres deep (at its widest point) and would be 28.8 metres high (31 metres including the roof top plant enclosure). The plant enclosure would accommodate the lift overrun and would include an area of external brown sedum roof and paving located outside of the plant area. The whole of the building would be in residential use and would provide a total of 55 units (35 x 1 bed units, 18 x 2 bed units and 2 x 3 bed units) together with 1 external terrace that would provide 121 square metres of amenity space

Block D

4.11 This 8 storey building is a rectangular building that would measure approximately 17.6 metres wide by metres deep and would be 25.6 metres high (28 metres including the roof top plant enclosure). The roof plant enclosure would accommodate the lift overrun and would include an area of external brown sedum roof and paving located outside of the plant area. The whole of the building would be in residential use and would provide a total of 70 units (11 x studios, 30 x 1 bed units and 29 x 2 bed units) together with 1 external terrace that would provide 76 square metres of amenity space.

4.12 A total of 253 flats are to be provided and the overall mix of the proposed residential units are outlined in the table below:

	No. of Units Total - 253	Percentage
Studio	15	6%
One bed	126	50%
Two bed	110	43%
Three bed	2	1%

4.13 The submission does not include the provision of any on- site affordable housing units, but instead proposes the payment of an off-site financial contribution. The application in its original form proposed an off-site contribution of £2,158,692, but following independent viability advice, the agents acting for the applicant have since increased the financial contribution offer to £2,548,772.

Block E

- 4.14 This 6 storey office building is a rectangular building that faces onto London Road and would measure approximately 74 metres wide (with angled corner adjoining no. 15 London Road) and 28.2 metres deep at the deepest point and including the projecting overhang element. The office building would also measure approximately 25 metres high (28.4 metres including the roof top plant enclosure).

Entrance, Communal Space and Landscaping

- 4.15 An entrance area is to be provided to the south of the office building and adjacent to Block A would provide access for residents and their guests / visitors. A large and private communal courtyard area is proposed which would amount to 2110 square metres which would be provided in the centre of the site. This has been designed to link the space between all of the residential blocks and to the rear of the office building fronting London Road. This space will be a 'gated' garden and a secondary pedestrian access would be available from the communal courtyard and out onto Fairfield Avenue, opposite Birch Green. In terms of detail, a lawn with incidental play elements would be provided in the centre of the site, a play courtyard would be located adjacent to Block B with play features and external seating areas and a reflective courtyard would be situated to the north of the site and would include seating and laptop areas and local artwork.
- 4.16 The application includes a series of hard and soft landscaped features which would allow for permeability and are designed to be visually pleasing. The communal courtyard and public areas of planting on the street frontages would contain a mixture of landscaping and tree planting that would be consistent with the whole development. Street furniture would be in a variety of materials and would include provision for a range of planters, including for use as seating and at different levels. The landscaping scheme has been specifically designed to include raised planters with void areas within them to provide water storage in the event of a flood and or vents to assist with the ventilation of the underground car park.
- 4.17 The plans make provision for brown roofs to be provided as part of the design for all of the new buildings and also includes an ecology proposal that requires the provision of 6 bird boxes and 6 bat boxes within the site to increase biodiversity opportunities and to be in line with ecological best practice.
- 4.18 Private amenity space to serve some of the occupiers of the residential development would be provided in a small number of external terraces that are located at varying heights of the residential blocks. The combined floor area for these 4 terraces would be 195 square metres.
- 4.19 A total of 238 car parking spaces will be provided for the occupiers of the residential and office accommodation. The office development would have a total of 119 spaces, 99 would be located in a basement floor 20 surface spaces would be provided at ground floor level. A total number of 119 car parking spaces would be provided for use by the occupiers of the residential

development and all of these spaces would be provided in a one basement level.

4.20 The site will maintain the two existing vehicular accesses from Fairfield Avenue on the northern and eastern boundary of the site. The eastern access would provide access to the surface level car park and servicing (including emergency access) for the B1 office accommodation. A dedicated service area is provided for the residential accommodation located under Block B. A total of 387 bicycle spaces are proposed, the majority of which are located in the basement floor.

4.21 During the consideration of the current planning application, revised drawings have been submitted by the applicant. There has been no change to the overall number of residential units proposed although the total number of residential car parking spaces provided in the basement has increased from 119 to 125 spaces. The revisions have primarily been submitted in order to address existing concerns about the layout of the scheme in townscape terms as well as the impact of the redevelopment scheme upon the amenity of the residential occupiers living opposite the site in Linden Place and the living conditions of the future residential occupiers of Block D. The amendments involve:-

- The opening up of the entrance to the site provided from London Road;
- The re-location of the office building (Block A) away from the pavement edge on Fairfield Avenue and the reconfiguration of part of the end elevation and upper storey of this building;
- The reconfiguration of Blocks B and D including the provision of side additions;
- The relocation of the previous surface level office refuse store to the basement;
- The relocation of the office substation to a position to adjoin the boundary wall;
- The provision of a new central island crossing to Fairfield Avenue added to improve the crossing to Birch Green.
- The removal of low level landscaping along the west end of the office facing onto London Road;
- Improvements to the proposed hard and soft landscaping;
- The provision of 6 additional car parking spaces in the basement for the residential core as well as access to and the use of 86 car parking spaces in the adjacent multi- storey car park.

4.22 Copies of the main floor plans and principle elevations are attached as an Appendix.

5. CONSULTATIONS

5.1 The following table shows those bodies consulted and their responses:

Consultee	Comment
County Highway Authority	No objection, subject to the imposition of standard highway conditions and a legal agreement to secure a travel plan audit fee, five car club vehicles and other sustainable travel measures and incentives including a financial contribution towards the review of car parking restrictions and the stopping up of the highway.
County Archaeologist	No objection, any previous archaeological deposits are likely to have been destroyed, there are no archaeological concerns. No further archaeological work is required in relation to this application.
Environmental Health (Contaminated Land and Dust)	No objection, subject to the imposition of standard planning conditions.
Environmental Health (Air Quality)	Inadequate air quality assessment, has not qualitatively or quantitatively assessed the reduction/ offsetting of impacts with mitigation measures. Also, proposed measures are insufficient to mitigate development impacts and the package of measures such as public EV rapid / fast charging, support of car clubs and support of non-car travel modes should be improved. Revised details recently submitted, Members will be updated.
Environmental Health (Noise)	No objection, subject to the imposition of standard noise conditions.
Environmental Services (Renewable Energy)	No objection, 10% renewable energy requirement will be met, will need to be reviewed should detailed design of the scheme change.
Neighbourhood Services (Waste Collection)	No comment, whilst insufficient bin storage space is provided for an alternate

Consultee	Comment
	weekly collection, a private contractor will be employed to carry out all waste functions on a weekly basis.
Arboricultural Officer	No objection, subject to the imposition of a standard landscaping condition.
Crime Prevention Officer	No objection, informative recommended requiring the development to achieve Secured by Design award.
Thames Water	No objection.
SUDS (Surrey County Council)	No objection, suggest standard conditions.
Environment Agency	No comment, but refer to standing advice.
Natural England	No objection, not likely to have significant effect, damage or destroy interest features for which South West London Waterbodies SPA & RAMSAR and Staines Moor SSSI have been classified. Request provision of biodiversity and landscape enhancements.
Surrey Wildlife Trust	Recommend revised consultation response from Natural England be obtained and suggest recommendations to be implemented should permission be granted.
Staines Town Society	<p>Objection, building too hall, bulky, out of scale, no affordable housing provision, contribution inadequate, insufficient parking, substandard studios, proper play area required, pedestrian crossing to Birch Green necessary, contrary to EN1 and CO3.</p> <p>Revised Plans March 2017</p> <p>No narrative to explain changes, configuration of the residential blocks looks much as before, as no detailed explanation, previous objections reiterated.</p>

6. PUBLIC CONSULTATION

6.1 A total number of 279 properties were notified of the application, and at the time of writing a total of 36 letters of representation had been received objecting to the proposal on the following grounds:

- Increased traffic and congestion, impact on road and trains
- Insufficient parking, especially in Birch Green
- Buildings too high and an eyesore
- Boring and unattractive designs
- Increase in population in Staines, impact of school spaces and doctors
- Impact on flood risk and water levels
- Detrimental impact upon local wildlife
- Loss of light
- Loss of privacy
- Wind tunnels created
- Noise
- Increased dirt, dust and pollution
- Wheelchair accessibility
- Need for a pedestrian crossing
- Wall between Birch Green and Fairfield Avenue has deteriorated so no protection
- Negative impact on TV and radio reception
- No need for more empty office space

6.2 A total number of 279 properties were notified of the revised plans, and at the time of writing a total of 5 letters of representation had been received re-iterating objections to the proposal on the following grounds:

- Increased traffic and congestion, parking pressure on surrounding streets
- Insufficient car parking provided
- No motorcycle / moped parking
- Highway safety issues from cars driving too fast
- Problem with uneven footway
- Inadequate infrastructure and drainage
- Development too big
- Lack of children's play space
- Increase in population in Staines, impact on school spaces and doctors, lack of services
- Lack of social housing
- Loss of light
- Loss of privacy
- Increased littering problem
- Noise
- Increased air pollution
- Noise, vibration and pollution issues still need to be resolved
- Wall between Birch Green and Fairfield Avenue has deteriorated so no protection, residents promised replacement wall
- Impact on quality of life

- Impact on property values
- Negative impact on TV and radio reception

7. ISSUES

- Principle of Development
- Housing Size / Type
- Affordable Housing
- Housing Density
- Building Heights, Scale, Layout and Detailed Design
- Residential Amenity
- Standard of Accommodation
- Amenity Space
- Ecology and Landscaping
- Transportation Issues and Parking Provision
- Flooding
- Renewable Energy
- Air Quality
- Waste

8. PLANNING CONSIDERATIONS

Principle of Development

- 8.1 In terms of the principle of development it is relevant to have regard to paragraph 47 of the National Planning Policy Framework (NPPF) which states:

“ When considering planning applications for housing local planning authorities should have regard to the government’s requirement that they boost significantly the supply of housing and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent with policies set out in the National Planning Policy Framework (NPPF) para 47.

The government also requires housing applications to be considered in the context of the presumption of sustainable development. Relevant policies for the supply of housing cannot be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable site (para 49 of NPPF).

The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment – Runnymede and Spelthorne – Nov 2015). On the basis of its objectively assessed housing need the Council is unable to demonstrate a five-year supply of deliverable sites.

Para 14 of the NPPF stresses the presumption in favour of sustainable development and that proposals which accord with a development plan should be approved without delay. When the development plan is absent, silent or relevant policies are out of date, permission should be granted unless *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in this Framework indicate development should be restricted.'* This application must be considered having regard to the above requirements of Para 14 of the NPPF. "

- 8.2 Having regard to the proposed development and taking into account the above and adopted policy HO1 which encourages new development, it is considered that particular weight would need to be attributed to the urban location of the site, its currently cleared state as well as its town centre location, where the principle of new housing development would be regarded as acceptable.
- 8.3 In addition it is relevant that the principle of redeveloping this site has already been agreed by previous outline and reserved matters submissions concerned with providing alternative commercial schemes, one which was purely office and ancillary uses and the other which was an office, hotel and ancillary commercial uses. Following work which has previously taken place on the site in the Council has accepted that the earlier consents have technically commenced and so this is a relevant material consideration when understanding the current proposal.
- 8.4 The current application is a residential-led scheme which introduces a substantial amount of residential accommodation within the town centre location. The provision of a mixed use development to provide both office and residential development in an urban location would accord with national planning policies to re-use brown field sites and with the intentions and objectives of the NPPF.

Housing Size / Type

- 8.5 This full planning application proposes a mix of accommodation of studio, 1, 2, 3 bedroom units as set out below:

15 x studio,	(all private)
126 x one bedroom	(all private)
110 x two bedroom	(all private)
2 x three bedroom dwellings	(all private)

- 8.6 Policy HO4 (a) of the CS & PDPD requires developments of 4 or more units to include at least 80% of their total as one or two bedroom units. This policy requirement is expanded in the SPD "housing size and type", 2012 and the SPD makes it clear that this applies to private housing only. This current application proposes 251 of the private units of which as one and two bedroom units, and represents some 99% of the total, which is in excess of the policy requirement, and is therefore acceptable.

Affordable Housing

- 8.7 Policy HO3 of the CS & P DPD requires up to 50% of housing to be affordable where the development comprises 15 or more dwellings. The current submission does not include the provision of any on-site affordable housing units, but instead proposes the payment of an off-site financial contribution amounting to £2,158,692, which has been supported by a detailed Viability Assessment which includes confidential financial information.
- 8.8 This Viability Assessment has been closely scrutinised by independent valuers acting on the behalf of the Council and the analysis has confirmed that it is not viable to secure the provision of affordable housing on this particular site. However, based upon the advice provided in the viability review, it has been recommended that the financial offer should be increased. This has since been agreed with the applicant, which has resulted in an increased affordable housing financial contribution offer which of £2,548,772, which is regarded as acceptable, despite the objections raised in this regard.

Density

- 8.9 Policy HO5 of the CS & P DPD states that within Staines town centre development should generally be at or above 75 dwellings per hectare. Higher density development may be acceptable where it is demonstrated that the development complies with Policy EN1 on design, particularly in terms of its compatibility with the character of the area and is in a location that is accessible by non-car-based modes of travel.
- 8.10 There is no objection to the principle of residential use in town centres and some residential use is proposed for this site. The proposal includes the provision of 253 residential flats on the site and the proposed housing density is 236 dwellings per hectare (dph). The proposed density is above 75 dph and therefore technically complies with the density criteria stipulated in Policy HO5.
- 8.11 It is important to note that any mathematical density figure is in part a product of the mix of units proposed. In this case some 99% of the units are either studio, 1 bed or 2 bed and accordingly it is possible to accommodate many more small units within a given floor space and an acceptable numerical density could be much higher. However, as outlined above higher density developments may be regarded as acceptable as long as the development fully complies in design and townscape terms. In this particular case, it is considered that that the proposed development due to its scale and form (compared with the outline scheme) would not be out of character with the surrounding street scene. As a result, the proposal is regarded as acceptable and would comply with the intentions of density policy HO5.

Building Heights, Scale, Layout and Detailed Design

- 8.12 Policy EN1 of the Core Strategy and Policies DPD (CS & P DPD) states that the Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will create buildings and places that are attractive with their own distinct

identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land. Whilst this is a mixed use development, the Councils SPD on the “Design of Residential Extensions and New Residential Development,” April 2011 is relevant for the residential element and provides guidance on sunlight, daylight, privacy, minimum separation distances and guidance on minimum amenity space standards for flats.

- 8.13 It should also be noted that as a view has been taken that the previous planning permissions relating to the site have been commenced, Officers have assessed the proposal against this permission as well as the policy EN1 and the SPD on new residential development (2011).
- 8.14 The current application includes a tall building located in the centre of the site and set back from London Road (Block A), which at 12 storeys high would extend 4 storeys above the adjacent Ash House which has been converted to residential use following a prior approval submission. Whilst this block would evidently be the highest at 40.2 metres within its immediate context with Ash House and nos.1-63 London Road, in a wider context it would be the same height as the BT Tower further along Fairfield Avenue and would be above (38.8 metres) of the highest element of the recently approved reserved matters submission for the Charter Square site (formerly known as Majestic House). Taking these wider contextual views into account, it is considered that the tower block could be satisfactorily accommodated within the site, although this is principally on the basis of its set back location and square form of building.
- 8.15 The other residential blocks within this redevelopment scheme are 8 and 12 storeys and between 28 metres at the lowest and 43 metres at the highest point (including proposed roof top plant enclosures). The office building fronting London Road at 28.4 metres is comparable to the established form and pattern of the commercial buildings already situated within the locality of the site. For these reasons, it is not considered that an objection regarding the heights of these blocks per se could be sustained, despite the objections raised in this respect.
- 8.16 At the outline stage, it was acknowledged that the scale, form and height of any redevelopment on the site was viewed to be a major issue requiring careful consideration. It is evident that the original Centrica building (since demolished) was 12 storeys high, the former Majestic House development was 6 storeys in height, the Telephone Exchange building is 7 storeys high, and the commercial development at 1 London Road was approved at 5 storeys with plant on the roof.
- 8.17 As already indicated, this application has to be assessed alongside the previous permissions that have been granted for the redevelopment of the site. Historically, there has been a consistent and understandable concern about the relationship, height and bulk of any new buildings that are to be introduced onto the Fairfield Road elevation immediately opposite the 3 storey block of 28 studio flat units located at 1-28 Linden Place. As a result, all previous

negotiations have always stipulated the importance of trying to adhere to an agreed building line envelope of the outline permission to ensure that visually within the townscape context, there is a stepping down in the scale form and mass of any new buildings to achieve a satisfactory relationship to the Linden Place properties.

8.18 The layout for the redevelopment of the site has advanced with some reference to an understanding of the foot-print that was established with the earlier consents. The outline approval included one deeper building fronting onto London Road with lower key buildings located to the rear of the site and facing onto the northern part of Fairfield Avenue.

8.19 During the consideration of the current planning application, the Council has sought a design review of the scheme by Design South East (DSE) concerning the redevelopment scheme for this important town centre site. DSE are the region's leading source of built environment design support advice provided by a panel of professionals that offer design and townscape advice. This type of advice considers the fundamentals of place making; circulation, uses, fronts and backs and the Council were advised that these elements need to be established before settling on the appropriate height and bulk and architectural character for a given redevelopment scheme.

8.20 Following detailed discussions including a site inspection with the agents acting for the applicant, the design panel were of the view that the following matters needed to be resolved and required further attention by agents acting for the developers :-

- The relationship between the proposal and the existing townscape on London Road is problematic in that this side is residential in scale with the proposal representing a big increase in height and massing. Whilst this is not necessarily an issue in principle, some details are yet to be satisfactorily explained;
- The logic of creating a tall feature to within the townscape to announce the arrival to Staines town centre is acknowledged but this creates some uncomfortable relationships between the taller elements of the scheme and its neighbours on London Road and Fairfield Road. Detailed sun path studies are needed to demonstrate that no unacceptable overshadowing of the single aspect residential dwellings on Fairfield Avenue would occur.
- The relationship between office windows and the street, the low level landscaping, the use of a raised floor level to avoid flooding, access ramping and the levels of activity likely to occur within the building along this frontage are likely to mean that the building offers little to the street edge. Allowing the ground floor to remain level with the street and putting as many active uses within these spaces will help animate the building edge and pavement beyond it, giving more life and supporting the extension of the 'high street' as a lively space.

- The tree planting on London Road is welcomed but may be problematic due to services in the ground and due to the overshadowing of the building.
- Birch Green has the potential to act as an important space for the town centre, and there is scope within the scheme for access to be improved. To do this, a public route would need to be provided across the site. Instead, the intention is to make the routes that cross the development site through the new internal private courtyard, with gated access for residents. The central space within the development has the potential to offer a useful amenity to the wider area but as this is private, this opportunity is missed. There is scope to compromise, possibly opening up this route during the day and closing it off to the public at night for example, and DSE encourage this option to be explored.
- The car park site adjacent to the site should be subject to a design exercise so that should it be developed in the future, how it relates to the site should be explored.
- The publicly accessible route from London Road into the site runs past the proposed substation and serviced area and access core for the office building. Given the stature of the route in the overall scheme, the experience of moving along it is not of sufficient quality.
- Also, the main entrance from London Road is past a derelict building that it outside of the applicant's control, which harms the quality of this entrance and critically weakens the overall scheme.
- A further opportunity to enliven the central courtyard space has been missed due to where the entrances to the residential blocks are placed.
- The large trees shown in the supporting material of the central courtyard may not work due to lack of light, plus the root structures will need large tree pit, and this could be problematic given their location above the parking basement.
- The corner of the site as you approach along London Road, is working well, but could be made to stand out more.

8.21 These comments were referred back to the applicant and as a result some of the revisions to the scheme, received by the Council were a direct response to the advice provided by Design South East. However, the revisions have primarily been submitted in order to address the concerns about the layout of the scheme in townscape terms as well as the impact of the redevelopment scheme upon the amenity of the residential occupiers living opposite the site in Linden Place and the living conditions of the future residential occupiers of Block D.

- 8.22 The changes to the pedestrian entrance that would provide a widened and more noticeable entrance within an undercroft design feature from London Road is generally viewed as an improvement in terms of access and visual amenity. In addition, the re-location of the office building (Block A) away from the pavement edge on Fairfield Avenue and the reconfiguration of the side elevation and the upper storey of the building is welcomed in design and townscape terms. Other more minor changes involving the re-location of the office refuse store and the office substation provide a much improved public realm at ground floor level and outlook for the future residents of Block D.
- 8.23 In terms of the revised layout, the minor adjustment of the footprint of the buildings back from the pavement edge into the site and the reconfiguration of Blocks B and D, including the introduction of 6 storey side additions are considered to be acceptable in design and townscape terms. The introduction of a new central island crossing on Fairfield Avenue to improve access to Birch Green is welcomed, although it is disappointing that there would be no public access across the whole site to provide a direct route to the pedestrian crossing. Other minor changes involving the removal of low level landscaping along the west end of the office facing onto London Road and improvements to the proposed hard and soft landscaping.
- 8.24 The office element (Block E) of the scheme as amended is now no closer to the Linden Place properties when compared with the outline permission and whilst it is higher than the outline approval, the upper floors have been revised to include a setback to follows a set-back approach as previously permitted. The revised plans have since reduced the additional bulk of building and it is now considered that Block E would no longer over-dominate the Linden Place buildings and that this relationship has since been improved.
- 8.25 It is considered that the proposed development in terms of its scale and location, has sufficient regard to the character of the surrounding area and following the receipt of revised plans now makes a positive contribution to the area, integrates with the wider area, and will be visually in keeping with the street scene. For these reasons, the bulk, scale and height of the proposed buildings are considered to be acceptable and would now comply with adopted policy EN1, despite the view of objectors.
- 8.26 As far as detailed design considerations are concerned, it has always been recognised that a mixture of buildings exist in the area with regards to style, materials and the design treatment of buildings. The redevelopment scheme adopts a modern design approach that provides a series of vertical components that are individual and visually separated by adopting the use of different colours, textures and materials. Similarities within each residential blocks are repeated with the size and proportions of window openings, surrounds, recessed and projecting elements, together with a mixture of materials, colours and textures and the adoption of a series of stepped terraces at the higher levels of each block of development. The office building adopts a highly contemporary design with a significant amount of glazing, vertical emphasis and the use of shading features.

- 8.27 The design for this site is of high quality and with the use of light and dark brown warm colours would enable the large scale buildings to fit in with its contemporary neighbours located to the east of the site such as Ash House, but also blend in with the brown brick residential properties to the north on the Moormede Estate. As a result of the above, it is considered that the proposed appearance for the redevelopment scheme is viewed to be acceptable.
- 8.28 Objections have referred to the mixture of building design and materials used in the redevelopment scheme and that this would be out of character with the surroundings. However, it is considered that there is a consistent theme of vertical sections within the form of development and that articulation is provided due to the use of different detailed design elements and similar colours which blend in with the redevelopment scheme as a whole. For this reason, it is not considered that the objections raised on the design and appearance of the proposed development could be sustained in this instance.

Standard of Accommodation

- 8.29 A review of the submitted layouts has confirmed that the majority of the 253 residential units would just accord with the minimum requirements as set out in Spelthorne's Design of Residential Extensions and New Residential Development SPD as well as the National Technical Housing Standards. It is recognised that 2 of the studio units at 38 square metres would marginally fall below the National Technical Standard of 38 square metres and whilst this is not ideal, it is not considered that the refusal of planning permission could be justified due to this minor breach.
- 8.30 On the basis of the original plans submitted to the Council, a number of the proposed residential flats located in Block D were designed to face out onto the rear elevation of the office block, were single aspect and also northward facing in close proximity (15.6 metres) to the office building. Such an arrangement was considered un-satisfactory and was considered to provide a poor standard of amenity and outlook for some of these residential occupiers of this part of the site. As a result, revised plans were submitted which reconfigured the layout and form of Block D and involved the deletion of one central unit (repeated on the upper floors) that were single aspect and located directly opposite the office block. Other units within this elevation have the benefit of other windows serving the habitable accommodation as well as oblique views across to London Road and are not so seriously affected by the construction of the office block to warrant a refusal on amenity grounds. For these reasons, it is considered that the proposed redevelopment and the standard of the proposed accommodation would comply with the intentions of adopted policy EN1 and the Council's SPD.
- 8.31 Spelthorne Committee for Access (SCAN) have commented that the submitted material does not appear to provide adequate provision for disabled access and for wheelchair users that may use or occupy the development. The agents were made aware of these issues and have since confirmed that all of the units are wheelchair accessible and that 150 units are 'Accessible & adaptable' which equates to 59% of the total number of the units, which is welcomed by the Council and would not therefore lead to a sustainable objection.

Impact on Residential Amenity

8.32 The most relevant policy that relates to 'residential amenity' is policy EN1b of the CS & P DPD which states that:

“New development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.”

8.33 The Council's Supplementary Planning Document (SPD) on Design of Residential Extensions and New Residential Development is relevant and was adopted in 2011. The introduction to this SPD states that the document was 'intended to assist designers to create acceptable schemes which fit in with the character of the locality, are well designed and have no significant unacceptable impact on neighbouring properties'. The purpose of the SPD is to amplify parts of policy EN1 as set out in the Council's CS & P DPD.

8.34 With any town centre there will be an interface at the edges between town centre uses and larger scale buildings generally and the more suburban scale of development that surrounds them. This is particularly the case with Staines. Notable neighbouring buildings are the BT telephone exchange, Ash House (which was originally in office use), both of which are located on Fairfield Avenue and other dominant commercial buildings which front onto the High Street and London Road. The closest residential neighbours are located at nos. 1-28 Linden Place which is a housing development that provides 28 bedsit units, Ash House which was converted into 41 residential flats following an office prior approval scheme permitted in 2014, and 62 bedsit flats within the Moormede Crescent development to the north of the site that was approved in 1982.

8.35 The closest relationship would be between Blocks D and E and the Linden Place building which would be approximately 18 metres and 22 metres respectively metres at the closest point. The Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development 2011 (SPD) states that no extension (or new dwelling) should break a 25° line as measured from the centre of the main window to a habitable room at a point 2 metres above ground level. The SPD states that the purpose of the 25° guide is to ensure that in the area to the front or rear of a property no extension (or new dwelling) is so close that a significant view of the sky is lost. Importantly the introduction to the SPD sets out the approach to applying the document's requirements:

“Meeting the minimum requirements set out in this document will not guarantee that a scheme will automatically be acceptable. The acceptability of a scheme can only be judged by careful assessment of how it fits in with the immediate area. Often several issues will need to be carefully weighed which will dictate design solutions well above the minimum requirements. Occasionally there may be good reason why a particular requirement can be relaxed but this will need to be carefully justified.”

- 8.36 The proposed office building (Block E) which would be 6 storeys high and Block D which is ground plus 5 storeys that would be located opposite nos. 1-28 Linden Place will have a significant impact upon the outlook and light levels of these neighbouring flats located opposite the site. When applying the SPD standards as highlighted above it is clear that both block D and block E would break the 25° guide when measured from all of the windows of the upper floor accommodation of Linden Place that directly face the site. Because of this technical breach, it has been necessary for more detailed daylighting analysis to be carried out, as suggested by the BRE Guidance Document. The current application has been supported by a Daylight and Sunlight Report which has carried out detailed analysis and has been the subject of revisions to reflect the amended plans that have been submitted to the Council during the consideration of the current application.
- 8.37 The Report has carried out various comparisons with reference to the original Centrica building on the site, the cleared site and with the extent of building form provided for in the outline permission. It is considered that the most relevant basis for considering the redevelopment scheme is against the outline consent approved in 2008. This is relevant as the consented outline scheme which in association with the relevant approved matters submission could still, in fact, be implemented. The Daylight and Sunlight Report which has fully assessed the impact of the development upon the residential properties located at nos. 1-28 Linden Place, the Oaks to the north of the site and Ash House which has recently been converted to residential units.
- 8.38 Of the residential properties outlined above the most affected neighbouring windows are located within the front elevation of Linden House at first and second floor level; ground floor windows at Ash House and south facing windows of the most western block of the Oaks development. It should be recognised that in respect of the Linden Place properties, each unit only has one room apart from a separate bathroom and the rooms that are served by these first and second floor windows is the main outlook to this accommodation from these openings. It should also be noted that the ground floor level of Linden House accommodates undercroft car parking serving the 28 bedsit scheme. As far as Ash House is concerned, the affected windows serve a lounge / kitchen diner and the rooms affected at the Oaks development are bedrooms and living rooms.
- 8.39 This Report, as revised, confirms that when the impact on neighbouring residential properties (as highlighted above) are taken into account, a total of 11 windows would not comply with the BRE Guidance in respect of daylighting, specifically in respect of the properties as highlighted below:

Neighbouring Building	Total Number of Windows	Windows NOT Compliant with BRE Guidelines
1-28 Linden Place	36	9
Ash House	24	1
Oakfield, Moormede Crescent	47	1

- 8.40 The revised Daylight and Sunlight Report states that using the Vertical Sky Component (VSC) method 9 windows affected at nos. 1-28 Linden Place would experience light reductions between 21-25% which they state are marginally below the recommended target. The Report states that the 1 window would be affected in Ash House which is located on the east flank elevation would not meet the BRE guidance levels when the VSC method is adopted. In addition, the VSC daylight results as highlighted above demonstrates that only 1 window of a residential unit located in the Oaks development would not comply with the BRE guidelines.
- 8.41 The daylight analysis states that of the 9 windows at nos. 1-28 Linden Place that do not comply with the guidance, 4 of these windows serve communal space. The remaining 5 windows serve the main living quarters which comprises bedsit accommodation i.e. living room / bedroom. However, as the reductions experienced would be marginally beyond the consented levels, it is considered that the impact of the scheme upon the lighting levels reaching this accommodation could not be resisted in this particular case.
- 8.42 As far as Ash House is concerned, the analysis refers to the fact that the most affected rooms are in the flank elevation and are secondary windows to dual aspect accommodation that serves kitchen/lounge/ diners. Given that these rooms are served by other principal windows, it is considered that the reduction in lighting levels for 1 window affected is not considered to represent a sustainable reason to justify the refusal of planning permission. The Oaks development would similarly only have 1 window that would not comply with the BRE guidelines. The affected window would experience a 23 % loss of VSC compared with the 20% loss which is tolerated under the BRE guidelines. In view of this marginal breach, it is not considered that the refusal of permission could be justified on daylighting grounds.
- 8.43 With regards to levels of sunlight, only residential properties which face within 90° of due south are taken into account for sunlight analysis and the BRE Guidelines considers that sunlight to main living rooms as the most important. The sunlight analysis and results demonstrate that all of the south facing windows located at nos. 1-28 Linden Place and serving the units at the Oaks on Moormede Crescent would meet and exceed the recommended level of annual probable sunlight hours (APSH) and is fully compliant with the BRE guidelines in this respect. As for Ash House, the sunlight results demonstrate that all main habitable rooms would receive excellent levels of APSH. As a result, the Council is satisfied that there would be no significant sunlight impact upon the occupiers of nearby residential properties from the redevelopment scheme.
- 8.44 For the above reasons, the proposed redevelopment scheme is considered to be acceptable and have a satisfactory impact upon the day and sun lighting levels of the neighbouring residential properties. As a result, the application is considered to comply with the amenity requirement as set out in adopted policy EN1 as well as the adopted SPD, despite the objections raised in this regard.

Amenity Space

8.45 The Council's SPD on Residential Extension and New Residential Development 2011 provides general guidance on minimum garden sizes (Table 2 and paragraph 3.30). In the case of flats it requires 35 square metres per unit for the first 5 units, 10 square metres for the next 5, and 5 square metres per unit thereafter and allows useable balcony space to be counted. On this basis some 1,440 square metres would be required for the 253 units. These requirements are however, generally applicable to suburban sites. In the case of higher density town centre residential development and mixed use schemes paragraphs 4.46 – 4.47 states:

“Such schemes will usually involve high density flatted development. Mixed use schemes will only be appropriate on sites in town or local centres which are already identified for employment or retail use. The opportunities for on-site open space provision will be limited, particularly where ground floor non-residential uses and access/delivery areas occupy most of the site area. Family accommodation is therefore unlikely to be appropriate. Some amenity space can be provided in the form of large balconies as well as at roof level, subject to design and safety considerations.”

8.46 The combined amount of amenity space for use by the residential occupiers would total 2,110 square metres, although this calculation excludes the floor space that would be available in the terraces. Taking the total of the balcony and terrace floor space into account, (which amounts to 83 and 195 square metres respectively), the overall total amenity space being provided as part of this redevelopment scheme would be 2,388 square metres which is a considerable amount over the SPD minimum standard which was calculated at 1,440 square metres. This provision is considered acceptable and compliant with the Council's adopted policies and SPD.

8.47 Policy CO3 of the CS & P DPD requires the provision of public open space for residential developments where existing provision in the locality is inadequate or would become inadequate because of the development. A financial contribution towards the cost of new off-site provision can be made in lieu. In addition, in new housing developments of 30 or more family dwellings (i.e. 2-bed or greater units) the Council requires a minimum of 0.1ha of open space to provide for a children's play area. Such provision is to be increased proportionally according to the size of the scheme and in this case some 0.4ha. would normally be required.

8.48 Immediately to the north of the site is Birch Green, which is only 21 metres away and provides an extensive area of open space that would be easily accessible for use by the residential occupiers and office workers. Access to this open space by residents of the development as well as to the Stanwell Moor SSSI is such that the on-site provision of a children's equipped play area is not considered justifiable in this particular case. In addition, it should be recognised that specific areas within the communal amenity space have been designed to provide playable timber elements and the use of stepping stones to provide more active play opportunities. Taking these factors into account, it is

not considered that the objections that have been raised on the lack of on-site play space provided could justify the refusal of permission.

Landscaping and Ecology

8.49 Policy EN8 of the CS & P DPD states that the Council will seek to protect and improve the landscape and biodiversity of the Borough by ensuring that new development, wherever possible, contributes to an improvement in the landscape and biodiversity and also avoids harm to features of significance in the landscape or of nature conservation interest. It is also important to note the guidance regarding protected species in Circular 06/2005. This states that:

"it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision."

8.50 A landscape master plan and an ecological assessment have both been submitted with the application and refers to substantial tree planting within the site and has analysed the existence of any ecological features within the site as well as identify measures to protect and enhance them.

8.51 The current site is cleared and does not contain any existing trees or planting. The submission has provided a detailed landscaped master plan for the site which incorporates street trees on the edge of the site and also shrub and low level planting within the private / enclosed amenity space. The plans also make provision for additional amenity space in the form of extended balcony spaces and for 2 raised communal courtyards to be used by employees of the office building. At roof level, the layout includes the provision of brown roofs which are located at inaccessible areas of the roof scape.

8.52 The Council's Arboricultural Officer has considered the landscaping proposed for the street planting and private amenity space and has raised no objection to the principle of the planting works. However, this would be subject to the imposition of a planning condition requiring full details of the exact location, species and size of planting to be formally agreed by the Council.

8.53 On the basis of the ecological assessment carried out in March 2016, it is understood that the majority of the site comprises hardstanding with gravel and stone with a very small amount of vegetation. The site is considered to have low ecological value and on this basis, the Council is satisfied that there is no scope for protected species to inhabit or resort to this site.

8.54 The site is located some 414 metres from the Shortwood Common SSSI is situated to the east and Staines Moor is also located approximately 670 metres from the site. The Staines Reservoir is 439 metres away and together with the adjacent King George IV Reservoir SSSI forms part of the South-West London Waterbodies SPA.

- 8.55 Natural England has been consulted on the submission and state that the redevelopment is not likely to have a significant effect on, damage or destroy the interest features for which South West London Waterbodies SPA & RAMSAR has been classified. Natural England have provided detailed comments referring to the potential opportunities for securing biodiversity enhancements.
- 8.56 Natural England has recommended that a Construction Environmental Management Plan is agreed by the council before work commences to ensure that there is adequate protection for the SSSI and surrounding habitat against the effects of dust during construction. Other comments refer to opportunities to provide a robust green infrastructure for both people and wildlife and to secure the planting native species to provide habitats for birds and bats. Given the layout of the proposed blocks care should be taken to ensure that a sensitive lighting plan is agreed. These recommendations are being secured by way of condition as set out in the draft decision letter.
- 8.57 Surrey Wildlife Trust (SWT) initially commented that whilst the Ecological Assessment provides an account of existing ecological interest at the proposed development site with suggested enhancements, it does not identify or evaluate potential offsite impacts that may arise from the proposed development. Examples of this are disturbance or legally protected fauna or deterioration of designated habitats as a result of increased recreational visitor access.
- 8.58 The designated features of Staines Moor SSSI are particularly open to public access and therefore vulnerable. Designated SSSI features which are vulnerable to the types of disturbance and deterioration equated with recreational visitor access such as trampling and dog walking, include; ground nesting birds, over-wintering birds and uncommon wet grassland species.
- 8.59 In addition, the original consultation response from SWT referred to the loss or deterioration of these habitats as a result of increased recreational visitor access would therefore be contrary to the objectives of the Natural Environment and Rural Communities (NERC) Act 2006. In addition SWT advised that on the basis of the currently available information may be contrary to the statutory objectives of the Natural Environment and Rural Communities Act 2006 and the Wildlife and Countryside Act 1981 and the policy objectives of the NPPF.
- 8.60 Surrey Wildlife Trust also initially considered that Natural England had provided a response on the basis of false assumption of the railway location and suggested that the Council re-consult Natural England on the submission. In response to the comments expressed by SWT, a further supplementary ecological report was submitted for consideration and in support of the submission. As a result, additional consultations which included the supplementary ecological report were sent to both Natural England and SWT and no objections have been raised.
- 8.61 However, SWT reiterated the previous recommendation that Natural England were contacted for a revised consultation response but also suggested mitigation and enhancement measures advising the developer to take action to

ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive, for any development to proceed only in line with the recommendations of Paragraphs 7.2 and 7.3 of the above referenced Preliminary Ecological Appraisal report and to require a Construction Environmental Management Plan to be secured by condition.

- 8.62 Natural England commented that they are satisfied that the proposed development would not have a significant effect on the SPA provided that certain measures are secured. This would be around the provision of high quality infrastructure such as green / living walls, rain gardens, biodiversity enhancements within the site. Reference to off-site enhancements in Birch Green is suggested to make it more attractive; or other enhancements of the SSSI to improve quality and mitigate against increased recreational use. SWT also provide a number of recommendations relating to the need to carry out site clearance outside of the bird nesting season, suggest that the Council only proceed on the basis of recommendations 7.2 and 7.3 of the Preliminary Ecological Appraisal Report and in accordance with an appropriately detailed Construction / Environment Management Plan.
- 8.63 On the basis of the above comments, conditions are recommended for inclusion on the decision letter to secure the recommendations sought by Natural England and SWT including the biodiversity enhancements. For these reasons, the objections raised due to the impact on local wildlife cannot be justified.

Parking / Transportation Issues

- 8.64 The proposed redevelopment would be reliant on the re-use of two existing vehicular accesses to the site, one would be off Fairfield Avenue adjacent to Ash House to serve the residential development and the other would be similarly off Fairfield Avenue close to the junction with London Road and would serve the office development (Block E).
- 8.65 A total of 238 car parking spaces will be provided for the occupiers of both the residential and office accommodation and the majority would be provided in a basement floor with the exception of 20 surface car parking spaces to be used by occupiers of the office development. A dedicated service area is provided for the residential accommodation located under Block B and a total of 387 bicycle spaces are proposed, the majority of which are also located in the basement floor. The following table details the amount of car and cycle parking provision provided in the redevelopment scheme:

LEVEL	CAR PARKING STANDARD	CAR SPACES	DISABLED CAR SPACES	BICYCLES
Ground Floor		Office 20	Office 0	Residential 14

Basement		Residential 125 (inc 5 car club spaces) Office 99	Residential 5 Office 0	Residential 255 Office 102
Adjacent Multi- Storey Car Park		Residential 86		
Combined Total	Residential 345 (253 if 1 space per unit) Office 256	Residential 211 Office 119	Residential 6 Office 7	Residential 265 Office 122
Overall Total	601 (509)	330	13	387

- 8.66 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.
- 8.67 On 20 September 2011 the Council's Cabinet agreed a 'Position Statement' on how Policy CC3 should now be interpreted in the light of the Government's recent parking policy changes. The effect of this is that the Council will give little weight to the word 'maximum' in relation to residential development when applying Policy CC3 and its residential parking standards will generally be applied as minimum (maximum parking standards continue to be applicable in relation to commercial development). The supporting text to the Parking Standards stipulates a number of important exceptional situations where a reduction in parking will only be allowed. One of these situations includes town centre locations where the reduction in parking will be assessed against the distance from a "public transport node", frequency of public transport, availability of pedestrian and cycle routes, and the range and quality of facilities supportive of residential development within reasonable walking distance.
- 8.68 The development proposes a total of 125 car parking spaces to be provided for use by the residential occupiers of the development. However, the applicant owns the adjacent multi-storey car park and the revisions negotiated by the Council has led to 86 car parking spaces now being made available for use by the occupiers of the proposed development. The planning conditions that were previously imposed relating to the parking provision within the multi-storey car park and other neighbouring commercial developments have all been thoroughly checked which confirms that there are indeed spare car parking spaces available that were previously assigned to the North Thames House

building, also known as the Centrica Gas building, that has since been demolished. The provision of these additional 86 car parking spaces would be secured by way of the use of a Grampian condition that would not permit the use of the residential buildings until arrangements are in place to first provide access to and the use of these spaces within the multi-storey car park.

- 8.69 Taking into account the revised parking provision of 211 spaces, the re-development scheme would result in a car parking standard of 0.81 car parking spaces per dwelling being provided plus a further 5 car club spaces. Agents acting for the applicant advise that the parking standards for the 2 and 3 bedroom residential units are in line with the Surrey County Council standards and that the 1 bedroom and studio units would be 'car free' and would not have allocated car parking spaces. The Council's car parking standards for office and residential uses would require 256 car parking spaces for the office element of the scheme and technically 345 car parking spaces for the mix of residential units. However, the adopted parking standards does allow for a shortfall in car parking provision for development where public transport accessibility is generally high.
- 8.70 Applying Spelthorne's parking standards, the proposed parking provision is below the normal requirement. However, it is not considered that there could be sufficient grounds for justifying a shortfall in parking in this town centre location, within close walking distance of Staines Railway Station, which has a fast and frequent service. In addition it is relevant that the bus station is a short walk away with several bus services operating in the vicinity, including bus stops located along the High Street and London Road, the closest of which is 150 metres from the site. It should also be noted that the Majestic House redevelopment scheme (residential and offices) that is currently under construction and the most recent reserved matters scheme had a parking standard ratio of 0.83 space per unit.
- 8.71 The County Highway Authority (CHA) is satisfied with the proposed number of car parking spaces for the office and residential uses. The Council's parking standard for B1 office within Staines Town Centre should not normally exceed 1 car parking space per 50 square metres of office accommodation and the proposed office parking is below this Spelthorne Borough Council (SpBC) requirement. It should be noted that SpBC's parking standards for office development are expressed as a maximum for non-residential development. It should be acknowledged that Surrey County Council has advised that the office parking provision would not cause a highway safety problem.
- 8.72 The proposed parking is considered to be adequate given the location of the development and the local parking restrictions. The Council's parking standards recommend a reduction in parking provision for residential development in sites close to town centres, public transport, education and employment land uses. Whilst the site is located in such a location, the increased residential parking provision and the reliance on the use of spaces within the adjacent multi storey car park is now considered to be acceptable taking into account the fact that that the site is within 600 metres from Staines railway station and about 200 metres from bus stops with frequent bus services serving a wide range of locations.

- 8.73 The application also includes the provision of other transport initiatives to provide a disincentive for the proposed future occupants requiring the need for a private car parking space. These measures are welcomed and provide additional justification for the shortfall in the residential car parking provision, the details of which are provided in paragraph 8.80 below, which are included within the CHA recommendations.
- 8.74 As far as on street parking restrictions are concerned, it is considered that distances exceeding 200 metres would become unrealistic for opportunities for finding alternative residential parking. In terms of office parking, users of the site would have to travel in excess of 400 metres to parking in the multi-story car parks to secure parking spaces. On the streets surrounding the site and within and surrounding the town centre a range of parking restrictions are already in existence to prevent inappropriate parking. Given the location of the development and the nearby parking restrictions, the County Highway Authority has advised that the quantity of parking spaces is considered adequate.
- 8.75 The CHA has also confirmed that there would be adequate on street parking controls to prevent parking in dangerous locations and obstructing the free movement of all users of the highway.
- 8.76 In order to establish the quantity of vehicle movements from a proposed development it is necessary to obtain trip rates for the use of a site from TRICs which is a widely used national database containing vehicle movements and therefore trip rates from across the British Isles. The range of land uses available from this database includes office and residential uses.
- 8.77 For office development the number of vehicle movements are based on gross floor area or the number of employees. For residential development the number of vehicle movements are based on either site area, number of dwellings, housing density or the total number of bedrooms. The quantity of office vehicle movements is based on the floor area but modified to take account of the number of parking spaces proposed. The same approach was taken with the residential element of the scheme.
- 8.78 The planning application has been accompanied by a Transport Assessment which has compared the extent of the traffic movements between the current redevelopment proposal against the consented scheme. The county engineer has carried out an assessment and has advised that the current application would lead to an overall reduction of 148 two way traffic movements when compared with previously approved scheme. On this basis, the County Highway Authority has not raised an objection on traffic movement grounds, despite the objections raised on increased traffic and congestion grounds.
- 8.79 Revisions submitted in March 2017 to provide a traffic island is generally viewed as acceptable in principle, but the view of the County Highway Authority on this provision is awaited and will be reported to Members.
- 8.80 A number of strong objections have been received concerning the amount of car parking provided that is proposed within the scheme, which is also considered to lead to increased car parking pressure being placed upon the

surrounding streets. However, it is noted that there is almost no un-restricted kerbside parking within the vicinity of the site and the legal agreement signed at the outline stage already prevents future residential occupiers from applying to park in the nearby Controlled Parking Zone (CPZ).

- 8.81 A total of 265 cycle parking spaces would be provided in designated areas within the basement and ground floor of Block A which are to be used by the residential occupiers.
- 8.82 As far as the office element is concerned, the provision of 102 cycle spaces are to be provided in the underground car park for use by the office workers and the provision of 20 spaces are to be provided at street level. This amount of cycle provision is regarded as acceptable.
- 8.83 The County Highway Authority has advised that it would be necessary for a legal agreement to be completed that would secure:
- (a) Payment of a travel plan audit fee of £6,150;
 - (b) Provision of five car club vehicle for a minimum of two years, with all costs of the vehicles and provision of parking space being met by the developer.
 - (c) Provision of 25 months' worth of free travel for residential users of the proposed development using the car club vehicles.
 - (d) Provision of one year free membership of the car club for the first occupants of each of the proposed residential units.
 - (e) Provision of one £50 sustainable travel voucher per household (equates to £12,650 for the 253 proposed residential units which can be spent on either public transport tickets or towards a bicycle. If part or all of the £12,650 is not spent within one year towards purchasing a public transport ticket or towards purchasing a bicycle, it shall be reinvested into other non-private vehicle modes of transport use.
 - (f) Stopping up highway within the application site and dedicating land as part of the highway.
 - (g) £20,000 towards the review and implementation of parking restrictions upon occupation of the site.
- 8.84 The applicant has agreed to dedicate land to the highway in order to provide for future provision of a cycle route and will also dedicate additional land along the Fairfield Avenue frontage. The applicant will provide pedestrian crossing points at two locations along Fairfield Avenue as well as contributing £20,000 towards reviewing parking restrictions following occupation of the development. These mitigation measures are welcomed and viewed to be acceptable.

Flooding

- 8.85 Policy LO1 of the CS & P DPD states that the Council will seek to reduce flood risk and its adverse effects on people and property in Spelthorne by not permitting residential development or other 'more vulnerable' uses within Zone 3a where flood risks cannot be overcome. The policy also states that the Council will support the redevelopment of existing developed sites in the urban area in Zones 3a and 3b for 'less vulnerable' uses [e.g. commercial] where a minimum increase of flood storage capacity of 20% can be secured, and it reduces impedance to the flow of flood water where there would be flowing flood water.
- 8.86 The Environment Agency's current Flood Map indicates that the site is completely located in Zone 2, which has a medium probability of flooding. The applicant has submitted an updated FRA to accompany this submission as required by Policy LO1 of the CS & P DPD. The FRA confirms that the finished floor levels of the residential buildings would be located at a higher level of 16.00m AOD, which would be some 900mm above the 100 year + 20% climate change flood level. The FRA states that the proposed design will ensure a low risk of flooding from all sources, with the basement is at a low- medium risk of fluvial flooding.
- 8.87 The material supporting the planning application has confirmed that in events exceeding the 100 year +climate change, the flow of water would be stored on the basement car park. It is understood that the plant room would be protected from flooding in the basement due to the raised access forming part of the design. The FRA has also confirmed that the basement would be flood resilient to ground water by utilising appropriate water proofing measures.
- 8.88 The Environment Agency (EA) have been consulted on this submission and have made no objection on flooding grounds and have referred the Council to adopting the standing advice.
- 8.89 As far as surface water drainage is concerned, the proposed development has been designed to connect into a new pumping station within the site that will discharge via new gravity connection into the existing watercourse. The proposed drainage system will utilise SuDS in the form of a cellular storage tank located within the basement floor which is specifically designed to limit any surface water flooding and to reduce the flow of the site. The Lead Local Flood Authority at Surrey County Council has considered the submission and have raised no objection subject to the imposition of standard planning conditions.
- 8.90 Despite the objections raised on flooding and drainage grounds, the current application is considered to be acceptable on flooding and drainage grounds and would comply with the requirements of Policy LO1 of the CS & P DPD.

Renewable Energy

- 8.91 Policy CC1 of the CS & P DPD states that the Council will require proposed residential developments to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources, unless it can be demonstrated that the viability of the scheme would be threatened. It is relevant to note that Combined Heat and Power (CHP) is recognised by the

Council as an acceptable type of renewable energy for the purposes of Policy CC1 and the 10% renewable energy requirement.

- 8.92 The applicant has submitted an Energy Strategy, dated June 2016 which considers various renewable energy options for this redevelopment site. This energy strategy concludes that there is potential for 19% reduction in regulated CO2 emissions to be achieved on the site. In addition, according to the submitted material the suggested renewable technologies included as part of the proposal would lead to 18 % of the total site's energy demands being met, which would well exceed the 10% target as required by policy CC1 as highlighted above.
- 8.93 Environmental Services has confirmed that the renewable energy requirement would be met, although this is on the basis that the renewable energy provision continues to be reviewed and considered where there is subsequent detailed design changes to the scheme should permission be granted. As a result a condition has been recommended for inclusion on the decision letter requiring full details of the renewable energy equipment and the subsequent calculations to be submitted and approved by the Local Planning Authority.

Archaeology

- 8.94 The site partially lies within a designated Area of High Archaeological Potential associated with the London to Silchester Roman road. Previous archaeological reports have been produced in connection with other planning applications which have been submitted on this site. An Archaeological Desk-based Assessment dated June 2016 which accompanied the current submission refers to investigations in the vicinity of the site which has recorded significant evidence of prehistoric, Roman and medieval activity and occupation including human burials. Historic mapping shows that that the site has been subject to 'built' development along London Road in the southern part of the site since at least the mid18th century and that houses and gardens were laid out in this location by the mid19th century with the northern part of the site is shown as being a meadow.
- 8.95 It is evident from the Assessment that previous development on the site appears to have removed below ground deposits over the majority of the site area. As a result, it appears that the archaeological potential of the site is deemed to be low due to the previous impacts within the site boundary caused by the former underground car park which is thought to have removed some 3 metres of below ground deposits.
- 8.96 The County Archaeologist has stated that there are no archaeological concerns arising from the proposed development given that any archaeological deposits that may have been present have been destroyed or could not be accessed if present due to depth. This view has been reached bearing in mind that the site has been subject to extensive ground disturbance across the whole of the site caused in most part by the construction of a former basement. The County Archaeologist refers to the submitted report which indicates that the depth of impact is approximately 3m and concludes that if any archaeological remains are present within or cutting the underlying geology they may not be able to be

accessed due to safety and site constraints. The Assessment does state that should the planned geotechnical investigations identify areas of surviving deposits, then some form of archaeological investigation would then be required.

Contaminated Land and Dust

- 8.97 At the time that the outline application was approved and the corresponding reserved matters submissions, detailed conditions were recommended requiring further site investigation and risk assessment to find out the nature and full extent of any contamination on the site.
- 8.98 The current application has been supported by a Preliminary Risk Assessment which was prepared to identify the potential sources of contamination and geological hazards at the site. Further to this, intrusive ground investigation was carried out and is summarised in the Ground Investigation Report which confirmed that no formal remedial measures are considered necessary in respect of human health. The submitted material also concluded that no asbestos fibres were detected in the samples analysed, no risk to controlled waters was identified and no formal gas protection measures were found to be required.
- 8.99 Environmental Health has considered the submitted desk top study and the site investigation did not identify significant contamination, but the consultant has made a number of recommendations that are considered appropriate given the information available.
- 8.100 A remediation method statement is required to set out details of the watching brief during groundworks and the validation procedure for importing clean sub and top soils for the landscaping. This document should also include confirmation that the applicant's consultants have considered the past site investigation reports and that those previous findings do not change their recommendations. The outcome of discussions with the water company, the watching brief and validation of imported soils should all be detailed within a site closure / verification report.
- 8.101 To conclude, Environmental Health raise no objection to the proposed redevelopment scheme, but state that it is appropriate that any planning permission granted should be conditional to a requirement on the applicant to prepare a remediation method statement and a final validation. In addition, it would be necessary to prepare a Construction Method Statement / Construction Environmental Management Plan to ensure that the extensive groundworks and construction phase do not cause an unacceptable impact on local amenity. The imposition of such conditions is considered to go some way to addressing the objections raised by local residents on increased dirt, dust and pollution grounds.

Air Quality

- 8.102 The application site is located within an Air Quality Management Area (AQMA) and therefore there is potential for future occupiers of the site to be

exposed to elevated pollution levels. As a result, the current submission has been accompanied by an Air Quality Assessment. This report concludes that during the construction phase of implementing the proposed development, the releases of dust would occur and due to the separation distances between nearby sensitive receptors and the development site, the risk of dust impacts on air quality has been assessed as being high. However, the report confirms that through good site practice and the implementation of suitable mitigation measures, the impact of dust releases may be effectively mitigated and the resulting impacts would be negligible.

8.103 Environmental Health has considered the Air Quality Assessment submitted with the application and states that it does not meet best practice. The assessment has not identified specific existing and future receptors, has not assessed 'with' and 'without' development scenarios, has not identified the potential impacts on the local receptors and has not assessed the significance of those impacts. Unlike the Transport Assessment, Environmental Health state that the Air Quality Assessment should not factor in an extant permission but use current baseline conditions. The Transport Assessment is based on reduced traffic flows from constrained on-site parking. An Air Quality Assessment should also include sensitivity analysis for increased traffic flows with off-site parking and or higher levels of car passengers.

8.104 Environmental Health continue by stating that the failings of the air quality Assessment Report mean it is very difficult to make any judgement on the overall significance of effect of the development. Given that the site has been vacant for in excess of 10 years, the development will have an adverse impact on 'real-world' air quality. The scale and location of the development has the potential to have a significant impact on existing residential receptors nearby together with exposure of future residents of the scheme. Relevant receptor locations in close proximity to the development are already in exceedance (or within 5%) of national air quality objectives in an area where it is proving difficult to reduce pollutant concentrations. In addition identified concerns with the traffic data used in the assessment means the exposure of future residents may have been under-estimated and therefore the proposed mitigation measures may not be sufficient. For these reasons and based upon the submitted material, it is clear that the position on air quality remains outstanding, a view shared by objectors. Members will be updated on this matter at the Planning Committee meeting.

Noise

8.105 Agents acting for the applicant have submitted a Noise Report which includes the use of a computer model which in conjunction with baseline data has created noise maps showing the predicted façade noise levels at the different floors of the proposed development. Mitigation measures have been provided in the form of glazing specifications to meet the proposed internal noise levels to demonstrate that the issue of noise can be addressed subject to suitable level of mitigation.

8.106 An assessment of the noise impact from the plant associated with the development has not been provided at this stage and the agents acting for the

applicant have relied on the use of a planning condition to control the plant noise levels.

8.107 Environmental Health also confirm that the current application refers to a series of recommendations that are designed to mitigate and minimise potential noise effects upon the living conditions for the future residential occupiers in the development. These are principally concerned with ensuring that double glazed units (with differing thickness of glass) are to be introduced into the new properties depending upon their location and floor level. Such provision is considered to be generally acceptable to Environmental Health. However, the exact detail of these noise mitigation measures would still need to be formally submitted to and approved by the Council in response to standard noise conditions as recommended by Environmental Health in their consultation response.

Refuse Storage and Collection

8.108 The waste strategy for this redevelopment proposes two separate and independent waste management processes for the office building and residential blocks of development.

8.109 The refuse and waste strategy has addressed the requirement of the office building and the residential blocks as two independent waste management processes given the differing nature of the functions and to ensure that independent investment blocks can be provided.

8.110 The residents will be encouraged to sort their waste materials using the separate bin sections within their premises and be responsible for taking their waste down to the waste collection areas located at basement level via the lifts. Each of the four residential buildings has a waste holding room and sufficient space has been allowed in each of the waste stores for bins with adequate capacity for refuse and recyclable waste it is proposed that weekly collections will take place using a private contract arrangement.

8.111 The private management team will transfer bins within the basement level to the waste bin collection holding area located on the west side of the basement, under the car ramp. The refuse vehicle will arrive at the ground floor within the covered service bay, and bins will be transferred from the basement holding area to ground floor via a heavy duty hoist. An initial quantity of bins will be taken up to the service bay before the collection vehicle arrives and then cycled through until all bins have been discharged.

8.112 The office building will be managed using a normal daily cleaning regime with sorted waste brought down to ground level on a daily basis at the end of each day. Waste will be transferred via the lifts and then taken through the rear service door of the office building across to rear car park / service road to a waste holding building. Waste collection vehicles will access the collection area from Fairfield Avenue, reversing into the site and parking immediately adjacent to the waste holding building.

8.113 The Council's Group Head of Environmental Services has been consulted on this submission. The Council's policy for the collection of waste and recycling is an alternate weekly collection of rubbish & recycling with a weekly collection of food. The planning application does not provide enough bin storage space for an alternate weekly collection but it is noted that a management company will be engaging a private contractor to carry out all waste functions on a weekly basis as long as the development is occupied. Taking this all into account, it is considered that an objection could not be sustained on refuse / waste grounds.

Local Finance Considerations

8.114 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not

8.115 In consideration of S155 of the Housing and Planning Act 2016, the proposal would result in an affordable housing financial contribution of £2,548,772, a CIL payment of £1,082,637 and £20,000 to be used towards the review of parking restrictions in the area. These are material considerations in the determination of this planning application. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

Other Matters

8.116 Other representations refer to there being no need for further empty offices, the increase in population, the impact on school spaces, doctors, lack of services, the effect on the quality of life and on TV and radio reception. However, these objections are not valid planning objections to justify the refusal of planning permission.

8.117 The financial implications of the application are such that the scheme would result in an affordable housing financial contribution of £2,548,772, a CIL payment of £1,082,637 and £20,000 to be used towards the review of parking restrictions in the area.

Conclusion

8.118 It is considered that this application is regarded as unacceptable and would not comply with the intentions of the Council's adopted planning policies contained in the CS & P DPD that are concerned with ensuring that the visual impact of development upon the surrounding area is satisfactory and protecting residential amenity.

9. RECOMMENDATION

Subject to air quality issues be satisfactorily resolved:-

1. To GRANT PERMISSION for the planning application to redevelop the whole site subject to the prior completion of a S106 Agreement in respect of the impositions of conditions as set out below:-
 - (a) Payment of an affordable housing contribution of £2,548,772
 - (b) Payment of a travel plan audit fee of £6,150
 - (c) Provision of five car club vehicles, with all costs associated with the provision of the vehicles including provision of parking space being met by the developer
 - (d) Provision of 25 months' worth of free travel for residential users of the proposed development using the car club vehicles.
 - (e) Provision of one year free membership of the car club for the first occupants of each of the proposed residential units
 - (f) Provision of one £50 sustainable travel voucher per household (equates to £12,650) for the 253 proposed residential units) which can be spent on either public transport tickets or towards a bicycle. If part or all of the £12,650 is not spent within one year towards purchasing a public transport ticket or towards purchasing a bicycle, it shall be reinvested into other non-private vehicle modes of transport use.
 - (g) A financial contribution of £20,000 towards the review and implementation of parking restrictions in the area following the occupation of the buildings on the site.

A Non Compliance of S106 Agreement

In the event that the Section 106 agreement is not completed and the applicant does not agree an extension of time for the determination of the planning application, delegate to the Assistant Head of Planning (Development Management) in consultation with the Chairman of the Planning Committee the following: -

Refuse the planning application for the following reasons:

- 1) The development fails to provide a satisfactory provision of affordable housing to meet the Borough's housing needs, contrary to Policy HO3 of the Core Strategy and Policies DPD 2009.
- 2) The proposal fails to provide sustainable transport measures and is therefore contrary to Policy CC2 of the Core Strategy and Policies DPD 2009.

3) The proposed development fails to provide an acceptable impact upon the air quality of the surrounding area. As a result, the proposed development would be contrary to the NPPF and policy EN3 of the Core Strategy and Policies DPD, 2009.

Planning Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 21370-XX-07-99E, 100F 101C, 102C, 103C, 104C, 105C, 106C, 107C, 108C, 109C, 110C, 111C, 112C, 120C, 121C, 122C, 123C, 124C, 125C, 126C, 130B, 131B, 132B, 133B, 134B, 135B, 136B, 137B, 140D, 141D, 142F, 300, 301, 302, 303, 304, 305 and 306.

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Before the commencement of the construction of the development hereby approved, full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees and shrubs shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and that the planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

Reason:-.To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development. In accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. Before the commencement of the construction of the development hereby approved, details of the materials and detailing to be used for the external surfaces of the buildings and surface materials for the parking areas shall be submitted to, and approved in writing by, the local planning authority. The development shall then be carried out in accordance with these approved details.

Reason:-.To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the

locality in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. That within 3 months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials arising from that part of the development in accordance with details to be submitted to, and approved in writing by the local planning authority before any work on that part of the development hereby permitted is commenced, and the approved facilities shall thereafter be retained.

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

6. That the parking spaces as shown on the submitted plans shall be constructed and the spaces shall be completed prior to the completion of the residential development and these spaces together with the means of access thereto shall be maintained thereafter as approved, and be reserved for the benefit of the occupiers of the residential development hereby permitted.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to ensure that the parking spaces are provided are reserved for the benefit of the development for which they are specifically required, in accordance with policy CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

7. That the cycle parking spaces as shown on the submitted plans shall be constructed and the spaces shall be completed prior to the completion of the residential development and these spaces together with the means of access thereto shall be maintained thereafter as approved, and be reserved for the benefit of the occupiers of the residential development hereby permitted.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to ensure that the cycle parking spaces are provided are reserved for the benefit of the development for which they are specifically required, in accordance with policy CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

8. Notwithstanding the submitted plans the proposed development shall not be occupied until the two accesses with Fairfield Avenue has been constructed with tactile paving in accordance with a scheme to be submitted to and approved in writing the Local Planning Authority, all to be permanently retained.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

9. The development shall not be occupied until the footway fronting the London Road and Fairfield Avenue site frontages as shown on drawing 21370 XX 07 142C has been made good.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

10. Notwithstanding the submitted plan details of the proposed layby on Fairfield Avenue as shown on drawing 21370 XX 07 142C shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall be provided before the site is occupied, all to be permanently retained.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

11. Notwithstanding the submitted plans, the proposed development shall not be occupied until a minimum of 24 car parking spaces for the 253 apartment units have been fitted with electric vehicle trickle charging points and a minimum of six spaces for the 12,787m² commercial development have been fitted with electric vehicle trickle charging points, all to be permanently retained.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

12. No development shall commence until a Construction Transport Management Plan has been submitted to and approved in writing by the Local Planning Authority, which should include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)

- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (k) on-site turning for construction vehicles

Only these approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

13. Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide". And then the approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

14. No development shall take place until:-
- (i) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site, has been submitted to and approved in writing by the Local Planning Authority.
 - (ii) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.
 - (iii) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology.

The site shall be remediated in accordance with the approved method statement, with no deviation from the statement without the express written agreement of the Local Planning Authority.

Reason: To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

NOTE

The requirements of the above Condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected By Contamination - Guidance to Help Developers Meet Planning Requirements" proving guidance can also be downloaded from Spelthorne's website at www.spelthorne.gov.uk.

15. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

16. No development shall take place, including any works of demolition, until a Construction Environmental Management Plan (CEMP) for the site has been submitted and approved by the Local Planning Authority. All of the demolition and construction work shall then be undertaken in strict accordance with this approved plan and relevant codes of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that neighbouring residential occupiers do not suffer a loss of amenity by reason of excess noise, nuisance and pollution from the construction work and activity taking place on the site when implementing the decision in accordance with policy EN1 and EN11 and the National Planning Policy Framework 2012.

17. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning

authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure and this condition is required in accordance with policies SP6 and EN11 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

18. Prior to construction of the development hereby approved the following need to be supplied to and approved by the local planning authority: Detailed development layout at an identified scale showing permeable and impermeable areas, detailing the exact location of SUDs elements, including finished floor levels and cover levels. The details of all SuDS elements, attenuation tank and other drainage features, including long and cross sections, pipe diameters including the details of the methods of flow control and respective levels and how these relate to submitted calculations must be submitted for approval.

Reason: To ensure that the design fully meets the requirements of the national SuDS technical standards

19. Prior to construction of the development hereby approved, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved by the local planning authority

Reason: To ensure the drainage system is maintained throughout its life time to an acceptable standard

20. Before the commencement of the construction of the development hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.

Reason: To ensure that the proposal has fully considered system failure.

21. Prior to occupation, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System has been constructed as agreed.

22. That within 3 months of the commencement of any part of the development permitted a report must be submitted to, and approved in writing by, the local planning authority, to include details and drawings to demonstrate how 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the

estimated sizing of each of the contributing technologies to the overall percentage. The report shall identify how renewable energy, passive energy and energy efficiency measures will be generated and utilised for each of the proposed buildings to collectively meet the requirement for the development. The approved details shall be implemented with the construction of each building and thereafter retained.

Reason: .In the interest of sustainable development and in accordance with policies CC1, SP6 and EN1 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

23. Provision shall be made for access to the premises hereby permitted by people with disabilities, and facilities, including toilets and parking spaces, shall be provided for them in accordance with details to be submitted to and approved in writing by the local planning authority within 3 months of the commencement of any part of the development permitted

Reason:-.To ensure people with disabilities can use the buildings without difficulty or discomfort in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

24. That within 3 months of the commencement of any part of the development permitted a plan shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected in accordance with a timetable agreed in writing with the Local Planning Authority, but the boundary treatment shall be completed before the residential development is occupied. The development shall be carried out in accordance with the approved details and maintained as approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

25. That the development hereby approved shall be carried out in accordance with the mitigation and biodiversity recommendations as set out in paragraphs 7.2 and 7.3 of the Preliminary Ecological Appraisal reports dated March 2016 and November 2016.

Reason: To safeguard and protect important species using the site in accordance with policies in accordance with policies SP6 and EN8 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

26. That within 3 months of the commencement of any part of the development permitted a scheme to provide bird, bat and insect boxes on the site shall be submitted to and approved in writing by the Local Planning Authority. The

agreed scheme shall be implemented before the buildings are occupied and thereafter maintained.

Reason:-.To encourage wildlife on the site in accordance with policies in accordance with policies SP6 and EN8 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

27. That within 3 months of the commencement of any part of the development permitted, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

28. The development hereby approved must only be carried out on site between 08:00 - 18:00 Monday to Friday, 08:00 - 13:00 Saturday and none at all on Sunday, Public Holidays or Bank Holidays.

Reason:-.To safeguard the amenity of neighbouring properties in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

29. That within 3 months of the commencement of any part of the development permitted a waste management strategy shall be submitted to and approved in writing by the Local Planning Authority. The waste management strategy shall be carried out as approved.

Reason:-.To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

30. The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T * , 30 dB LAeq T † , 45dB LAFmax T *

Living rooms- 35dB LAeq T †

Dining room - 40 dB LAeq T †

* - Night-time - 8 hours between 23:00-07:00

† - Daytime - 16 hours between 07:00-23:00

31. Prior to use a report shall be submitted in writing to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. The development shall be carried out in

accordance with the approval given. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises. The results shall be submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with policy.

32. Prior to use of the amenity areas, a proposed scheme of sound reduction shall be submitted to the local planning authority for approval by the LPA. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. The development shall be carried out in accordance with the approval given. Following completion of the development and prior to occupation, a validation test shall be carried out. The results shall be submitted to the LPA for approval in writing.

Reason: To ensure that the occupiers of the proposed development do not suffer a loss of amenity by reason of excess environmental noise in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

33. The habitable rooms within the development that share a party wall or ceiling element between dwellings shall be designed and constructed to provide sufficient resistance to the transmission of sound sufficient to ensure that an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the: floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [living room and kitchen above bedroom of separate dwelling. Prior to commencement of the development, a written report shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises. The results shall be submitted to the LPA for approval in writing.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the adjacent premises in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

34. The habitable rooms within the development sharing a party ceiling/floor element with commercial premises shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that noise due to the commercial premises does not exceed NR20. Prior to commencement of the development, a written report containing the proposed scheme of insulation shall be submitted to and approved by the

Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises.

Following completion of the development and prior to occupation, a validation test shall be carried out. The results shall be submitted to the LPA for approval in writing. The results shall be submitted to the LPA for approval in writing.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

35. Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the [basement plant room] [basement car park] [communal facilities] [specify other] from [dwellings] [noise sensitive premises]. Details shall demonstrate that the sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$ if impact noise is expected] is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Following completion of the development and prior to occupation, a validation test shall be carried out. The results shall be submitted to the LPA for approval in writing.

Reason: To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

36. The rated noise level from any plant (operating at capacity), together with any associated ducting shall be 10 dB (A) or more below the lowest relevant measured LA90 (15min) at the nearest noise sensitive premises. Prior to the commissioning of the plant and commencement of the authorised use, a written acoustic report detailing the proposed scheme shall be submitted to and approved by the Local Planning Authority. The method of assessment is to be carried in accordance with BS4142:2014 'Rating industrial noise affecting mixed residential and industrial areas'. The plant and equipment shall be installed and constructed in accordance with the approval given and shall be permanently maintained thereafter. Following the completion of the

development a validation test shall be carried out, the results shall be submitted to the LPA for approval in writing.

37. Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

38. Prior to commencement of the use details shall be submitted to and approved in writing by the Council to confirm that noise emitted by standby or emergency generators during power outages or testing does not exceed the lowest daytime LAeqT(15min) as measured or calculated according to BS4142:2014. Following installation and prior to the commencement of use, a validation test shall be carried out. The results shall be submitted to the LPA for approval in writing

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

39. Before the first commercial occupation of the development hereby permitted a Service Management Plan detailing how all elements of the site are to be serviced shall be submitted to and approved by the LPA. The servicing of the development shall be carried out in accordance with the approval given and the Service Management Plan shall remain extant for as long as the development is occupied.

Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance due to servicing in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

40. Prior to commencement of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment and any associated ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by vibration in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

41. The development must be designed to ensure that any habitable rooms in the residential element of the development (located adjacent to commercial units or plant rooms) are not exposed to vibration dose values in excess of 0.13 m/s during the night-time period of 23.00 – 07.00hrs. Prior to commencement of the development, a written report shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises. The results shall be submitted to the LPA for approval in writing.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

42. Any external lighting system installed at the development shall comply with the Institute of Lighting Professionals (ILE) Guidance for the Reduction of Obtrusive Light (January 2012). Prior to commencement of the development, a written report containing details of any external lighting (including: design; power and position of luminaries; light intensity contours) of all affected external areas (including areas beyond the boundary of the development) shall be submitted to and approved by the Local Planning Authority in writing before any such lighting is installed. The development shall not be carried out otherwise in accordance with any such approval given. Prior to the external lighting being commissioned for use a validation report shall be submitted to the LPA for approval in writing.

Reason: In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with in accordance with policies SP1 and EN13 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

43. The residential development hereby approved shall not be occupied until 86 car parking spaces are provided and made available for use within the adjacent multi-storey car park, following the submission and approval of a layout detailing the exact location of the 86 spaces within the multi storey car park including pedestrian access. These car parking spaces shall be retained in perpetuity for such use by the residential occupiers of the proposed development, unless otherwise submitted to and agreed by the local planning authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to ensure that the parking spaces are provided are reserved for the benefit of the development for which they are specifically required, in accordance with policy CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

INFORMATIVES TO APPLICANT

- 1 The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see:

<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see

www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

- 2 When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense
- 3 The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from un-cleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 4 The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

6. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
7. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

8. Thames Water recommend that petrol / oil interceptors be fitted in all car parking / washing /repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
9. The applicant's attention is drawn to the ACPO/Home Office Secured by Design (SBD) award scheme, details of which can be viewed at www.securedbydesign.com. In addition the following issues need to be addressed:-

1)The communal front doors, fire exit/s and internal flat doors, ground floor windows and easily accessible windows should be to the required standards: Doorsets shall be certificated to one of the following standards: PAS 24:2016 or STS 201 or LPS 1175 SR2 or STS 202 BR 2 or LPS 2081 SR B (but refer to the Homes 2016 document for further clarification and details of the relevant material standards). Third Party certification is required on these products. Ground floor and easily accessible windows shall be certificated to one of the following standards: PAS 24:2016 or STS 204 or LPS 1175 SR1 or

LPS 2081 SR A (but refer to the New Home 2014 document for further clarification and details of the relevant material standards).

2) Laminated glazing should be used for doors and any adjoining windows.

3) Secured by Design supports the provision of adequate and secure cycle storage facilities and provides some additional security requirements: External containers specifically designed for the secure storage of bicycles must be certificated to LPS 1175 SR 1. Cycle store doors at least 44mm thick can be locked into the doorframe using either a mortise deadlock or mortise sash lock certificated to BS 3621: 2007. The bicycle security ground anchor must also be certificated to 'Sold Secure' Silver Standard.

4) External security lighting, CCTV and landscaping need to be considered as integral to the scheme.

5) Post boxes within the communal hallways need to be secure, and

6) Access into the building (video access control/ trades' button etc.) needs to be considered.

7) Ensure hard landscaping does not encourage the use of skateboards.

10. Protected Species - Breeding Birds

It is evident that some suitable habitat for nesting birds is present within the footprint of the proposed development. The developer should be made aware that Part I of the Wildlife and Countryside Act 1981 makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy it's nest whilst it is being built or in use. The developer should take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive.

11. Ecology:

There are opportunities within these proposals to provide a robust green infrastructure to provide for both people and wildlife. The greenspace needs to be of high quality to support both residents and office workers. As the space is limited consideration should be given to enhancing the quality accessible green space offsite to provide for increased use.

Natural England is supportive of the inclusion of living roofs in all appropriate development. Research indicates that the benefits of green roofs include reducing run-off and thereby the risk of surface water flooding; reducing the requirement for heating and air-conditioning; and providing habitat for wildlife. Bio solar roofs can be used combining solar PV with a green roof. We would advise your council that some living roofs, such as sedum matting, can have limited biodiversity value in terms of the range of species that grow on them and habitats they provide. Natural England would encourage the use of bespoke

solutions based on the needs of the wildlife specific to the site and adjacent area. I would refer you to <http://livingroofs.org/> for a range of innovative solutions and Living Roofs and Walls (London GLA 2008) regarding the fit with the London Plan policy.

Planting of native species with a priority given to nectar rich varieties will provide for invertebrates, forage and habitats for birds and bats. Given the layout of the proposed blocks care should be taken to ensure that a sensitive lighting plan is included.

12. Construction Environmental Management Plan

The development hereby approved should only be constructed in accordance with an appropriately detailed Construction and Environment Management Plan (CEMP) detailing how adjacent statutory designated sites (South West London Waterbodies SPA and Staines Moor SSSI) will be protected from any adverse impacts as a result of construction. This document should be submitted to and approved in writing by the Council prior to commencement of development.

The CEMP should include adequate details including;

- Risk assessment of potentially damaging construction activities
- Practical measures to avoid and reduce impacts during construction
- Location and timing of works to avoid harm to statutory designated biodiversity features
- Responsible persons and line of communication
- Use of protected fences, exclusion barriers and warning signs.

13. Notice of the provisions of Section 20 of the Surrey County Council Act 1985 is hereby endorsed on this planning permission. Copies of the Section may be obtained from the Council Offices or from County Hall. Section 20 of this Act requires that when a building is erected or extended, proper provision must be made for the Fire Brigade to have means of access to the building or to any neighbouring buildings. There are also requirements relating to access and facilities for the fire service contained in Part B of the Building Regulations 2000 (as amended).

14. Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately.

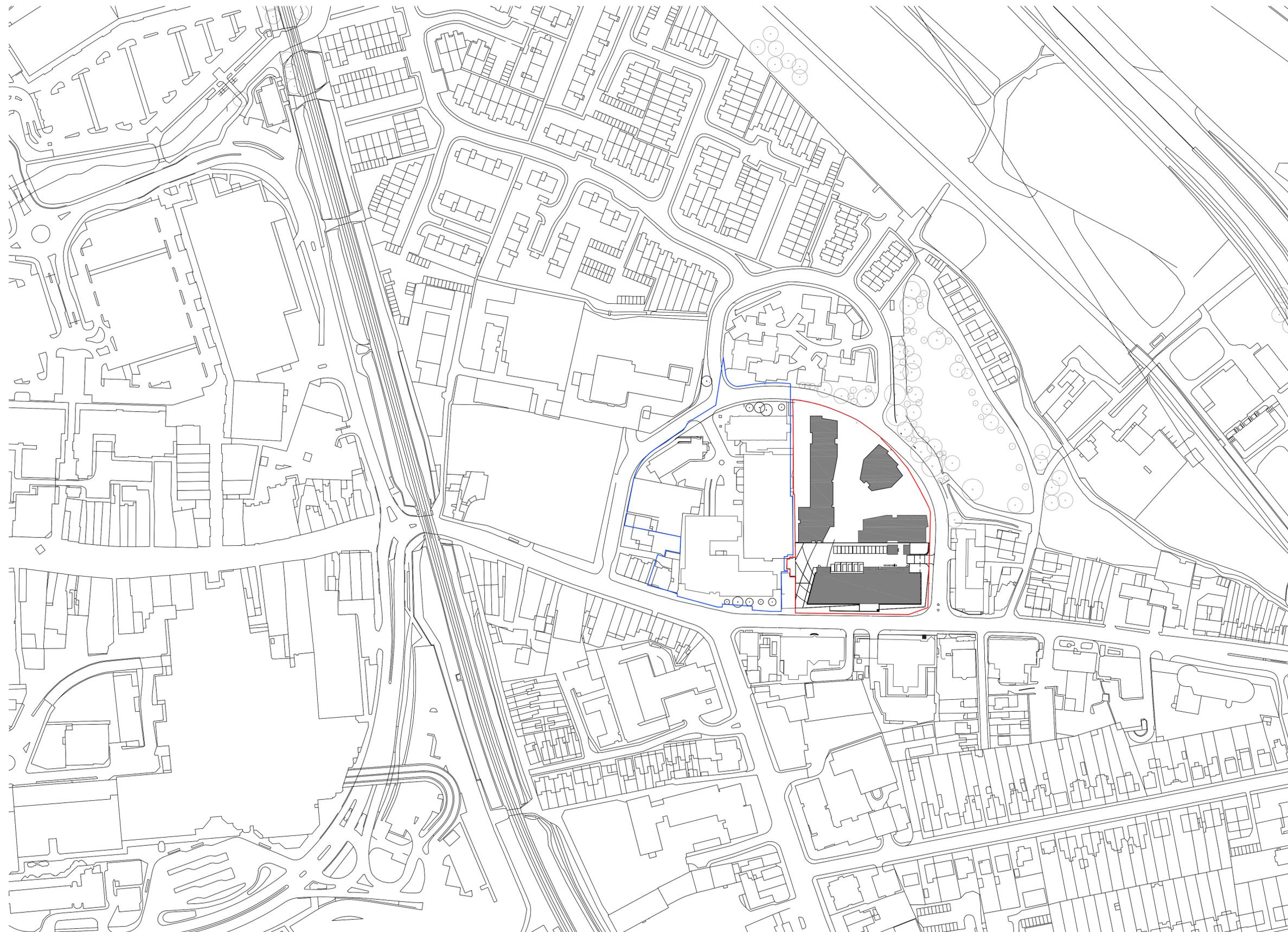
If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

Further information on CIL and the stages which need to be followed is available on the Council's website. www.spelthorne.go.uk/CIL.

15. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>)
16. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
17. Decision Making: Working in a Positive and Proactive Manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.



Notes

- Legend**
- Application boundary
 - Adjacent ownership

24/06/2016	Issue for planning approval	MMPL	
A	05/08/2016	Substituted drawings - for planning approval	AM
B	30/09/2016	Substituted drawings - for planning approval	RS
Rev	Date	By	Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
Staines-upon-Thames**

Title
Location plan 1/1250@A1

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
As indicated@A1

Issue status
PLANNING

Drawing number	Rev
21370-XX-07-140	B
Client Drawing number	



Notes

- ▲ Site entrance
- ▲ Building entrance
- Proposed footprint
- Buildings footprint
- Pavement
- Planning application boundary
- Proposed line of buildings above
- MSCP within Applicant Ownership

Rev	Date	By	Authorised
A	05/08/2016	Substituted drawings - for planning approval	AM
B	24/02/2017	Drawn issued for client approval	MM
C	23/03/2017	Substituted Drawing - for Approval	RS
D	13/04/2017	Adjacent ownership added - Drawing substitution	RS

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
Proposed context plan

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 500@A1

Issue Status
PLANNING

Drawing Number	Rev
21370-XX-07-142	D
Client Drawing Number	



FAIRFIELD AVENUE

Pedestrian Crossing

Notes

Legend
— Application boundary

Page 68



Rev	Date	By	Authorised
A	24/06/2016		Issue for planning application
B	05/08/2016		Substituted drawings - for planning approval
C	30/09/2016		Substituted drawings - for planning approval
D	24/03/2017		Draft issued for client approval
E	23/03/2017		Substituted Drawing - for Approval
F	10/05/2017		note added at SBC request
	16/05/2017		Parking updated to SBC comments

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA - site - level 00 plan

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 200@A1

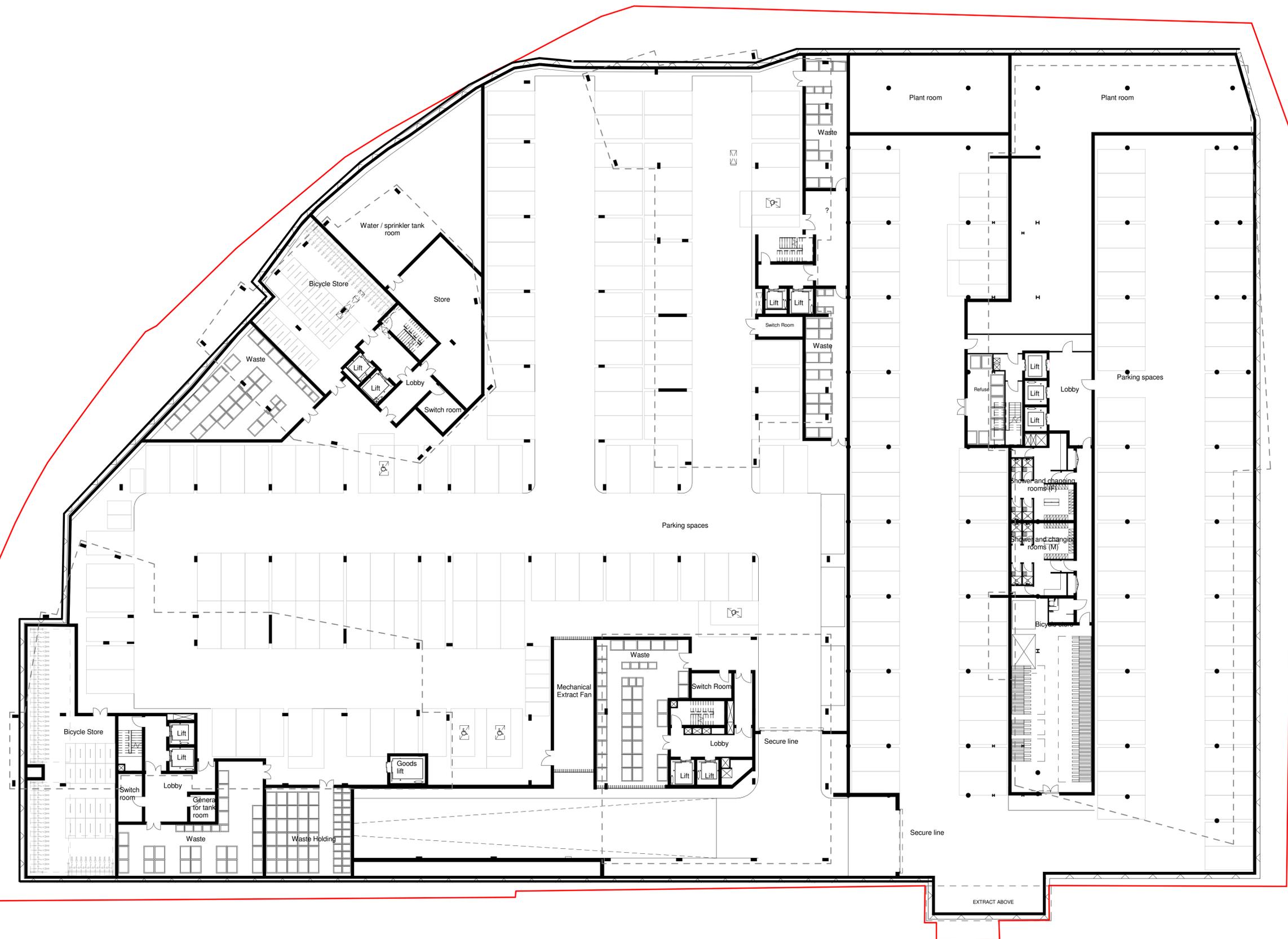
Issue Status
PLANNING

Drawing Number 21370-XX-07-100	Rev F
Client Drawing Number	

Notes

Legend

Application boundary



Rev	Date	By	Authorised
A	05/08/2016	MM	AM
B	24/02/2017	MM	MM
C	23/03/2017	RS	RS
D	10/05/2017	RS	RS
E	16/05/2017	RS	RS

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Client
Bell Hammer / Aberdeen Asset Management

Project
17-51 London Road Staines-upon-Thames

Title
GA - site - basement plan

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 200@A1

Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-099	E
Client Drawing Number	

Notes



24/06/2016	Issue for planning application	MM/PL	
A	05/08/2016	Substituted drawings - for planning approval	AM
B	24/02/2017	Draft issued for client approval	MM
C	23/03/2017	Substituted Drawing - for Approval	RS
Rev	Date	By	Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA - site - level 01 plan

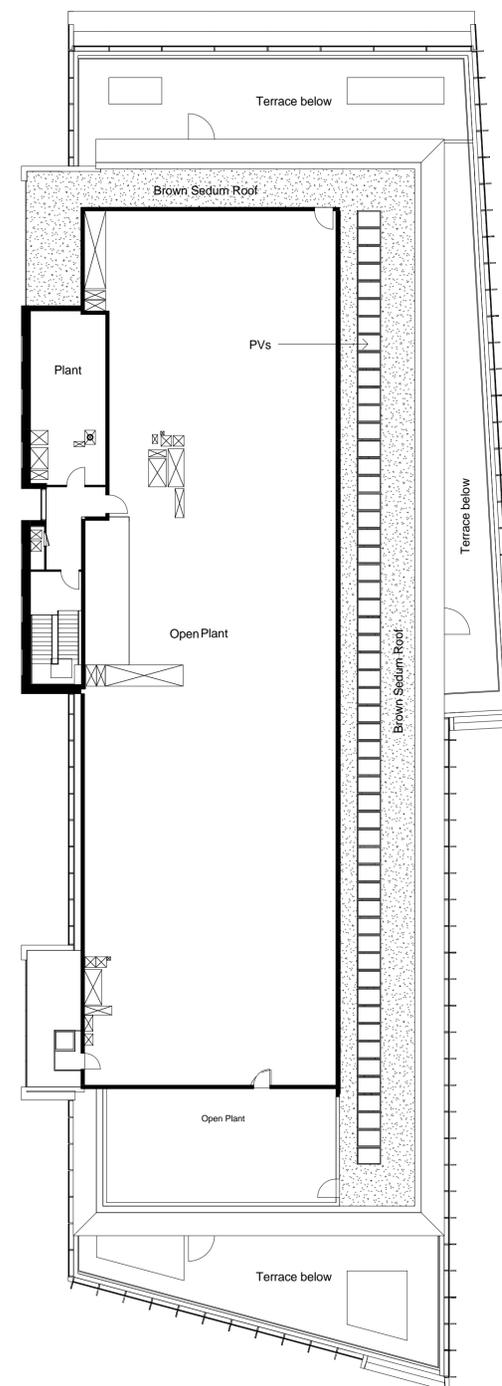
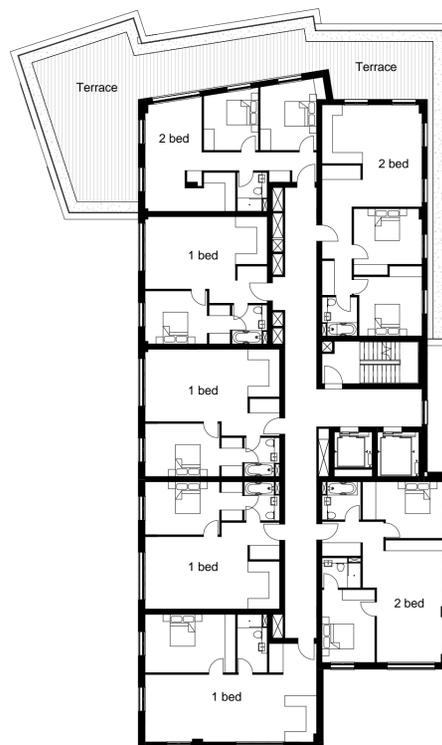
Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 200@A1

PLANNING

Drawing Number	Rev
21370- XX-07-101	C
Client Drawing Number	

Notes



24/06/2016	Issue for planning application	MM/PL	
A	05/08/2016	Substituted drawings - for planning approval	AM
B	24/02/2017	Draft issued for client approval	MM
C	23/03/2017	Substituted Drawing - for Approval	RS
Rev	Date	By	Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA - site - level 06 plan

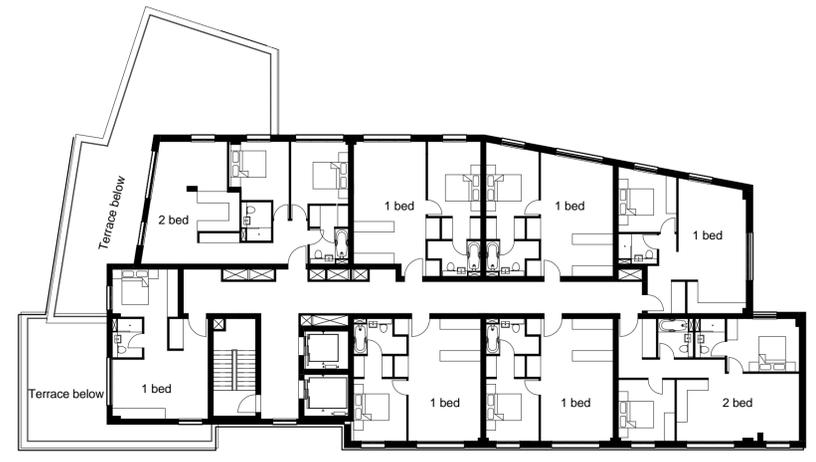
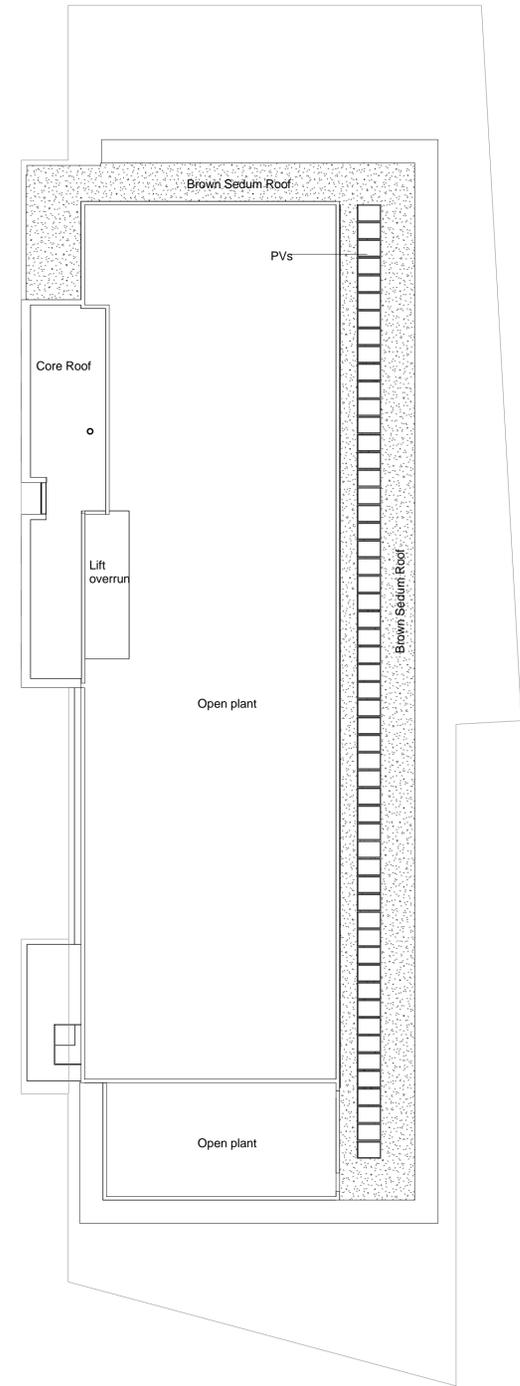
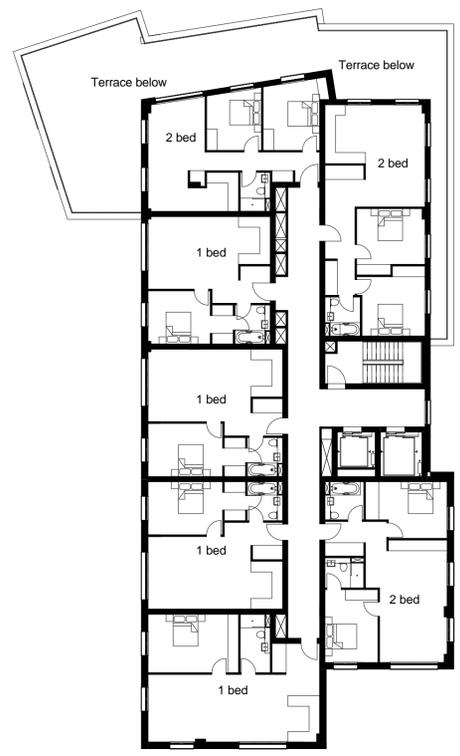
Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 200@A1

Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-106	C
Client Drawing Number	

Notes



24/06/2016	Issue for planning application	MM/PL	
A	05/08/2016	Substituted drawings - for planning approval	AM
B	24/02/2017	Draft issued for client approval	MM
C	23/03/2017	Substituted Drawing - for Approval	RS
Rev	Date	By	Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA - site - level 07 plan

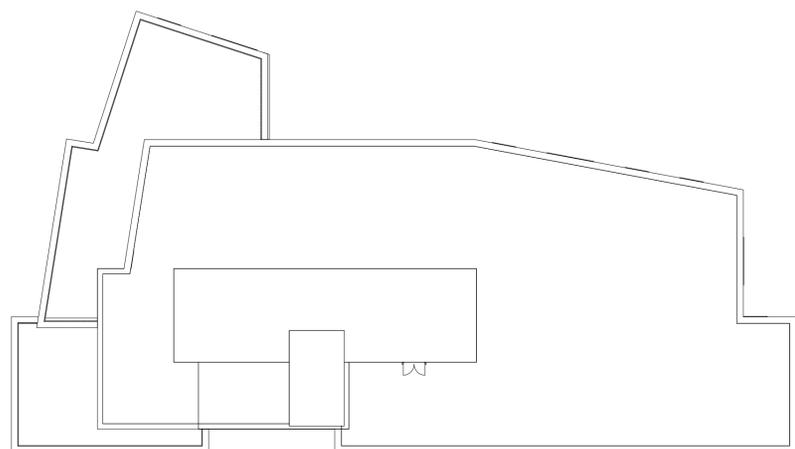
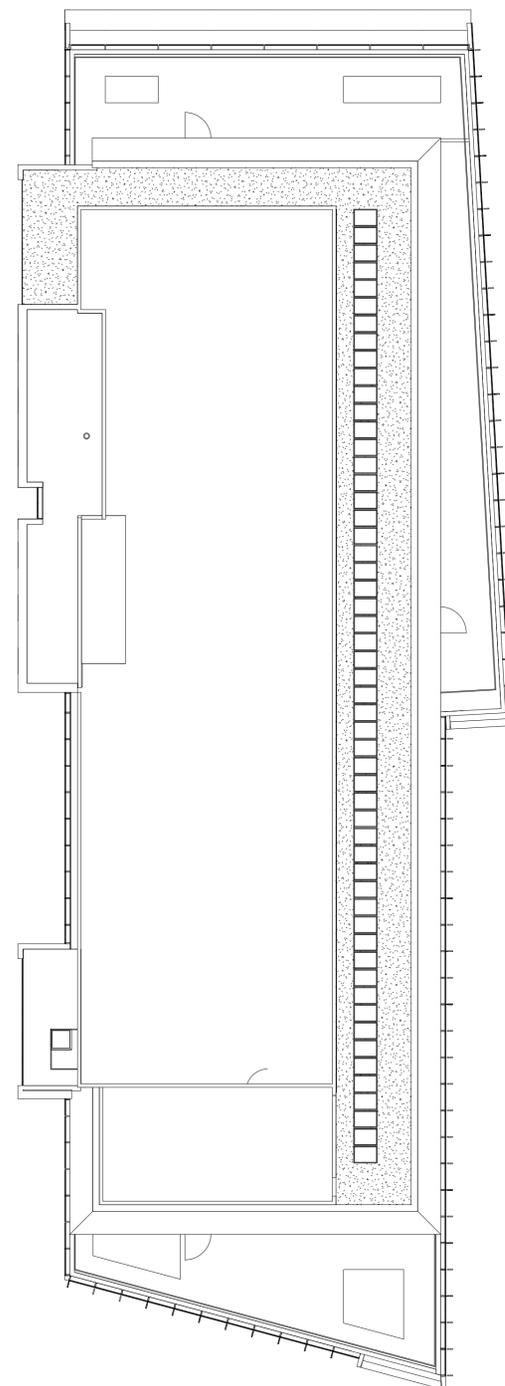
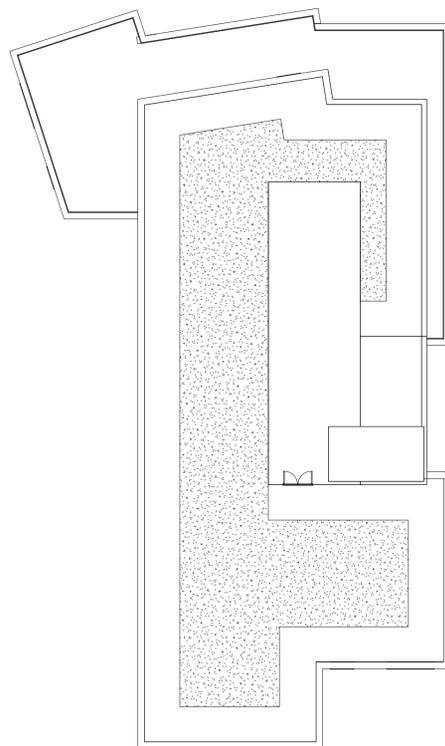
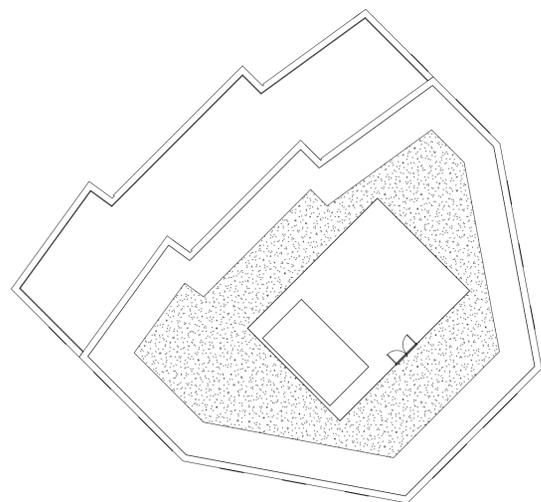
Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 200@A1

Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-107	C
Client Drawing Number	

Notes



24/06/2016	Issue for planning application	MM/PL
A 05/08/2016	Substituted drawings - for planning approval	AM
B 24/02/2017	Draft issued for client approval	MM
C 23/03/2017	Substituted Drawing - for Approval	RS
Rev	Date	By Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
Staines-upon-Thames**

Title
GA - site - level 11 plan

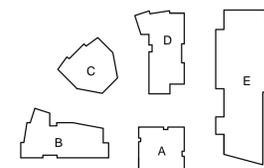
Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-111	C
Client Drawing Number	

Notes



Key plan



24/06/2016	Issue for planning application	MMPL
A	03/11/2016 Planning substitution drawings	MM
B	24/02/2017 Draft issued for client approval	MM
C	23/03/2017 Substituted Drawing - for Approval	RS
Rev	Date	By
		Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
East elevation

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

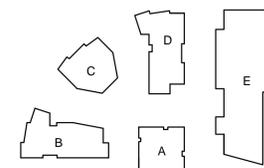
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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-120	C
Client Drawing Number	



Notes



Key plan



BLOCK B

BLOCK A

BLOCK E

24/06/2016	Issue for planning application	MMFL	
A	03/11/2016	Planning substitution drawings	MM
B	24/02/2017	Draft issued for client approval	RS
C	23/03/2017	Substituted Drawing - for Approval	By
Rev	Date	By	Authorised

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Client
 Bell Hammer / Aberdeen Asset
 Management

Project
 17-51 London Road
 Staines-upon-Thames

Title
 West elevation

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

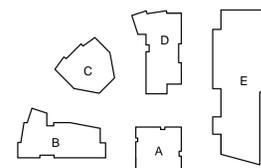
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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-121	C
Client Drawing Number	



Notes



Key plan



24/06/2016	Issue for planning application	MMFL
A	03/11/2016 Planning substitution drawings	MK
B	24/02/2017 Draft issued for client approval	MM
C	23/03/2017 Substituted Drawing - for Approval	RS
Rev	Date	By Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
North elevation

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

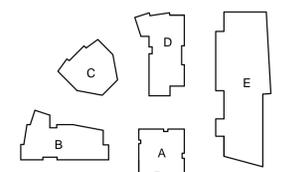
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Issue Status
PLANNING

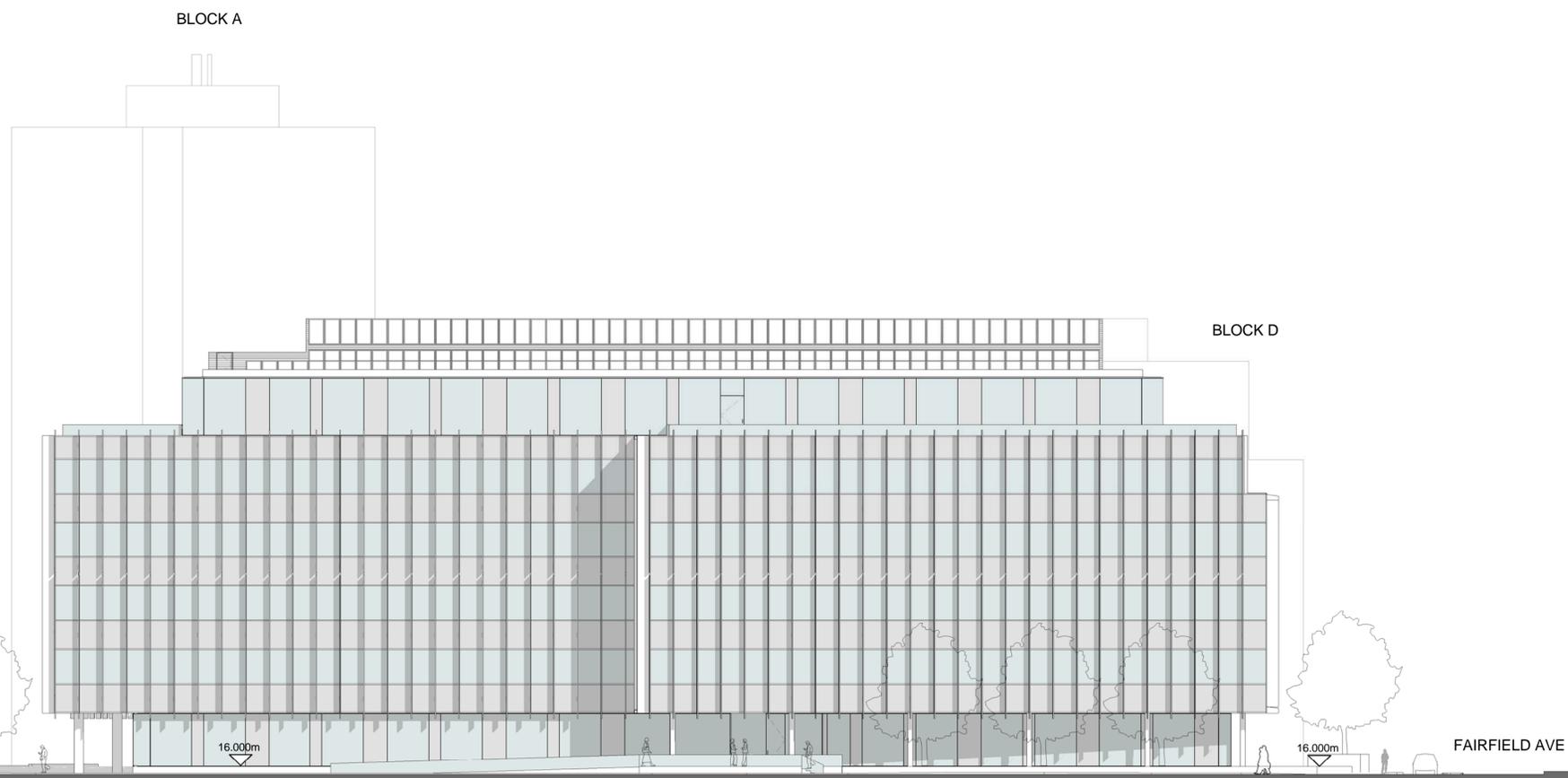
Drawing Number	Rev
21370- XX-07-122	C
Client Drawing Number	



Notes



Key plan



24/06/2016	Issue for planning application	MMFL	
A	03/11/2016	Planning submission drawings	MM
B	24/02/2017	Draft issued for client approval	RS
C	23/03/2017	Substituted Drawing - for Approval	By
Rev	Date	By	Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
South elevation

Date	Drawn	Checked	Authorised
24/06/16	MM	RS	NB

Scale
1 : 200@A1

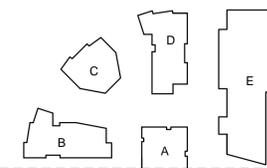
Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-123	C
Client Drawing Number	



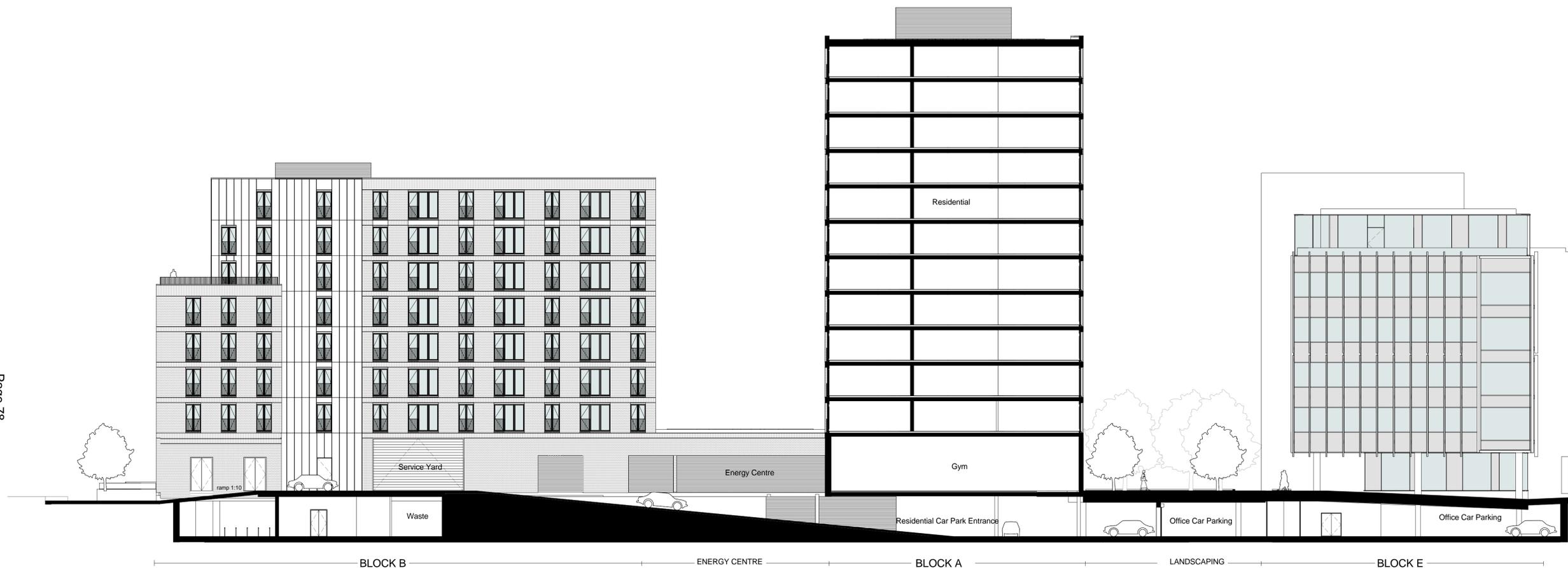
BLOCK E

Notes



section BB-BB'

Key plan



24/06/2016	Issue for planning application	MW/PL
A	24/02/2017	Draft issued for client approval
B	23/03/2017	Substituted Drawing - for Approval
Rev	Date	By
		Authorised

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Client
 Bell Hammer / Aberdeen Asset
 Management

Project
 17-51 London Road
 Staines-upon-Thames

Title
 GA Section B-B

Date	Drawn	Checked	Authorised
24/06/16	PL	RS	LS

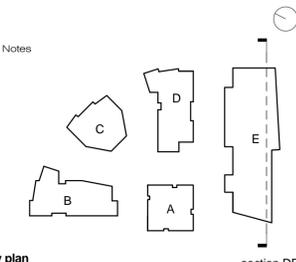
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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-131	B
Client Drawing Number	

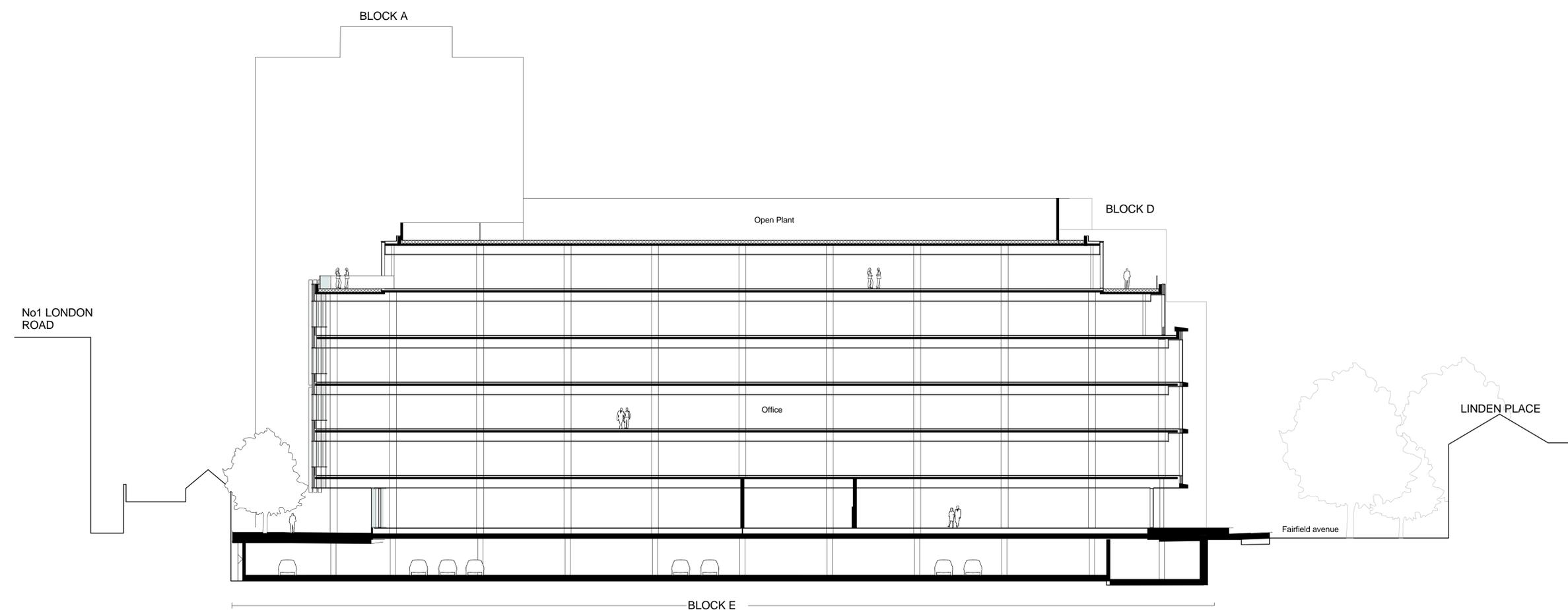


Notes



Key plan

section DD



24/06/2016	Issue for planning application	MV/PL	
A	24/02/2017	Draft issued for client approval	MM
B	23/03/2017	Substituted Drawing - for Approval	RS
Rev	Date	By	Authorised

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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA Section D-D

Date	Drawn	Checked	Authorised
24/06/16	PL	RS	LS

Scale
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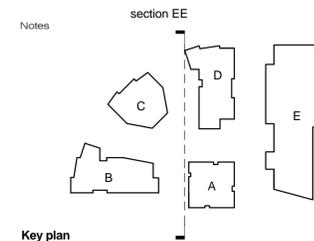
Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-133	B
Client Drawing Number	



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24/06/2016	Issue for planning application	MMP/L
A	24/02/2017	Draft issued for client approval
B	23/03/2017	Substituted Drawing - for Approval
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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA Sectional Elevation E-E

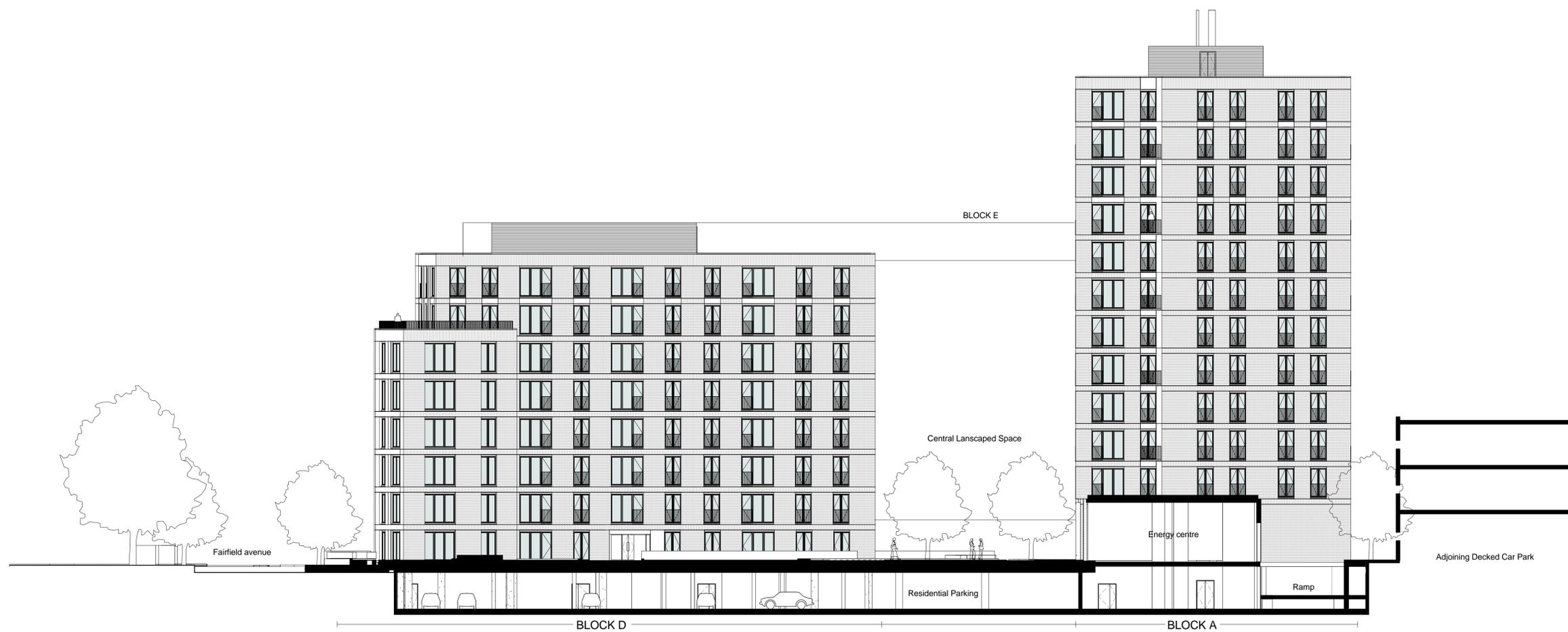
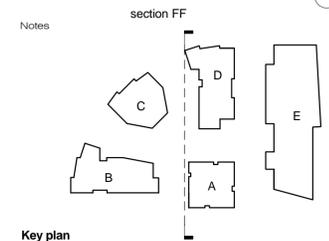
Date	Drawn	Checked	Authorised
24/06/16	PL	RS	LS

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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-134	B
Client Drawing Number	





24/06/2016	Issue for planning application	MMP/L
A	24/02/2017	Draft issued for client approval
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Client
 Bell Hammer / Aberdeen Asset Management

Project
 17-51 London Road
 Staines-upon-Thames

Title
 GA Sectional Elevation F-F

Date	Drawn	Checked	Authorised
24/06/16	PL	RS	LS

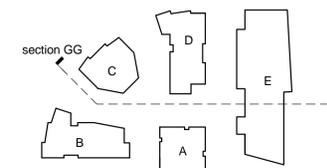
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Issue Status
PLANNING

Drawing Number	Rev
21370-XX-07-135	B
Client Drawing Number	



Notes



Key plan



24/06/2016	Issue for planning application	MMP/L
A	24/02/2017	Draft issued for client approval
B	23/03/2017	Substituted Drawing - for Approval
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Client
Bell Hammer / Aberdeen Asset Management

Project
**17-51 London Road
 Staines-upon-Thames**

Title
GA Sectional Elevation G-G

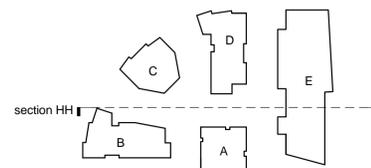
Date	Drawn	Checked	Authorised
24/06/16	PL	RS	LS

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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-136	B
Client Drawing Number	

Notes



Key plan



24/06/2016	Issue for planning application	MMP/L	
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Client
 Bell Hammer / Aberdeen Asset Management

Project
 17-51 London Road
 Staines-upon-Thames

Title
 GA Sectional Elevation H-H

Date	Drawn	Checked	Authorised
24/06/16	PL	RS	LS

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Issue Status
PLANNING

Drawing Number	Rev
21370- XX-07-137	B
Client Drawing Number	



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16/01591/FUL & 16/01592/LBC
Hithermoor Farm, 6 Farm Way,
Stanwell Moor, TW19 6AY

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Planning Committee

31 May 2017



Application Nos.	16/01591/FUL & 16/01592/LBC		
Site Address	Hithermoor Farm, 6 Farm Way, Hithermoor Road, Stanwell Moor		
Proposal	<p><u>16/01591/FUL</u> Application for planning permission for: -</p> <ul style="list-style-type: none"> (i) Conversion of 4 no. buildings and farmhouse to 14 dwellings; (ii) Alterations to the external elevations; (iii) Demolition of remaining redundant farm/light industrial buildings; (iv) Erection of 3 no. 2-storey buildings to create 9 dwellings; (v) Provision of associated parking, bin stores, cycle stores, private and communal amenity space, and other alterations, <p>For overall development comprising 23 no. dwellings</p> <p><u>16/01592/LBC</u> Application for Listed Building Consent for: -</p> <ul style="list-style-type: none"> (i) Conversion of 4 no. building and farmhouse to 14 dwellings; (ii) Internal and external alterations to the 4 no. buildings and farmhouse; (iii) Other associated works, <p>For overall development comprising 23 no. dwellings</p>		
Applicant	Mr T. S. Matharoo		
Ward	Stanwell North		
Call in details	N/A		
Application Dates	Valid: 07.11.2016	Expiry: 06.02.2017	Target: Agreed extension of time
Executive Summary	<p>This application involves the creation of a new residential development comprising 23 dwellings together with parking, amenity space and other associated facilities. The scheme involves the conversion and restoration of the Grade II Listed barns and stables which are currently in a poor state of repair. The proposal also involves the conversion of the Farmhouse to flats. Three new 2-storey buildings to provide 9 further dwellings are to be erected towards the western end of the site following the demolition of the existing commercial buildings</p>		

	<p>Whilst the proposal constitutes inappropriate development in the Green Belt, the removal of the existing unattractive commercial buildings from the site, together with the benefit of restoring the run-down Listed Buildings, is considered to constitute 'very special circumstances' for justifying the development. Previous hotel schemes have been approved on the site, the last one being of a 58-bedroom hotel together with associated staff accommodation in 2015. The scale of the buildings and the layout of the proposed development is similar to the last approved hotel scheme. The relationship with the neighbouring residential properties and the character of the surrounding area is considered acceptable. Moreover, the level of parking provision and the impact on the adjacent highway is considered acceptable.</p>
Recommended Decision	The planning and Listed Building consent applications are recommended for approval.

MAIN REPORT

1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- LO1 (Flooding)
- HO3 (Affordable Housing)
- HO4 (Housing Type and Need)
- HO5 (Density of Housing Development)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- EN5 (Buildings of Architectural and Historic Interest)
- EN8 (Protecting and Improving the Landscape and Biodiversity)
- EN11 (Development and Noise)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 It is considered that the following saved policies in the Borough Local Plan 2001 are relevant to this proposal:

- GB1 (Green Belt)
- BE26 (Archaeology)

2. Relevant Planning History

08/00626/FUL (i) Conversion of four buildings to a hotel use Approved

- (ii) Erection of a two-storey accommodation building 24/07/2009
- (iii) Erection of a single-storey refuse and recycling building;
For overall development of a 35 bedroom hotel, with parking
- 08/00627/LBC Internal and external alterations to four listed buildings, including partial demolition work to the listed buildings. All in connection with:- Approved 24/07/2009
- (i) Conversion of four buildings to a hotel use
- (ii) Erection of a two-storey accommodation building
- (ii) Erection of a single-storey refuse and recycling building;
For overall development of a 35 bedroom hotel, with parking
- 10/00922/FUL (i) Conversion of four buildings to a hotel use Refused
- (ii) Demolition of remaining redundant farm/light industrial buildings 25/01/2011 Appeal
- (iii) Erection of a two-storey accommodation Building Dismissed 21/12/2011
- (iv) Erection of a single-storey refuse and recycling building;
For overall development of a 67 bedroom hotel, with associated parking
- 10/00923/LBC Listed Building Consent for internal and external alterations to 4 listed buildings, including partial demolition work. All in connection with conversion of 4 buildings to a hotel use. Approved 25/01/2011
- 12/00710/REN Renewal of planning permission 08/00626/FUL for the: Approved 19/10/2012
- (i) Conversion of four buildings to a hotel use
- (ii) Erection of a two-storey accommodation building
- (iii) Erection of a single-storey refuse and recycling building;
For overall development of a 35 bedroom hotel, with parking
- 12/00711/LBC Renewal of Listed Building Consent 08/00627/LBC for the internal and external alterations to four listed buildings, including partial demolition work to the listed buildings. All in connection with: Approved 19/10/2012
- (i) Conversion of four buildings to a hotel use
- (ii) Erection of a two-storey accommodation building
- (iii) Erection of a single-storey refuse and recycling building;
- (iv) building;

For overall development of a 35 bedroom hotel, with parking

- 15/00254/FUL Application for planning permission for: - Approved
04/08/2015
- (i) Conversion of 4 no, buildings and farm-house to a hotel use;
 - (ii) Alterations and extensions to the external elevations, and the erection of a single storey canopy to the rear of farmhouse;
 - (iii) Demolition of remaining redundant farm/light Industrial buildings;
 - (iv) Erection of 3 no. 2-storey accommodation Buildings;
 - (v) Provision of associated parking, bin store, cycle Store, landscaping and other alterations,
- For overall development of a 58 bedroom hotel with associated staff accommodation.

- 15/00255/LBC Application for Listed Building Consent for:- Approved
04/08/2015
- (i) Conversion of 4 no. buildings and farm-House to a hotel use;
 - (ii) Internal and external alterations and extensions to the 4 no. buildings and farmhouse;
 - (iii) Other associated works
- For overall development of a 58 bedroom hotel associated staff accommodation.

3. Description of Current Proposal

- 3.1 The application relates to Hithermoor Farm, which is a site of 0.86 hectares situated off the western end of Farm Way in Stanwell Moor. The site comprises the farmhouse and original barns/outbuildings centred around a yard area, all of which are Grade II listed buildings. It also includes the existing commercial buildings located further to the west, and the northern part of the paddock. The remainder of the open land further to the south is not part of the application site, but is within the ownership of the applicant. The site comprises two separate accesses from Farm Way. Firstly, there is an access at the western end of Farm Way that leads to the Farmhouse and central yard. The second access is reached to the north-west and runs along the northern side of the site and leads to the commercial buildings further west. It also serves as an access to Lower Mill Farm.
- 3.2 The site is located within the Green Belt. The south-western part of the site is located within Flood Zone 3a (between 1 in 20 and 1 in 100 year chance of flooding). It is also located within the 63 – 66 Leq noise contour associated with aircraft noise from Heathrow Airport.
- 3.3 The proposal involves the demolition of the non-listed commercial buildings and the creation of a new residential development comprising 23 dwellings together with parking, amenity space and other associated facilities. The

scheme involves the conversion and restoration of the Grade II Listed barns and stables which are currently in a poor state of repair into 10 residential units. The proposal also involves the conversion of the Farmhouse to 4 flats. Three new 2-storey buildings to provide 9 further dwellings are to be erected towards the western end of the site following the demolition of the existing commercial buildings. 40 parking spaces are to be provided on the site. All of the new units will be privately owned (i.e. market housing).

- 3.4 A separate application for Listed Building Consent has been submitted in relation to the conversion and alteration of the Listed Buildings.

Copies of the proposed site layout and elevations are provided as an Appendix. In addition, plans of the latest approved hotel scheme (15/00254/FUL) are attached as an Appendix.

4. **Consultations**

- 4.1 The following table shows those bodies consulted and their response.

Consultee	Comment
County Highway Authority	No objection subject to conditions. Recommends a condition requiring a bus stop to be upgraded near the junction of Horton Road and Hithermoor Road.
Environment Agency	No objection subject to a condition
Surrey County Council Local Lead Flood Authority	No objection subject to conditions
Street Scene	Raised concerns regarding the proximity of the proposed bin stores to the access road. Amended plans have since been submitted showing revisions to location of the bin stores
Tree Officer	No objection subject to a condition
County Archaeologist	No objection subject to a condition
Thames Water	No objection
BAA	No objection. Requests informatives to be attached to the decision notice relating to landscaping, lighting and cranes during the construction phase.
Historic England	No objection
Crime Prevention Officer	Made various security related comments which have been forwarded to the applicant. Request that a condition is imposed requiring the development to achieve the full Secured by Design award
Conservation Officer	No objection
Six no. conservation amenity	Any response will be reported orally at the

bodies (Ancient Monument Society; Council for British Archaeology; Georgian Group; Protection of Ancient Buildings; Victorian Society; 20th Century Society)	meeting
Surrey Wildlife Trust	No objection
Valuation Advisor	Recommends a financial contribution of £39,226 towards affordable housing elsewhere in the Borough.
Sustainability Officer	No objection to the proposed renewable energy facilities (solar panels)
Environmental Health (Pollution)	No objection subject to conditions relating to contaminated land. No objection on air quality grounds subject to conditions.
Environmental Health (Noise)	No objection subject to conditions

5. **Public Consultation**

5.1 32 properties were notified of the planning application. A site notice was displayed and notice was provided in the local press. 7 letters of objection have been received, including 1 letter of objection from the Stanwell Moor Residents Association. Reasons for objecting include: -

- The access to the site is inadequate. Highway safety issues.
- The traffic movements associated with the new development will harm the amenity of the properties in Farm Way. Damage to cars has occurred from the existing traffic movements.
- The existing roads of Leylands Lane or the roadway to the north of the application site/Farm Way should be used instead.
- Inadequate parking provision

6. **Planning Issues**

- Green Belt/Principle
- Design and appearance
- Impact on neighbouring properties
- Parking
- Affordable housing
- Noise
- Flooding
- Nature conservation
- Listed Building Consent

7. **Planning Considerations**

Green Belt/Principle

7.1 The site lies within the Green Belt. Section 9 of the National Planning Policy Framework (NPPF) states that the Government attaches great importance to

Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The policy is similarly reflected in the Council's Saved Local Plan Policy GB1.

- 7.2 The proposal involves the demolition of all of the existing commercial buildings towards the western part of the site and the erection of 9 no. 2-bedroom houses arranged in 3 separate terraces. The NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Although the NPPF lists a limited number of exceptions, the proposed new buildings on the application site do not fit into any of these categories. It is also considered that the change of use of the site to create a new overall residential development to provide 23 dwellings constitutes inappropriate development in the Green Belt. The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 7.3 The proposal involves the demolition of all of the existing buildings located to the west of the Listed barns, plus the double garage at the eastern end. These buildings clearly already have a significant impact on the openness of the Green Belt. Whilst the proposed 9 no. 2-bedroom houses will be erected in their place, their combined size is substantially less than the existing structures. The previous hotel scheme approved in August 2015 included the erection of 3 no. accommodation blocks located in the western part of the site. These accommodation blocks were identical in footprint and volume to the 3 no. terraces of houses (3 houses in each terrace) now proposed in the current application. The applicant submitted a schedule with the approved hotel application that set out the footprint, floorspace and volume figures for the existing buildings to be demolished, and compared them against that of the replacement hotel accommodation blocks. It is relevant to note that the schedule did not include all of the existing buildings to be demolished. It only provided the figures for the older former farm buildings situated immediately to the west of the Listed barns, and the 2 no. former agricultural buildings (annotated as Buildings J and L on the submitted existing site layout plan) that were granted planning permission in the 1980's (and the double garage). The schedule did not include other commercial buildings which appear to have been erected without planning permission. The schedule demonstrated that the combined footprint, floorspace and volume of the approved hotel accommodation blocks would be substantially less than those buildings to be demolished. For example, the footprint of the approved 3 no. new hotel accommodation blocks was 448.5 sqm, whilst the existing footprint is 967 sqm. The proposed combined volume of the new buildings was 2558.4 cubic metres, whilst the existing volume is 4134.8 cubic metres. As the footprint and volume of the proposed terraces of houses is identical to the hotel accommodation blocks, they will also clearly have a substantially reduced scale to the existing buildings to be demolished and are considered

acceptable. It is also relevant to note that the proposal will involve a substantial reduction in hardstanding on the site.

- 7.4 It is considered that the overall reduction of built development on the site, and consequent increase in openness, weighs heavily in favour of the merits of the scheme. The proposed buildings will be situated in a similar position to the existing buildings to be demolished and there will be no encroachment of built development into the existing paddock area. The proposal will also result in the restoration of the listed barns and former stable block which are currently in a poor rundown condition, and bring them back into a long term viable use. It is considered that this particular benefit adds substantial weight in favour of the development. Whilst it is recognised that the proposed residential development will generate a certain level of parking and traffic movements, a similar situation occurs with the existing commercial uses which have been present on the site for many years. Overall, it is considered that the reduction in built form on the site, and the restoration and re-use of the Listed buildings, clearly outweigh the 'inappropriate' harm to the Green Belt, and that 'very special circumstances' exist to justify the development in the Green Belt.
- 7.5 It is proposed to impose a condition requiring the demolition of all of the non-listed buildings and removal of resultant debris before any development take place on the site. It is also proposed to impose a condition requiring the listed buildings to be fully restored in accordance with the approved plans before the occupation of the dwellings in the new buildings. Furthermore, it is considered necessary that a legal agreement is completed prior to the grant of planning permission to ensure that the adjacent paddock area to the south of the buildings is maintained as open amenity land (the legal agreement is also required to secure the affordable housing financial contribution – see below).
- 7.6 When considering planning applications for housing local planning authorities should have regard to the government's requirement that they boost significantly the supply of housing and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent with policies set out in the National Planning Policy Framework (NPPF) para 47.
- 7.7 Relevant policies for the supply of housing cannot be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable site (para 49 of NPPF).
- 7.8 The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment – Runnymede and Spelthorne – Nov 2015). On the basis of its objectively assessed housing need the Council is unable to demonstrate a five-year supply of deliverable sites.
- 7.9 Para 14 of the NPPF stresses the presumption in favour of sustainable development and that proposals which accord with a development plan should be approved without delay. When the development plan is absent, silent or relevant policies are out of date, permission should be granted unless

'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in this Framework indicate development should be restricted.' This application must be considered having regard to the above requirements of Para 14 of the NPPF.

Design and Appearance

- 7.10 Policy EN1 of the Core Strategy and Policies DPD (CS & P DPD) states that the Council will require a high standard in the design and layout of new development. Proposals should demonstrate that they will create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
- 7.11 The design, scale and appearance of the 3 no. new terraces of houses is very similar to the 3 no. new accommodation blocks associated with the previous approved hotel scheme and continues to be acceptable. They will have a rural design to reflect the appearance of the existing Listed barns on the site and be faced with horizontal timber cladding and roof tiles. The eaves will be relatively low (between 2.4m – 4m) and the roof design will be similar to that of a typical agricultural barn. With regard to the layout, new space for landscaping will be provided around the Listed Buildings and the new houses (in addition to private rear gardens). This is a significant improvement on the existing built area of the site which is almost entirely laid with hardstanding. The Council's Conservation Officer considers the design of the scheme to be acceptable.

Impact on Neighbouring Properties

- 7.12 Policy EN1b of the CS & P DPD states that new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.
- 7.13 The proposed residential development is considered to have an acceptable relationship with existing residential properties and complies with Policy EN1. The proposed new buildings will be situated at least 57 metres away from the nearest dwelling in Farm Way with the existing farm buildings to be converted located in-between. The main issue relates to the proposed traffic movements which will use the existing access to the north of Farm Way, and the run through Farm Way itself passing the existing houses. This issue has been raised in the third party representations, as they consider that the proposed traffic movements will harm the amenity of the properties in Farm Way.
- 7.14 Whilst the objections from third parties are noted, it is not considered that a refusal could be justified in relation to noise and disturbance from the proposed traffic movements. The access to the north of Farm Way is currently used for a number of existing commercial premises located towards the rear of the site. These uses already generate a certain level of traffic through Farm Way. Some of these vehicles are likely to comprise lorries or other larger commercial vehicles, which are capable of causing significant noise and

disturbance to the existing residents. The existing access is narrow (3.2 metres) and with limited turning space in front of it on Farm Way, I can understand that existing commercial vehicle movements have the potential to cause significant harm. Indeed, one of the third party representations has included photographs showing that the existing turning area is inadequate for larger vehicles. The removal of all of the existing commercial premises and replacing them with residential development will lead to the traffic generation through Farm Way being more compatible with the surrounding area. Whilst it is recognised that there will still be a small proportion of movements from larger vehicles (e.g. refuse collection lorries), it is important to note that the existing access is being upgraded as part of the redevelopment of the site. This is a requirement of the County Highway Authority, which also includes the creation of a new pavement along the northern side of Farm Way. The access road is being increased in width from 3.2 metres to 5.2 metres (the actual bellmouth will be even wider at 8.8 metres). Furthermore, the access is being re-orientated in a due east direction and the carriageway of Farm Way is being widened. Consequently, vehicles entering and exiting the site will not have to manoeuvre and drive so close to the existing properties in Farm Way.

Amenity Space

- 7.15 The Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development 2011 sets out minimum garden size standards for new residential development. For example, the minimum standard for terraced or 2-bedroom semi-detached dwellings is 60 sqm. For flats the minimum standard for a private garden is 35 sqm. However, where amenity space is shared, the requirement will be relaxed to 35 sqm for the first 5 units, 10 sqm for the next 5 and 5 sqm for each unit thereafter.
- 7.16 Some of the proposed private gardens are below the minimum standard stipulated in the SPD. For example, the 3 no. 2-bedroom houses in the most eastern of the the new terraces of houses all have gardens below the minimum standard of 60 sqm (27.75 sqm, 26.75 sqm and 30.5 sqm). Some of the units in the converted Listed Buildings will have no private amenity space. However, it is relevant to note that the applicant is proposing to use the existing paddock area to the south of the buildings as communal amenity space. This are of land is to remain free of development and is substantial in size. The paddock area is approximately 2200 sqm which is well in excess of the minimum SPD standard (290 sqm) for a scheme of this size. It is noted that the SPD minimum communal garden standard is normally applied in relation to flats, whilst the proposed communal amendity space will serve both the houses and flats. However, I consider the proposed communal garden of this very substantial size to be acceptable for a scheme of this nature. It is considered necessary to secure the paddock area as an open amenity space by a legal agreement, which is set out in paragraph 8.2 of the report.

Parking

- 7.17 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.

- 7.18 On 20 September 2011 the Council's Cabinet agreed a 'Position Statement' on how Policy CC3 should now be interpreted in the light of the Government's recent parking policy changes. The effect of this is that the Council will give little weight to the word 'maximum' in relation to residential development when applying Policy CC3 and its residential parking standards will generally be applied as minimum (maximum parking standards continue to be applicable in relation to commercial development).
- 7.19 The Council's minimum parking standard for a scheme of this size is 39 parking spaces. The proposed parking provision is 40 spaces and consequently, the level of parking spaces complies with the Council's Parking Standards and is acceptable. In further support of the scheme, cycle parking for 23 spaces (1 per unit) is to be provided on the site. The County Highway Authority has raised no objection to the proposed level of car and cycle parking.

Affordable Housing

- 7.20 Policy HO3 of the CS & P DPD requires the Council, having regard to the circumstances of each site, to negotiate for a proportion of up to 50% of housing to be affordable where the development comprises 15 or more dwellings or the site is 0.5 ha. or larger irrespective of the number of dwellings. The Council will seek to maximise the contribution to affordable housing provision from each site having regard to the individual circumstances and viability, including the availability of any housing grant or other subsidy, of development on the site.
- 7.21 As mentioned in paragraph 3.3, all of the proposed units will be privately owned with no affordable housing provided on the site. The applicant has submitted an affordable housing viability report which sets out why they are not able to provide any affordable units in this particular scheme. The Council's valuation advisor has been consulted on the report and agrees that it is not viable to provide any on-site affordable housing in the scheme. However, she has recommended that the developer pays a financial contribution of £39,226 towards off-site affordable housing in the Borough. This is to be paid upon the sale of the first residential unit on the site. The applicant has agreed to pay this sum. Accordingly, it is recommended that the applicant enters into a Section 106 Agreement (see paragraph 8.2) to secure the commuted sum.

Biodiversity

- 7.22 A full bat survey was submitted in 2012 with a previous planning application for a hotel (12/00710/REN). The survey concluded that one soprano pipistrelle bat was using one of the existing barns (Barn A) for occasional summer roosting. Furthermore, low quantities of foraging and commuting bats of four species were observed to be using the surrounding habitats. The survey recommended a number of mitigation measures to be carried out during the construction phase to ensure no adverse harm is caused to bats.
- 7.23 The applicant submitted an Updated Bat Assessment with the 2015 planning application for a 58 bedroom hotel (15/00254/FUL). The assessment provided details of further inspections and continued to conclude that the same barn

has the potential to support bat roosting opportunities, although there were no signs or evidence of bats identified. As the conditions were similar to that in 2012, the assessment recommended that the same mitigation measures were applied. A condition was imposed on the planning permission accordingly.

- 7.24 The applicant has re-submitted the Updated Bat Assessment with the current application. The Surrey Wildlife Trust were consulted and have raised no objection subject to the above mentioned condition being imposed again. They have advised that if the development involves the removal of dense shrubbery/vegetation and buildings with nesting opportunity these should be done outside the main bird nesting season. It is considered that this can be addressed by attaching an informative to the decision notice bringing the matter to the applicant's attention. The Trust also recommend biodiversity enhancement measures (e.g. bird boxes), which can be covered by imposing conditions to the planning permission. Accordingly, the impact on nature conservation is considered acceptable.

Flooding

- 7.25 Most of the site is located within Flood Zone 1, which has a low risk (less than 1 in 1000 year) chance of flooding. The area where the new buildings and parking areas are to be situated in Zone 1. A small area in the south-western part of the site is located within Flood Zone 3a (between 1 in 20 year and 1 in 100 year chance of flooding). However, this is within the existing paddock area which will continue to be free of development.
- 7.26 The applicant has submitted a 'Flood Risk Assessment and Surface Water Disposal report' to address the issue of flood risk and to include details of a Sustainable Drainage Scheme. The Environment Agency were consulted and have raised no objection to the proposal subject to a condition relating to finished floor levels. In terms of surface water run-off, it is relevant to note that the existing site is largely covered by buildings and hardstanding, and that the proposal will result in an overall reduction in impermeable areas. The applicant is proposing several measures to further reduced surface water run-off including permeable surfacing and the possibility of using the existing on-site balancing pond subject to a more detailed on-site investigation. The Surrey County Council Lead Local Flood Authority were consulted and have raised no objection subject to conditions to ensure that the Sustainable Drainage Scheme is implemented. Accordingly, the impact on flooding is considered acceptable and complies with Policy LO1 of the CS & P DPD.

Dwelling Mix

- 7.27 Policy HO4 of the Core Strategy and Policies DPD (2009) (CS and P DPD) sets out the mechanism for ensuring a range of housing sizes and types are delivered to meet community needs. It requires development that proposes four or more dwellings to include at least 80% of their total as one or two bedroom units. The policy's supporting text states that the only exception to the 80% requirement will be where requirements for affordable housing dictate a greater mix of larger dwellings. The Supplementary Planning Document (SPD) on Housing Size and Type (July 2012) introduces greater

flexibility on the proportion of small units in areas characterised by family dwellings.

- 7.28 The proposal provides a total of 23 units of which 16 are 1 and 2 bed units (i.e. 70%), and 7 no. are 3 bed units (i.e. 30%). None of the units are to be affordable. The SPD on Housing Size and Type, however, recognises that in areas where there is a predominance of larger dwellings, a mix with less than 80% small units may be appropriate – provided the small unit provision is still the majority within the scheme (i.e. at least 50%). In this particular case it is evident that the site is surrounded by mainly family housing and therefore the provision of at least 50% smaller units would be acceptable in this instance. The scheme provides 70% smaller units and therefore complies with the requirement of Policy HO4.

Listed Building Consent

- 7.29 The principle of converting the Listed barns and former stables and the carrying out of associated internal and external alterations has been accepted in the previous hotel schemes. Whilst the current proposals now propose converting the Listed Buildings to residential dwellings, the conversion and alterations will be carried out in a similar manner and continue to be acceptable. The buildings are in a relatively poor state of repair and restoring them and bringing them back into residential use will ensure their long term future. It is also considered that the conversion of the Farmhouse to 4 flats is considered acceptable. The Council's Conservation Officer was consulted and has raised no objection to the proposed works. He has made the following comments: -

"This scheme has evolved over many years. This final version is substantially the same as the one we looked at some months ago, by then our suggestions had been implemented and the whole layout had been improved accordingly. The conversion of the listed buildings has now been refined to ensure that the essential character of the buildings are maintained. Arguably there will inevitably be harm the historic assets, but I consider it to be less than substantial harm. The NPPF requires that this slight harm is balanced against the wider gains or benefits the renovation and use of these buildings will produce. I consider the scheme which will prolong the useful life of these listed buildings far outweighs the harm caused."

Local Finance Considerations

- 7.30 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not.

- 7.31 In consideration of S155 of the Housing and Planning Act 2016, the proposal will provide £39,226 as a contribution to affordable housing. It is also subject to a CIL rate of £100 per square metre. These are material considerations in the determination of this planning application. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

Other Matters

- 7.32 The site is located within the 63 – 66 Leq noise contour associated with aircraft using Heathrow Airport. The principle of new residential development in this particular noise contour is acceptable (there is an embargo against new residential development above the 66 Leq noise contour). The Council's Environmental Health Officer has raised no objection on noise ground subject to conditions.
- 7.33 The County Highway Authority has raised no objection to the proposal on highway safety grounds subject to conditions and improvements to the existing access to the north of Farm Way (see paragraph 7.11 above). This will include a Grampian-style condition to ensure that the new pavement on Farm Way is provided. I do not however, consider that their request to impose a condition requiring bus stop improvements including a new shelter and raised kerb on the north-eastern side of Horton Road opposite its junction with Hithermoor Road to be reasonable in context with the scale and nature of the development. It would not, in my opinion, meet the tests set out in paragraphs 203 to 206 of the NPPF and details in the Planning Practice Guidance. In particular, the bus stop is located some 650 metres away from the application site and is not directly related to the proposed development. It is not considered that the proposal would become unacceptable in planning terms in the absence of this condition.
- 7.34 Accordingly, the applications for planning and listed building consent are recommended for approval.

8. Recommendation

- 8.1 (A) Subject to the applicant first entering into an appropriate legal agreement in respect of the following:
1. To provide a financial contribution of £39,226 towards off-site affordable housing, to be paid upon the sale of the first unit.
 2. To secure the use of the paddock land beyond the residential curtilages as open amenity land with no structures or means of enclosure to be erected on this land.
- 8.2 (B) GRANT subject to the following conditions: -
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:- This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

2014A/26/P02; /P04; /P05; /P06; /P06A; /P07; /P08; /P09; /P10; /P11; /P13; /P14; /P15; /P16; /P17; /P18; /P19; /P20; /P21; /P22; /P23; /P24; /P25; /P26; /P27; /P28; /P29; /P30; /P31; /P34; /35; /36; /P37; /P38 received 21 September 2016.

2014A/26/P41; /P42; /P43; /P44; and site location plan received 27 October 2016.

2014A/26/P01 Rev. B; /P12 Rev. A; /P32 Rev. A; /P33 Rev. A; /P39 Rev. A; /P40 Rev. A received 08 December 2016.

2014A/26/P03 Rev. B; /P45 Rev. A received 27 April 2017.

Reason:- For the avoidance of doubt and in the interest of proper planning

3. Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the external surfaces of the building and the surface material for the parking spaces be submitted to and approved by the Local Planning Authority.

Reason:- To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. No development shall take place until:-

(a) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site, has been submitted to and approved in writing by the Local Planning Authority.

(b) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.

(c) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation

timetable and monitoring proposals, and a remediation verification methodology.

The site shall be remediated in accordance with the approved method statement, with no deviation from the statement without the express written agreement of the Local Planning Authority.

Reason:-

- (a) To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

NOTE

The requirements of the above Condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected By Contamination: Guidance to Help Developers Meet Planning Requirements" providing guidance can also be downloaded from Spelthorne's website at www.spelthorne.gov.uk.

In accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:- To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

6. No development shall commence until a report has been submitted to and agreed by the Local Planning Authority which includes details and drawings demonstrating how 10% of the energy requirements generated by the houses in the new buildings as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The detailed report shall identify how renewable energy, passive energy and efficiency measures will be generated and utilised for each of the proposed buildings to meet collectively the requirement for the scheme. The agreed measures shall be implemented with the construction of each building and thereafter retained and maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

Reason:- To ensure that the development is sustainable and complies with Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

7. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details and maintained as approved.

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

8. No development shall take place until full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees, shrubs and other associated proposals shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and that the planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

Reason:- To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development.

9. Before the first occupation of any part of the development, a landscape management plan including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason:- To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development.

10. Demolition works and construction of the development hereby approved must only be carried out on site between 08:00 – 18:00 Monday to Friday, 08:00 – 13:00 Saturday and none at all on Sunday, Public Holidays or Bank Holidays.

Reason:- In the interest of amenity

11. Before any construction commences, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

Reason:- To safeguard the amenity of neighbouring residential properties, in the interest of security, and in the interest of wildlife.

12. That within 3 months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and thereafter the approved facilities shall be maintained as approved.

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

13. No construction shall commence until the developer:-

i) Obtains written consent from Surrey County Council Highway Authority that they have consent to carry out the construction of a footway along the north-western side of Farm Way between the proposed footway on the north side of the access road to the application site and the existing footway on the west side of Hithermoor Road

ii) Sends a copy of Surrey County Council Highway Authority's written consent to the Local Planning Authority,

iii) Submits full details of a footway along the north-western side of Farm Way to be approved in writing by the Local Planning Authority

The development shall not be occupied until the footway scheme has been carried out in accordance with the approved details and have been certified in writing as complete by the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

14. Notwithstanding the submitted plans the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for provision of secure, and covered buildings in well lit locations for the proposed 23 bicycle storage spaces. The buildings shall be retained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

15. Before the development is occupied redundant sections of the existing access shall be reinstated to to footway with kerbing in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

16. Prior to the commencement of construction, a scheme to provide bird and bat boxes on the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the buildings are occupied and thereafter maintained.

Reason:- To encourage wildlife on the site.

17. The proposed demolition and development works shall be carried out strictly in accordance with the Recommendations set out in Section 5.1.1 of the Update Bat Assessment of Barn A report dated November 2014.

Reason:- In the interest of preventing harm to wildlife

18. No demolition shall take place, including any works of demolition or site clearance, until a Demolition Method Statement (DMS) detailing the proposed methodology for demolishing the existing structures and the mitigation measures to be implemented has been submitted to and approved in writing by the Local Planning Authority. The DMS shall include submission of a Pre-Demolition Asbestos Survey. The agreed methodology and mitigation measures shall be implemented in accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

19. No development shall take place, including any works of demolition or site clearance, until a Construction Environmental Management Plan (CEMP) for the site has been submitted and approved by the Local Planning Authority. The CEMP shall include full details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials

- (d) measures to prevent the deposit of materials on the highway
- (e) on-site turning for construction vehicles
- (f) dust mitigation measures

All of the demolition and construction work shall then be undertaken in strict accordance with this approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason:- To safeguard the amenity of neighbouring properties.

20. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason:- The above condition is required in order that the development should not prejudice highway safety no cause inconvenience to other highway users.

21. Prior to the occupation of the 9 no. new terraced houses (Buildings 1, 2 and 3) hereby permitted, the farm house (FH) and Buildings A, B, C and E shown on approved drawing no. 2014A/26/P03 Rev. B shall be fully restored and converted into the dwellings in accordance with the approved plans.

Reason:- To ensure that the Listed buildings are the site are fully restored in accordance with the approved plans.

22. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 (or any Order revoking and re-enacting that Order), no extensions or outbuildings shall be erected to the residential development hereby permitted without the prior planning permission of the Local Planning Authority.

Reason:-.To minimise the impact on the openness of the Green Belt and to safeguard the amenity of neighbouring properties.

23. Prior to the commencement of development the existing non-Listed buildings annotated D, F, G, H, I, J, K and L on approved drawing no. 2014A/26/P01 Rev. B shall be demolished and all resultant debris removed from the site.

Reason:- In the interest safeguarding the openness of the Green Belt.

24. The part of the land which is shown on the plan submitted with the application as being undeveloped and used for open space shall remain undeveloped and be preserved and laid out as open space in relation to, and for the benefit of, the remainder of the land to which the application relates.

Reason: To safeguard the openness and visual amenities of the Green Belt.

25. Prior to the occupation of the buildings the existing access adjacent to the Farmhouse on the site to Farm Way shall be permanently closed in accordance with the approved plans and thereafter maintained.

Reason:- In the interest of safeguarding the amenity of neighbouring residential properties.

26. Prior to the construction of the development specific details of the discharge rate control device for the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be implemented in accordance with the approved details.

Reason:- To ensure the drainage design meets the technical standards

27. Prior to the construction of the development details of available spare volume of the existing balancing pond for the sustainable drainage scheme to include the free board, discharge point and suitability of the existing balancing pond to receive runoff shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be implemented in accordance with the approved details.

Reason:- To ensure that the pond can take flows from the proposed development without flooding.

28. Prior to construction of the development hereby approved the following drawings need to be submitted to and approved in writing by the Local Planning Authority:
- The applicant should submit details of control device (hydro-brake, orifice, etc.) for the required discharge rate into SuDS Pond. The control device detail should be shown on the proposed drainage layout plan with the rate of discharge stated.
 - A drainage layout detailing the exact location of SuDS elements (pond or “commercial Stormcells”, pipes, impervious areas and drainage sub-catchments (if applicable))
 - Details of all SuDS elements and other drainage features, including long and cross sections, pipe diameters and respective levels.

Reason: To ensure the design fully meets the requirements of the national SuDS technical standards

29. Before the commencement of the construction of the development hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on-site and off-site, must be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the proposal has fully considered system failure.

30. Before the commencement of the construction of the buildings hereby approved, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details.

Reason: To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System.

31. Prior to the construction of the development hereby approved, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the drainage system that the construction works do not compromise the functioning of the agreed Sustainable Drainage System.

32. Prior to occupation, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System has been constructed as agreed.

33. Prior to commencement of the development, a noise report shall be submitted in writing to and approved by the Local Planning Authority. The noise report shall demonstrate that the dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

- Bedrooms - 35dB LAeq T *, 30 dB LAeq T † , 45dB LAFmax T *
- Living rooms- 35dB LAeq T † Dining room - 40 dB LAeq T †
- * - Night-time - 8 hours between 23:00-07:00 † - Daytime - 16 hours between 07:00-23:00

The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises. The results shall be submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with policy.

34. Prior to commencement of the development, a noise report shall be submitted to and approved by the Local Planning Authority to demonstrate that the habitable rooms within the development that share a party wall element with each other shall be designed and constructed to provide sufficient resistance to the transmission of sound sufficient to ensure that an enhanced sound insulation value of at least 35dB is achieved for the: floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises. The results shall be submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the adjacent premises accordance with policy.

35. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) ref 16461 dated March 2017 by Innervision Design Ltd and the following mitigation measures detailed within the FRA:

1. Finished floor levels are set no lower than 19.13m above Ordnance Datum (AOD).

Reason: This condition is sought in accordance with paragraphs 102 and 103 of the National Planning Policy Framework (NPPF) to reduce the risk of flooding to the proposed development and future occupants.

36. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: The site is capable of containing archaeological remains and it is important that the archaeological information should be preserved as a record before it is destroyed by the development.

37. Prior to the commencement of development, an arboricultural method statement in accordance with BS5837 2012 (Trees in Relation to Design Demolition and Construction) detailing tree surgery works, tree protection measures and a timetable for implementation, broadly in accordance with drawing 489.03.00 Tree Protection Plan (Draft), shall be submitted to and approved in writing by the Local Planning Authority. The proposed works shall be carried out in accordance with the agreed details.

Reason:- To safeguard the continued health and condition of the existing trees.

Informatives

1. The applicant is proposing to discharge at 2.1 l/s as the lowest practical minimum rate. If there are any works proposed as part of this planning application that are likely to affect flows in the existing pond, then the applicant will need a separate approval of Surrey County Council which is acting as the drainage authority under the Land Drainage Act 1991. Guidance on this process as well as applications forms can be downloaded from Surrey CC website. The discharge rate and volume to the receiving pond should be agreed with Surrey CC as the Lead Local Flood Authority. More information is available at <https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/ordinary-watercourse-consents> or write to SuDS@surreycc.gov.uk

2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

4. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the

County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

5. The developer is reminded that there will be a commuted sum required under a Section 278 Agreement of the Highways Act 1980 for future maintenance of footway.
6. The applicant's attention is drawn to the ACPO/Home Office Secured by Design (SBD) award scheme, details of which can be viewed at www.securedbydesign.com.
7. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention should be drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>
8. The development is close to the airport and the landscaping which is includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/operation&safety/safeguarding.htm>
9. The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at <http://www.aoa.org.uk/operation & safety/safeguarding.htm>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.
10. Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately.

If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

Further information on CIL and the stages which need to be followed is available on the Council's website.

**The Town and Country Planning (Development Management Procedure)
(England) Order 2015**
Working in a positive/proactive manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

Listed Building Consent Application 16/01592/LBC

8.3 GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this consent.

Reason:- This condition is required by Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the internal and external surfaces of the Listed building(s) and surface material for parking areas be submitted to and approved by the Local Planning Authority.

Reason:-

- (a) To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

(b) To safeguard the architectural and historic merit of the Listed Buildings on site.

3. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

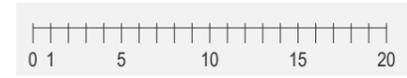
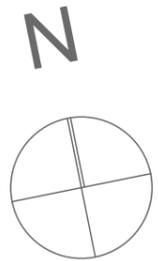
2014A/26/P02; /P04; /P05; /P06; /P06A; /P07; /P08; /P09; /P10; /P11; /P13; /P14; /P15; /P16; /P17; /P18; /P19; /P20; /P21; /P22; /P23; /P24; /P25; /P26; /P27; /P28; /P29; /P30; /P31; /P34; /35; /36; /P37; /P38 received 21 September 2016.

2014A/26/P41; /P42; /P43; /P44; and site location plan received 27 October 2016.

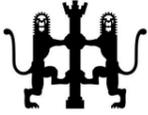
2014A/26/P01 Rev. B; /P12 Rev. A; /P32 Rev. A; /P33 Rev. A; /P39 Rev. A; /P40 Rev. A received 08 December 2016.

2014A/26/P03 Rev. B; /P45 Rev. A received 27 April 2017.

Reason:- For the avoidance of doubt and in the interest of proper planning



Site Plan 1:400



SIMON MERRONY ARCHITECTS
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Job Title
**Development at Hithermoor Farm
Hithermoor Road,
Staines
TW19 6AZ**

Drawing Name
Existing Site Plan

Drawing Status
PLANNING

Published by **PG** Date 07/11/2016

Checked by **SM** Date 07/11/2016

Drawing Scale
As shown @ A3

Drawing no. **2014A/26/P01** Revision **B**

A 1 x 2B4P
1 x 3B4P UNITS

B 3 x 3B4P UNITS

C 2 x 3B5P UNITS

FH 1 x 3B4P
1 x 2B3P
2 x 1B2P UNITS

E 3 x 2B3P UNITS

1 3 x 2B3P UNITS

2 3 x 2B3P UNITS

3 3 x 2B3P UNITS

PROPOSED PARKING: 40 SPACES

PROPOSED CYCLE
PROVISION: 23 BIKE SPACES

TOTAL PROPOSED
UNITS = 23

7 x 3B (30%)
14 x 2B (60%)
2 x 1B (10%)

Page 14

COLOUR KEY:

- A
- B
- C
- E
- FH

PARKING, BIN STORES, BIKE STORES

BIN STORES
LANDSCAPING
CYCLE SPACES

CYCLE SPACES

11

10

9

8

7

6

5

1

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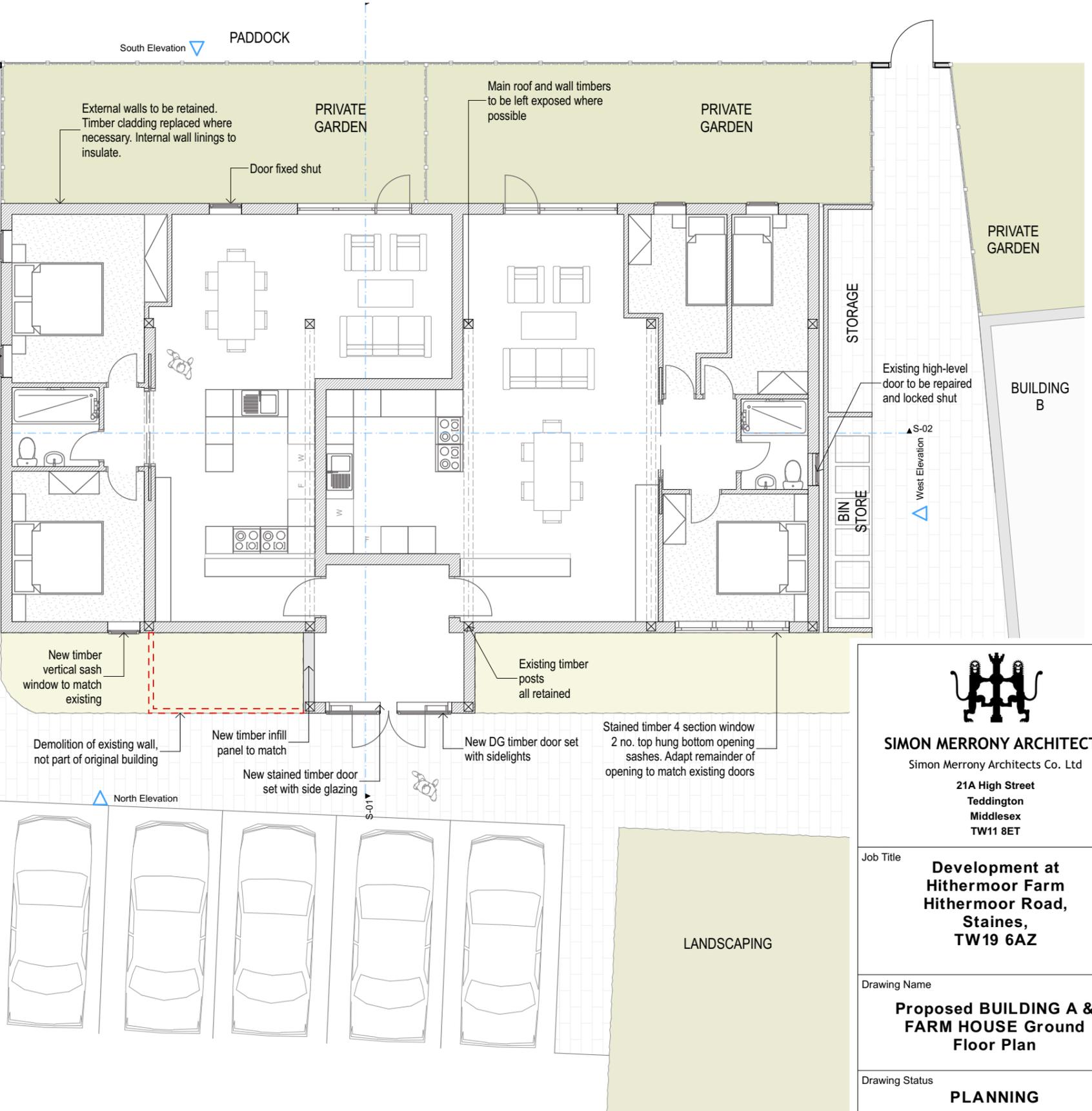
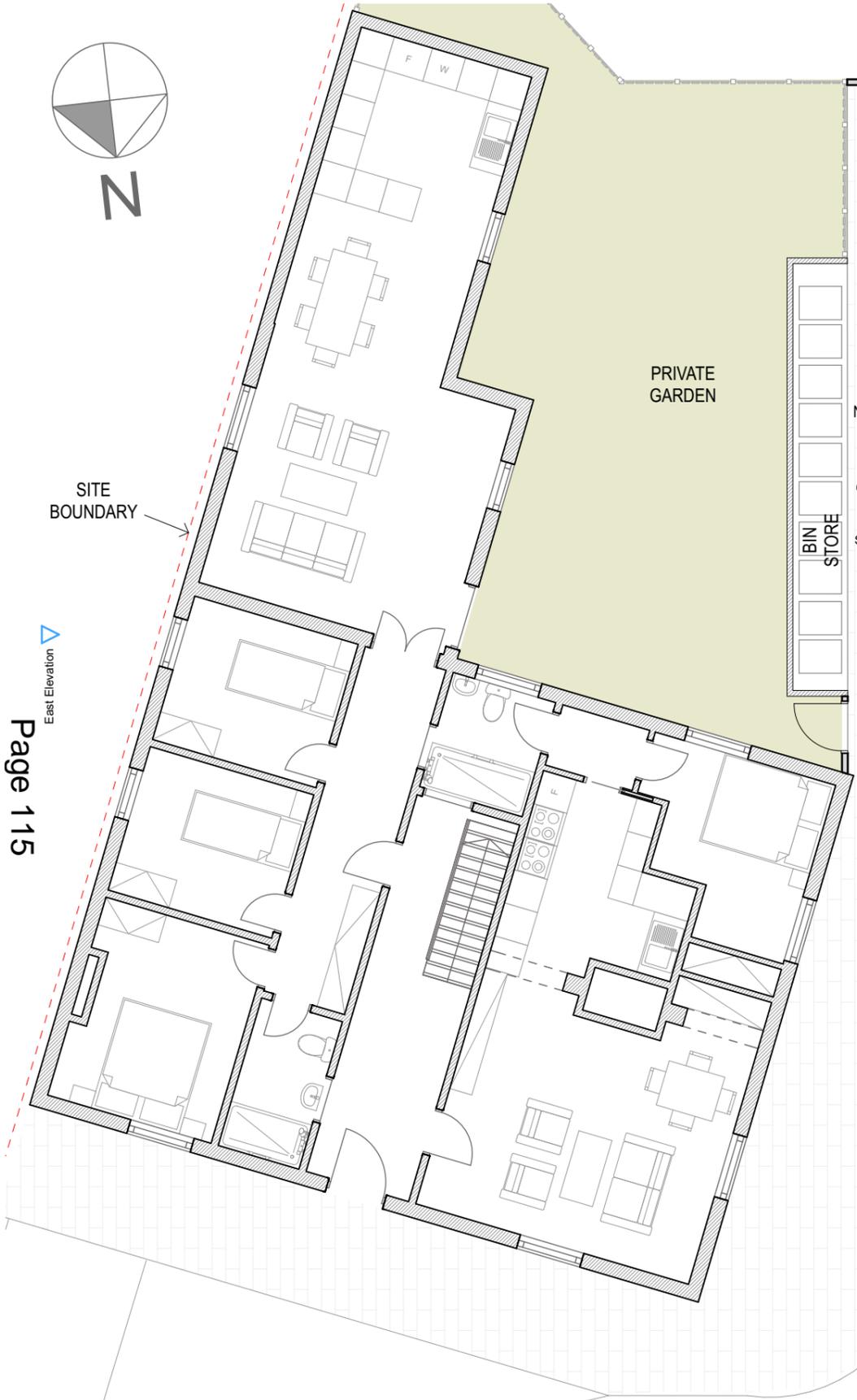


SITE BOUNDARY

East Elevation

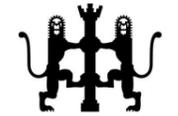
Page 115

0.



Ground Floor

1:100



SIMON MERRONY ARCHITECTS

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21A High Street
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Middlesex
TW11 8ET

Job Title

**Development at
Hithermoor Farm
Hithermoor Road,
Staines,
TW19 6AZ**

Drawing Name

**Proposed BUILDING A &
FARM HOUSE Ground
Floor Plan**

Drawing Status

PLANNING

Published by

PG

Date 08/12/2016

Checked by

SM

Date 08/12/2016

Drawing Scale

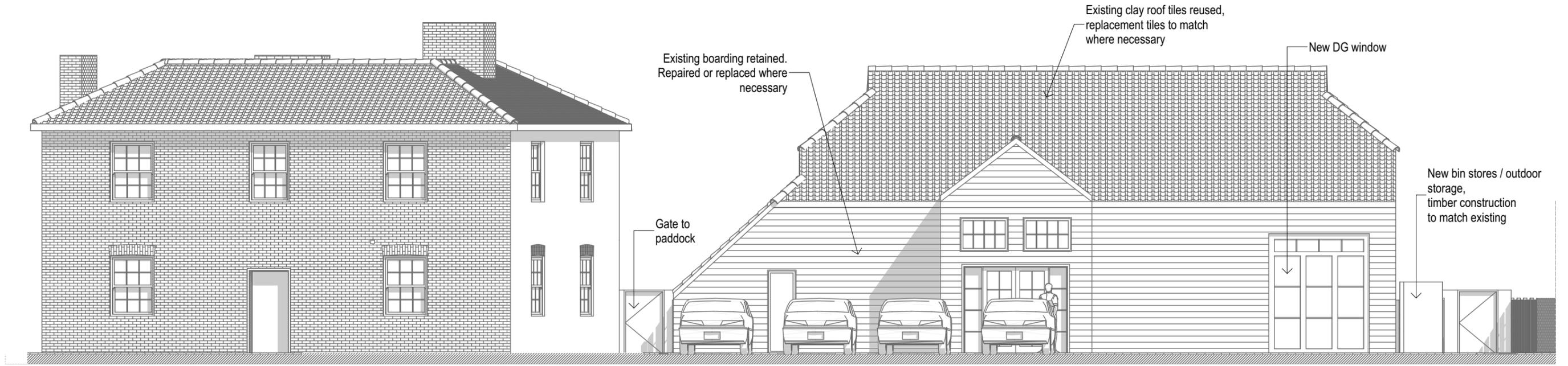
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Drawing no.

2014A/26/P12

Revision

A



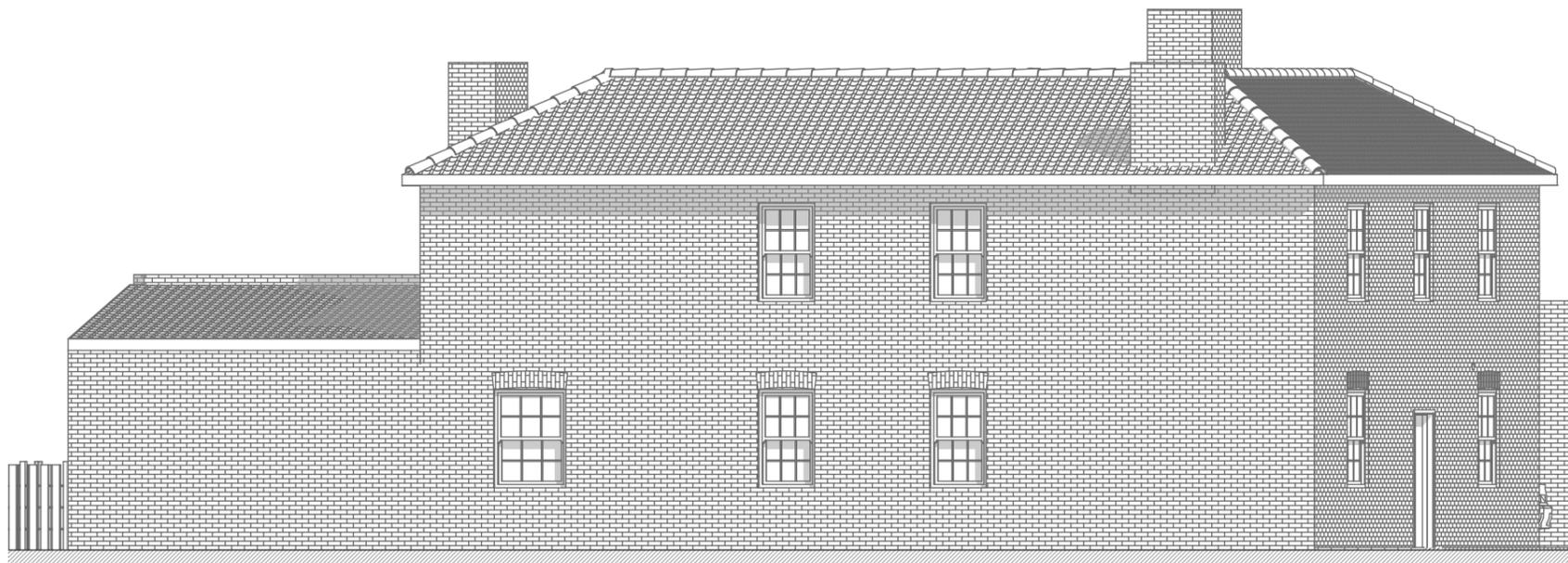
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North Elevation

1:100



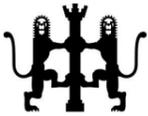
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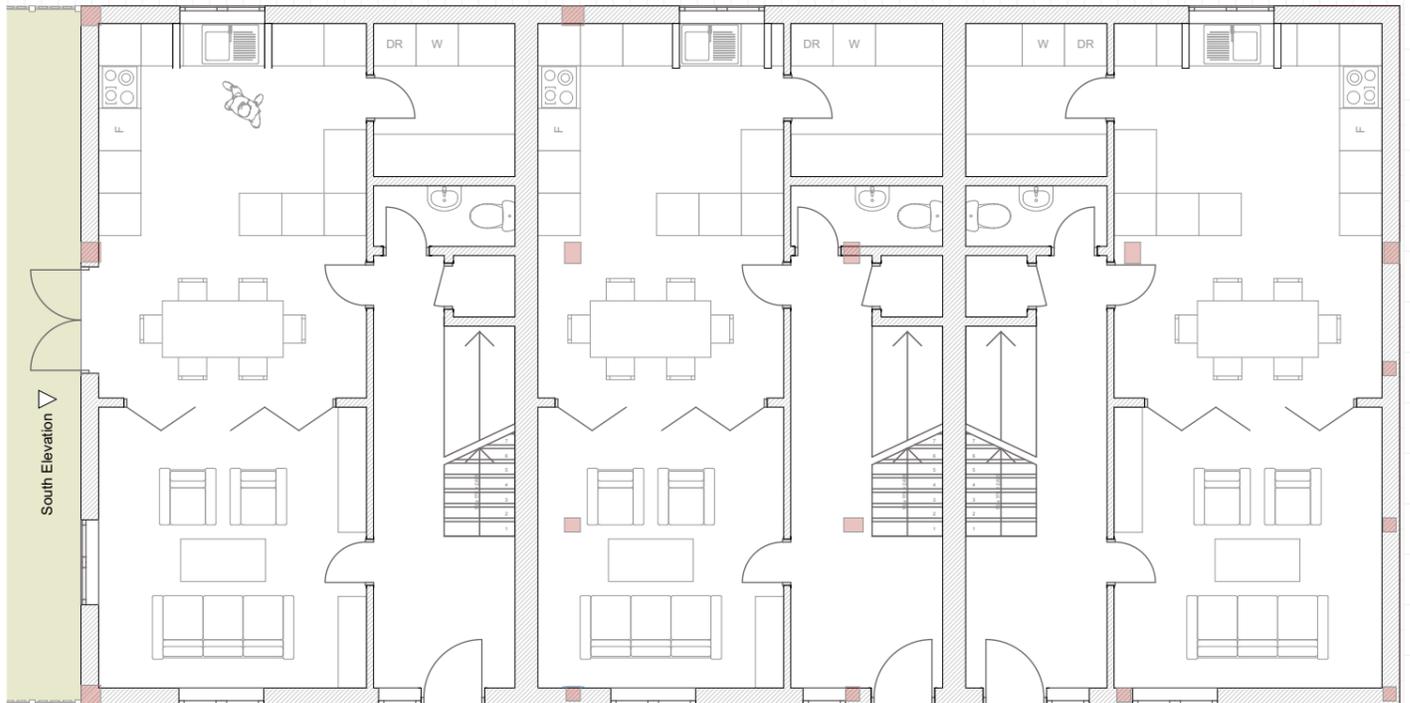


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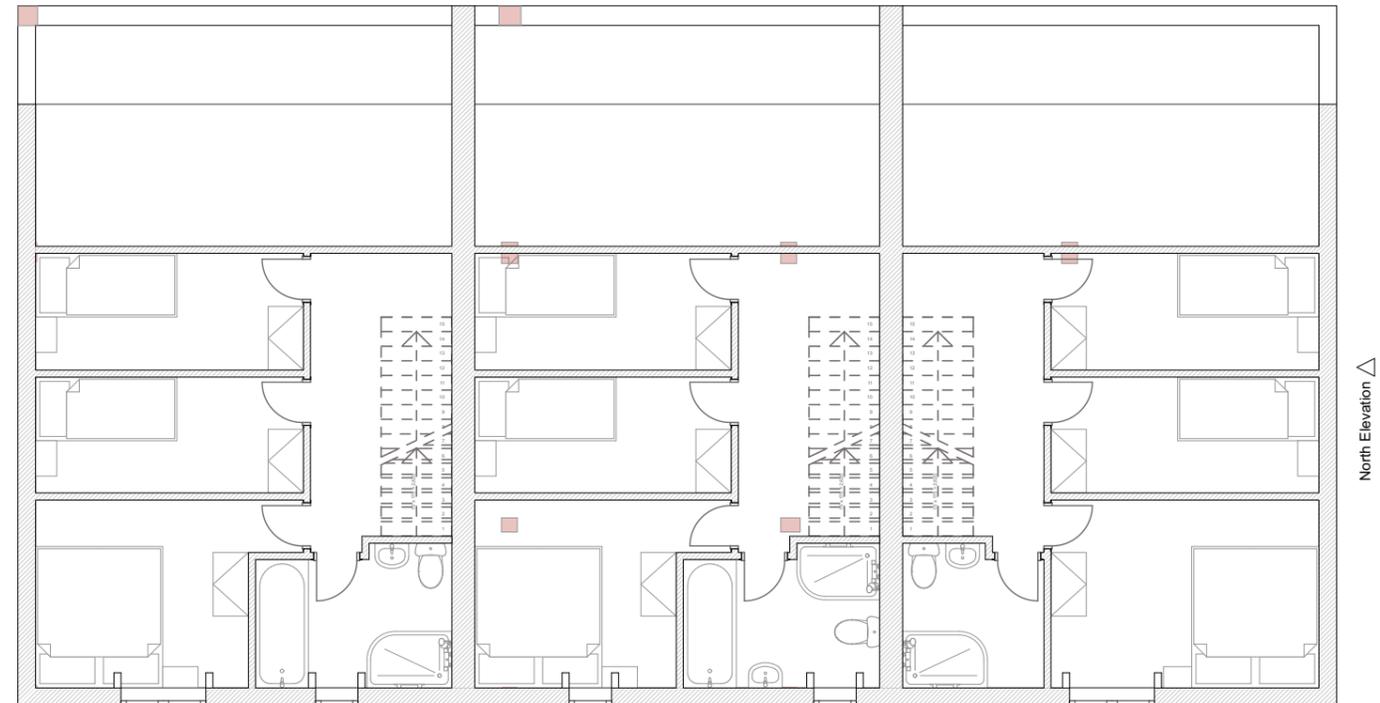
East Elevation

1:100

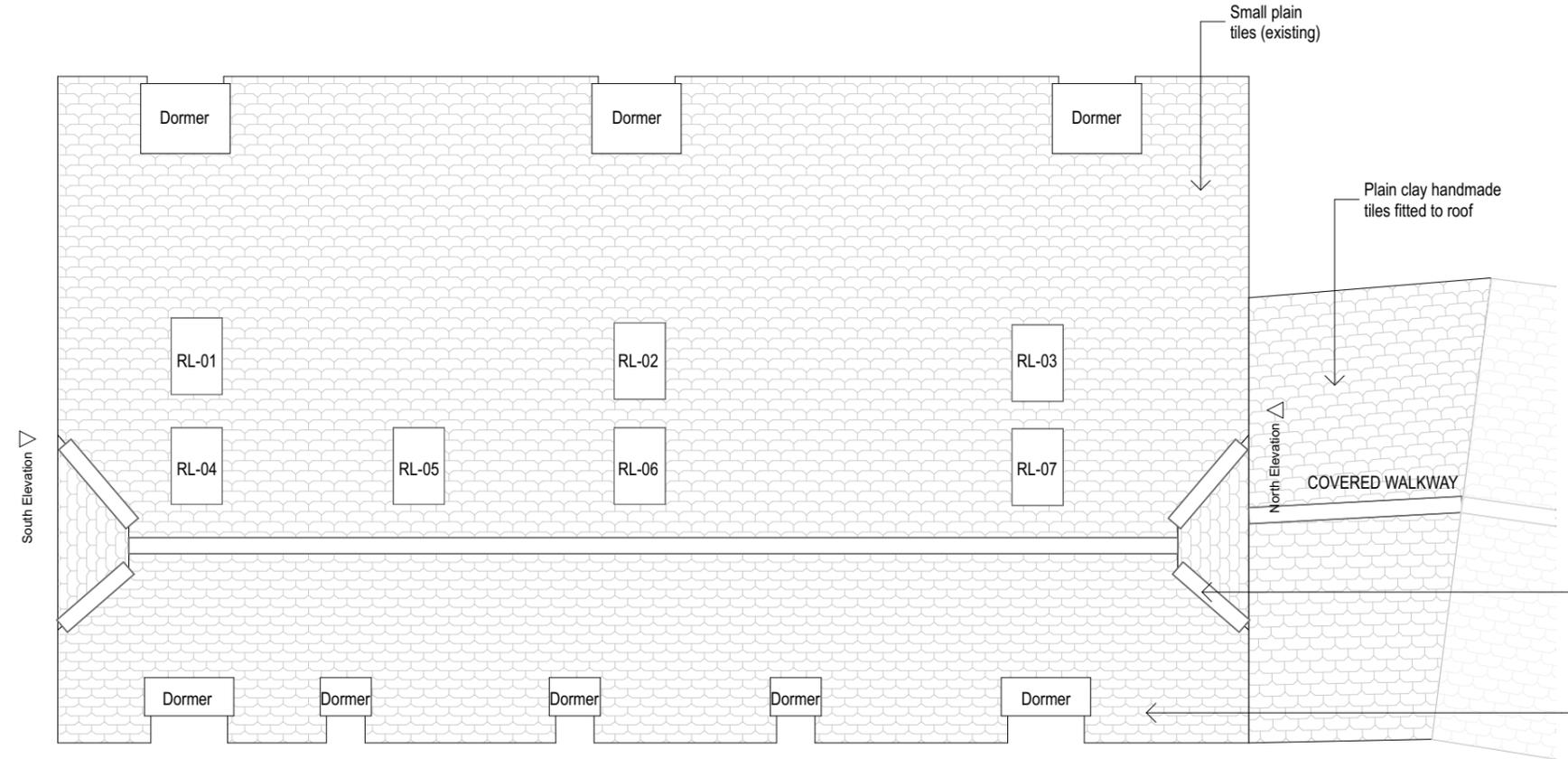
 SIMON MERRONY ARCHITECTS Simon Merrony Architects Co. Ltd 21A High Street Teddington Middlesex TW11 8ET	
Job Title	Development at Hithermoor Farm Hithermoor Road, Staines, TW19 6AZ
Drawing Name	Proposed BUILDING A & FARM HOUSE Elevations
Drawing Status	PLANNING
Published by PG	Date 16/08/2016
Checked by SM	Date 16/08/2016
Drawing Scale	AS SHOWN @ A3
Drawing no. 2014A/26/P15	Revision



Ground Floor 1:100



1. First Floor 1:100

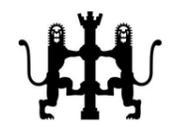


3. Roof Plan 1:100

RL-01 - 07 :
Double glazed skylights

Existing hip and ridge tiles re-used where practical, new hip/ridge tiles to match

Existing rafters adapted where necessary



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Job Title
**Development at Hithermoor Farm
Hithermoor Road,
Staines
TW19 6AZ**

Drawing Name
**Proposed BUILDING B
First Floor Plan**

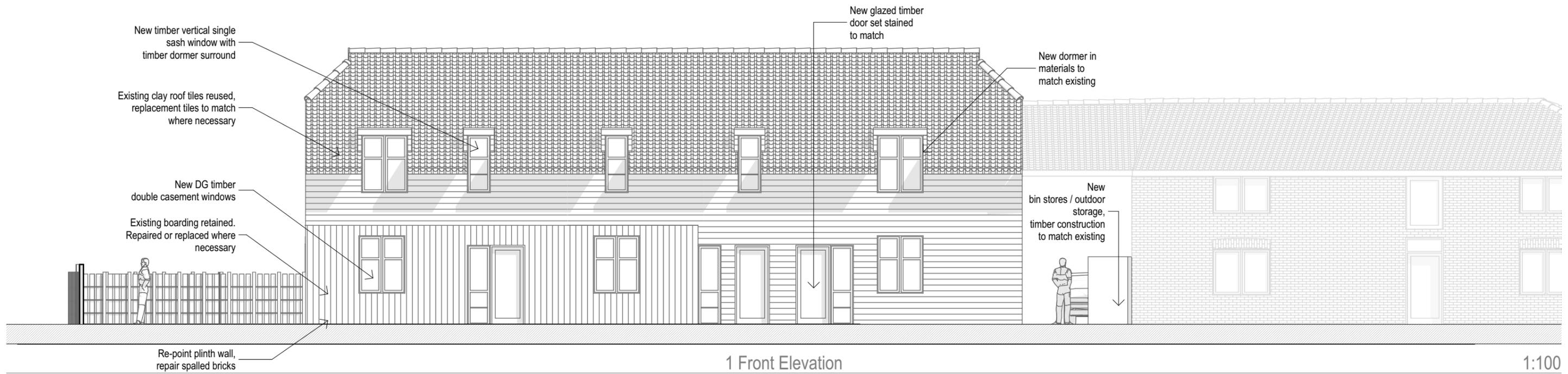
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Published by **PG** Date 16/08/2016

Checked by **SM** Date 16/08/2016

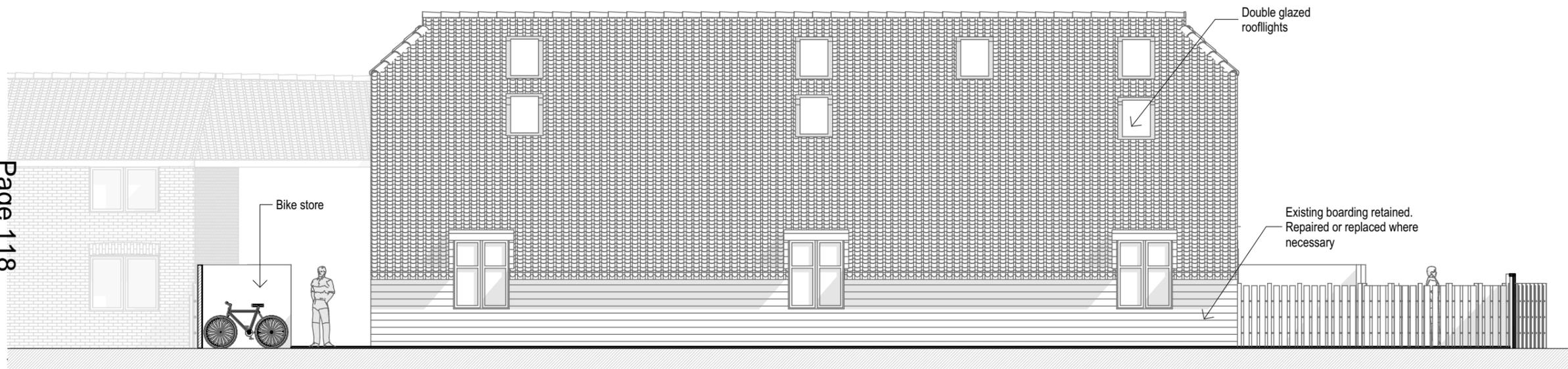
Drawing Scale
AS SHOWN @ A3

Drawing no. **2014A/26/P21** Revision



1 Front Elevation

1:100



2 Rear Elevation

1:100

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Job Title
**Development at Hithermoor Farm
 Hithermoor Road,
 Staines
 TW19 6AZ**

Drawing Name
**Proposed BUILDING B
 Elevations**

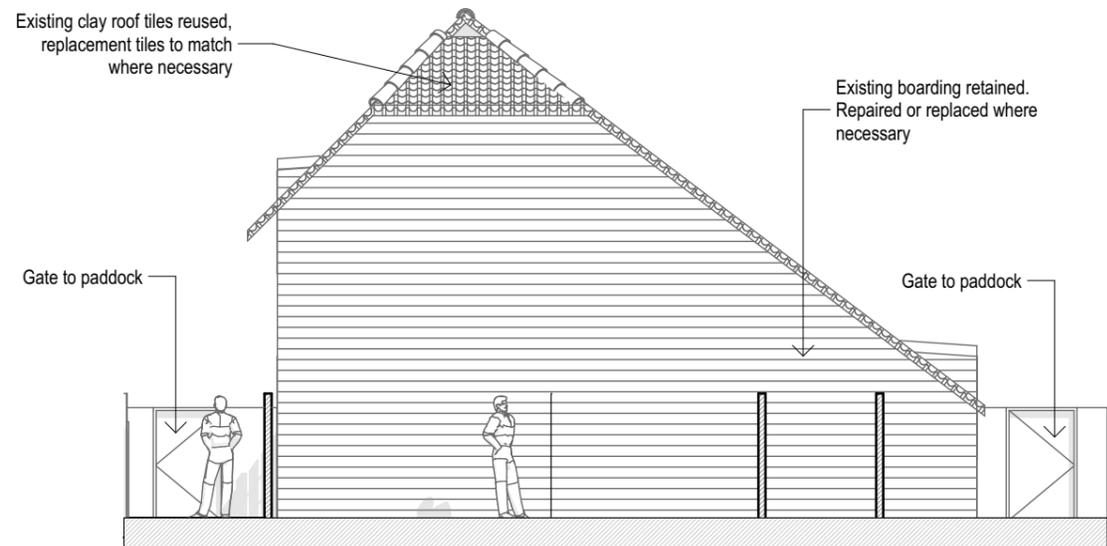
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Published by
PG Date 16/08/2016

Checked by
SM Date 16/08/2016

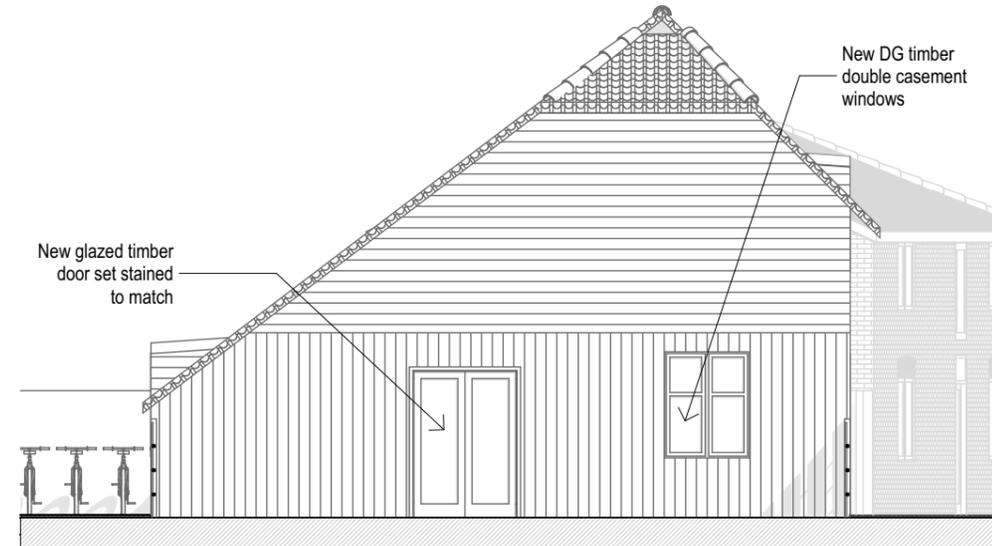
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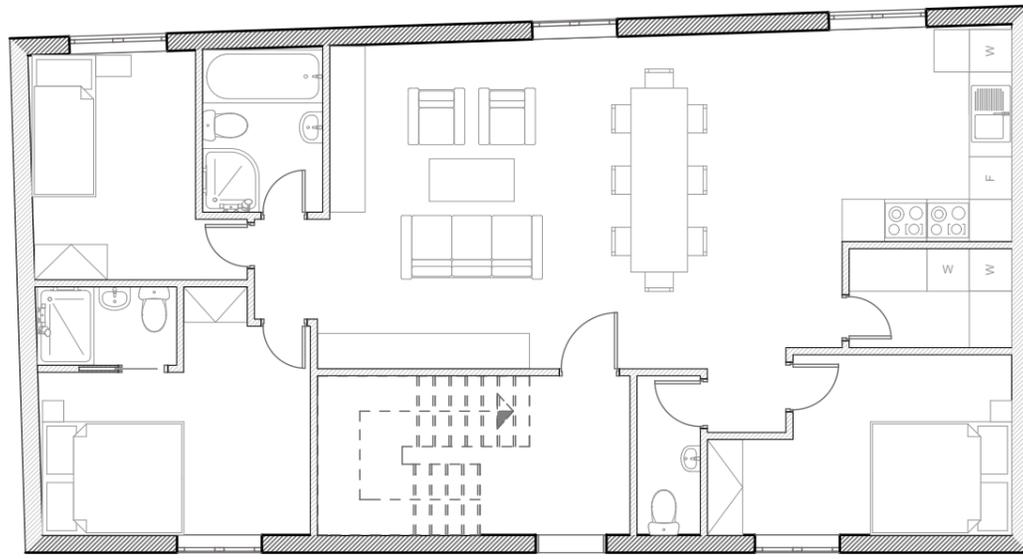
4 North Elevation

1:100



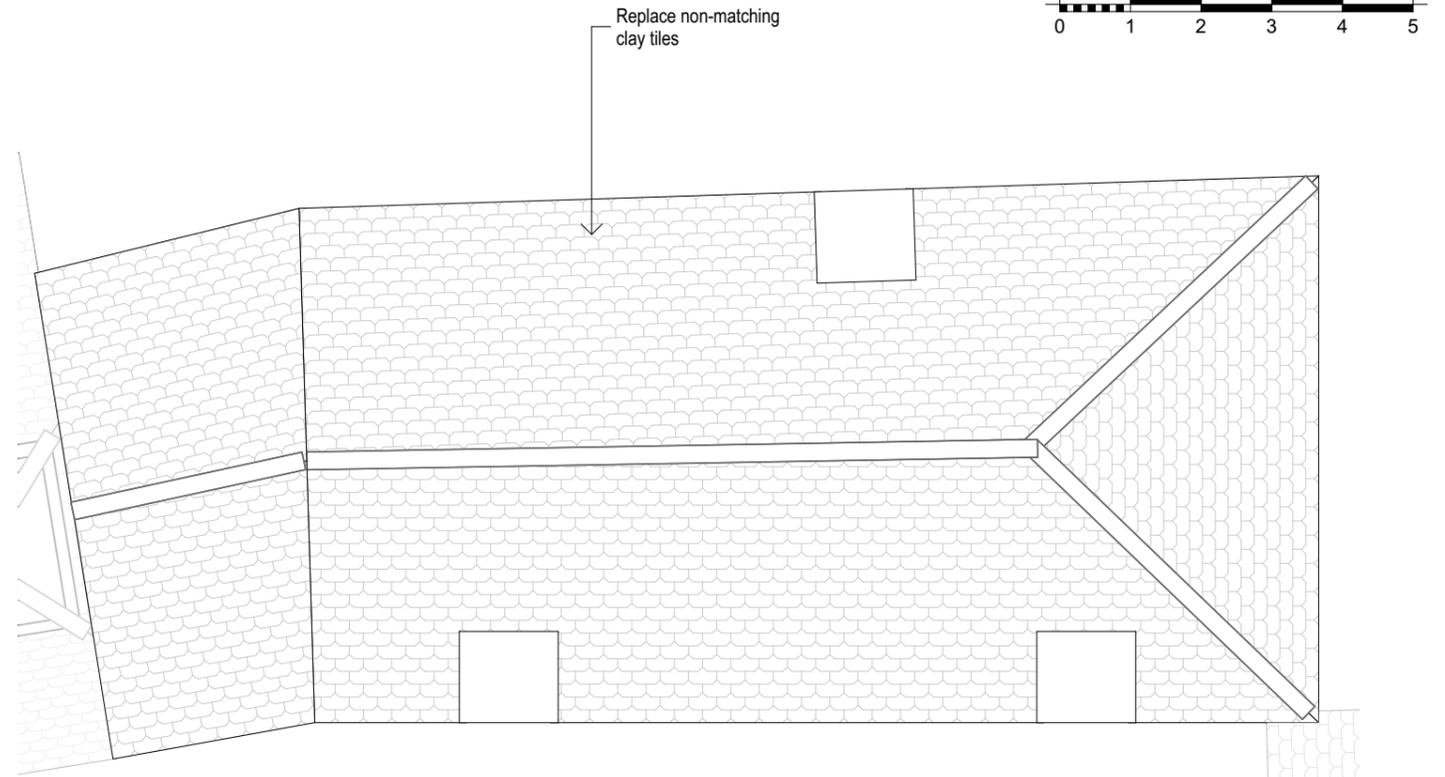
3 South Elevation

1:100



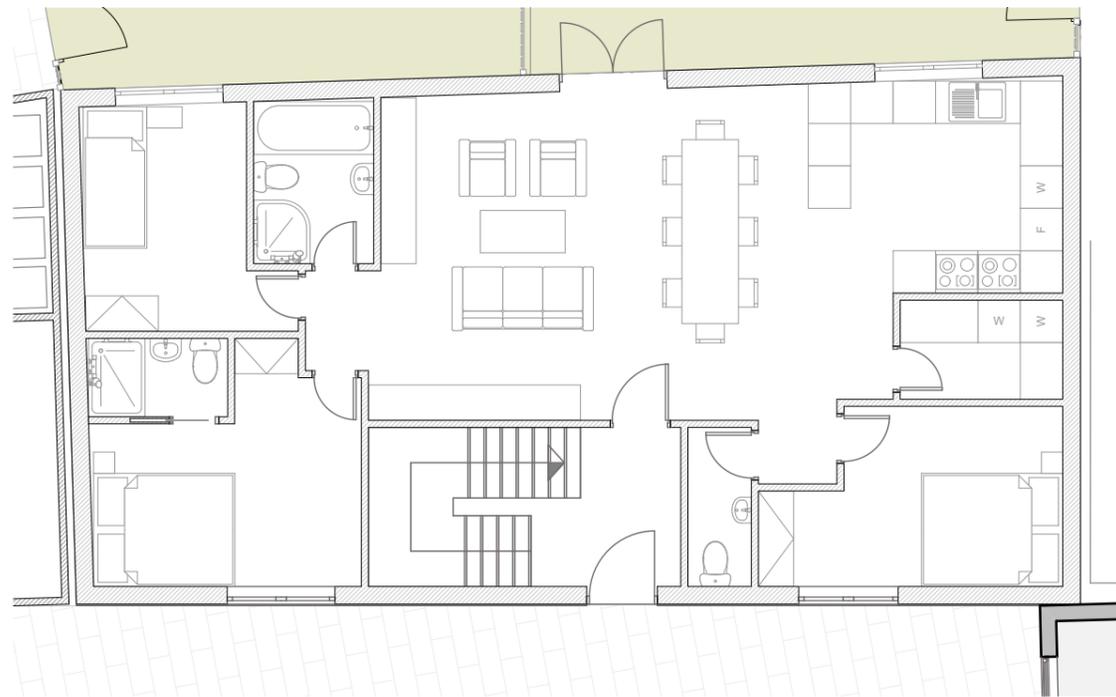
First Floor

1:100



Roof Plan

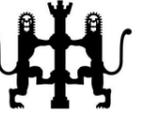
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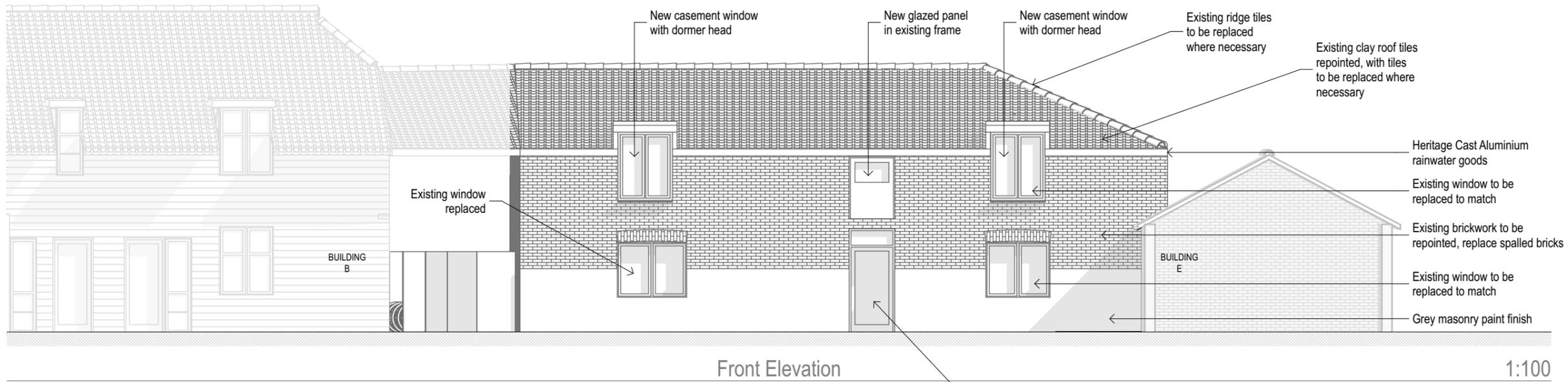


Ground Floor

1:100



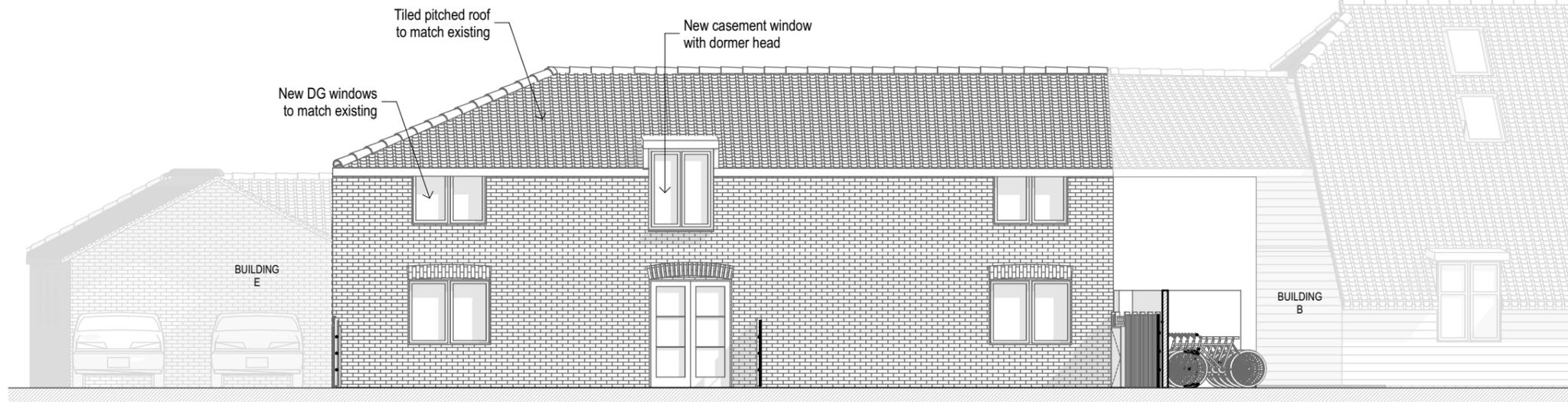
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Job Title	
Development at Hithermoor Farm Hithermoor Road, Staines TW19 6AZ	
Drawing Name	
Proposed BUILDING C FF and Roof Plan	
Drawing Status	
PLANNING	
Published by	Date 16/08/2016
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SM	
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AS SHOWN @ A3	
Drawing no.	Revision
2014A/26/P27	



Front Elevation

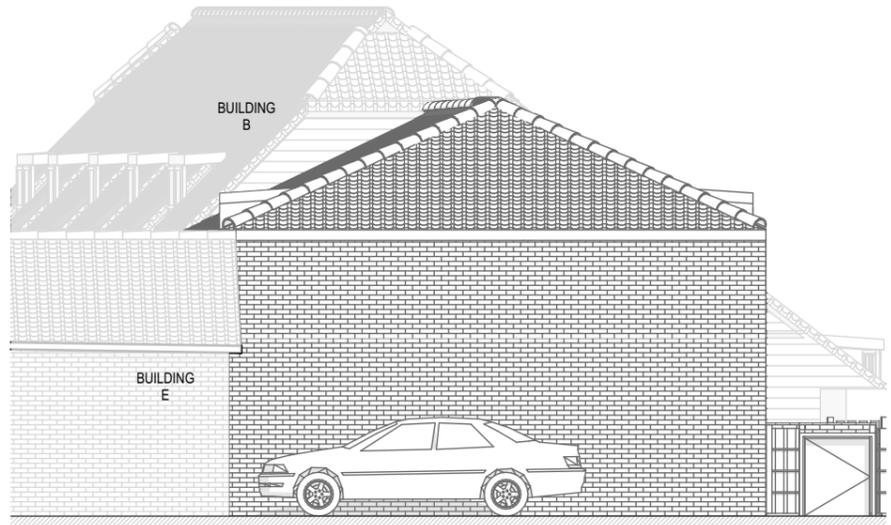
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New timber door with vertical glazing panels set into existing frame



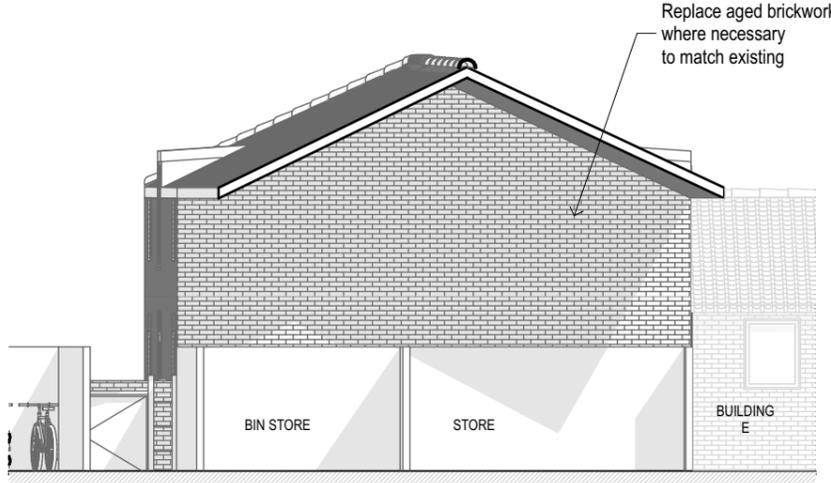
Rear Elevation

1:100



East Elevation

1:100



West Elevation

1:100



SIMON MERRONY ARCHITECTS
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 Teddington
 Middlesex
 TW11 8ET

Job Title
**Development at Hithermoor Farm
 Hithermoor Road,
 Staines
 TW19 6AZ**

Drawing Name
**Proposed BUILDING C
 Elevations**

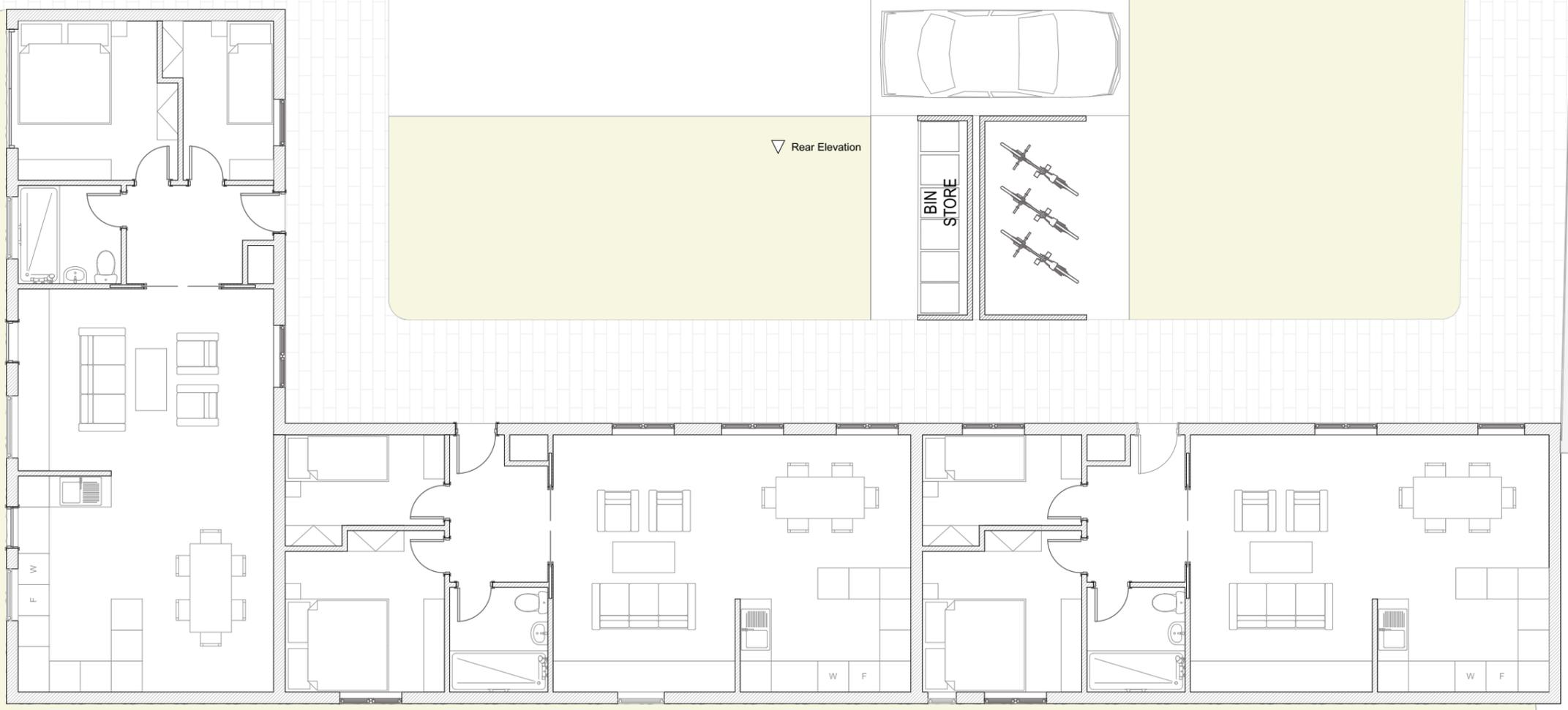
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PLANNING

Published by
PG Date 16/08/2016

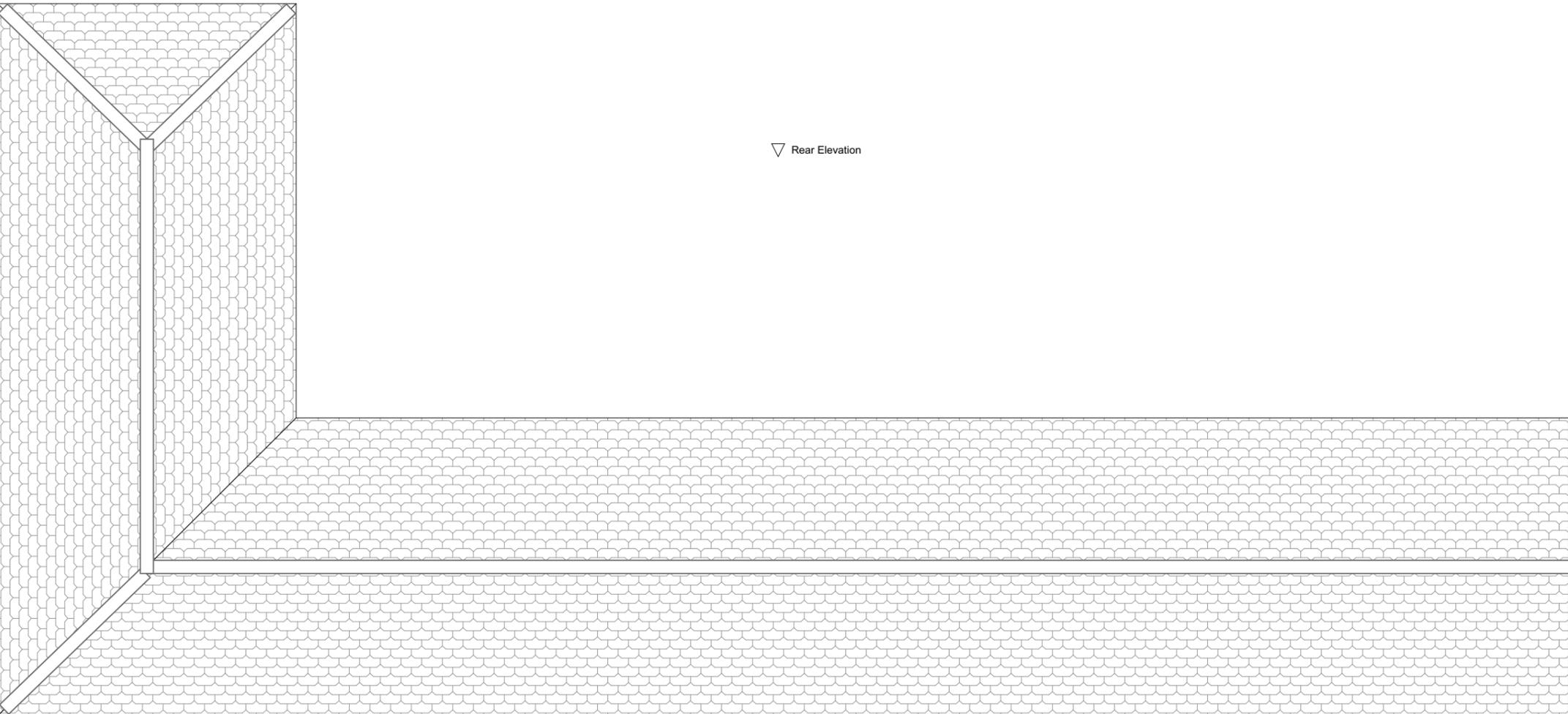
Checked by
SM Date 16/08/2016

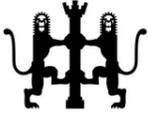
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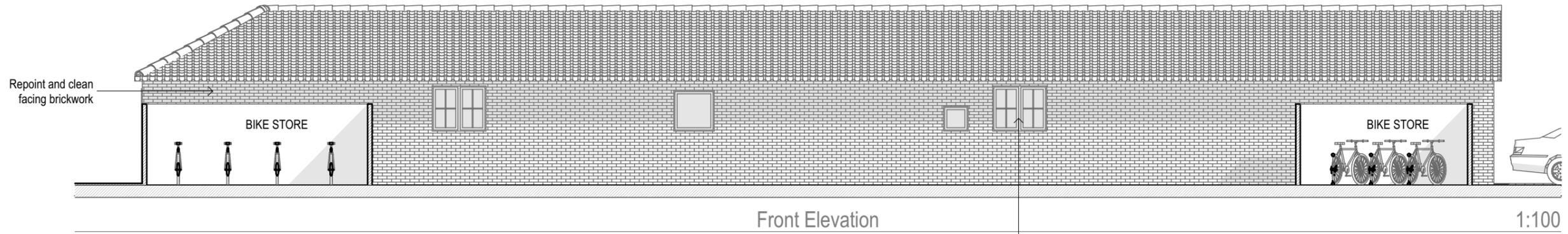
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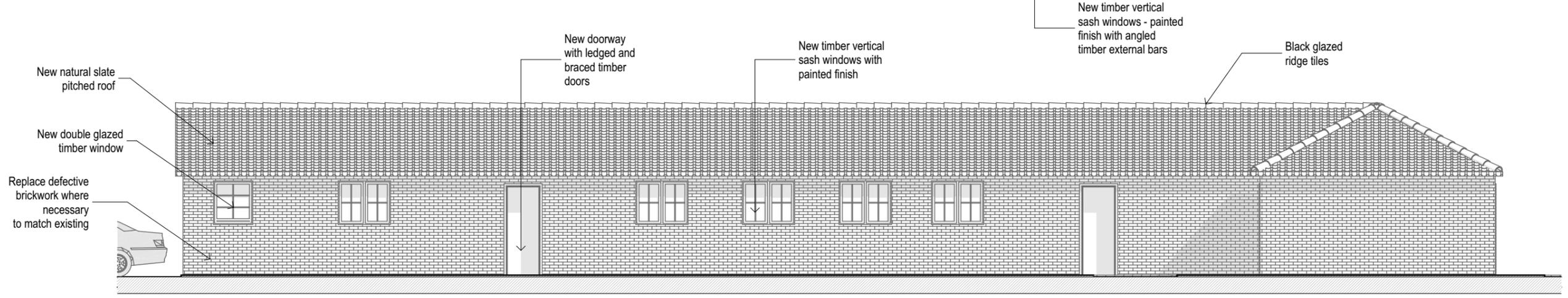


 SIMON MERRONY ARCHITECTS Simon Merrony Architects Co. Ltd 21A High Street Teddington Middlesex TW11 8ET	
Job Title	
Development at Hithermoor Farm Hithermoor Road, Staines TW19 6AZ	
Drawing Name	
Proposed BUILDING E Plans	
Drawing Status	
PLANNING	
Published by	Date 16/08/2016
PG	
Checked by	Date 16/08/2016
SM	
Drawing Scale	
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Drawing no.	Revision
2014A/26/P33	



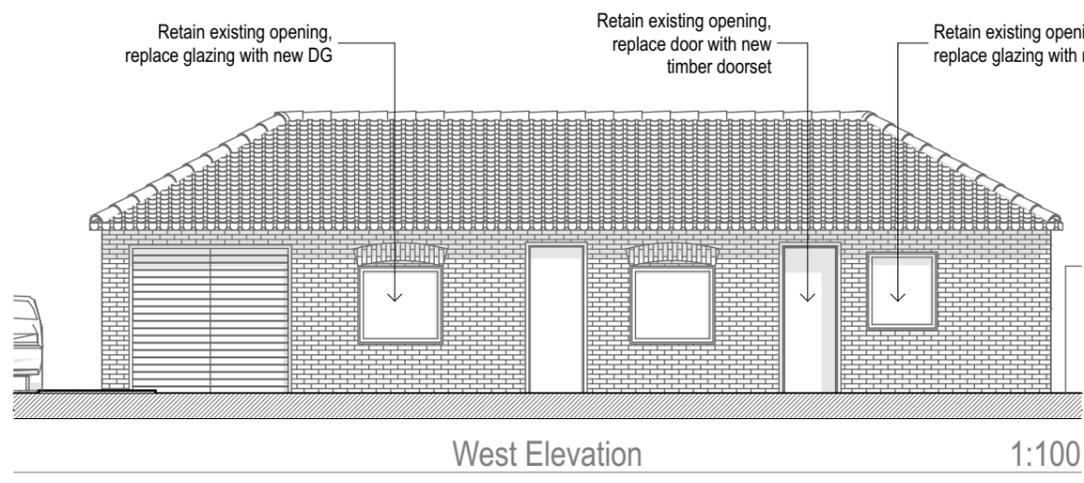
Front Elevation

1:100



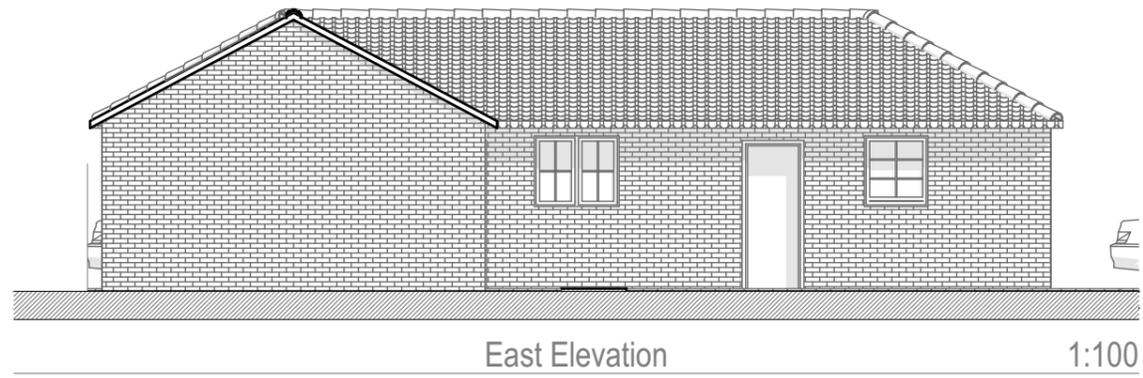
Rear Elevation

1:100



West Elevation

1:100



East Elevation

1:100



SIMON MERRONY ARCHITECTS
 Simon Merrony Architects Co. Ltd
 21A High Street
 Teddington
 Middlesex
 TW11 8ET

Job Title
**Development at
 Hithermoor Farm
 Hithermoor Road,
 Staines
 TW19 6AZ**

Drawing Name
**Proposed BUILDING E
 Elevations**

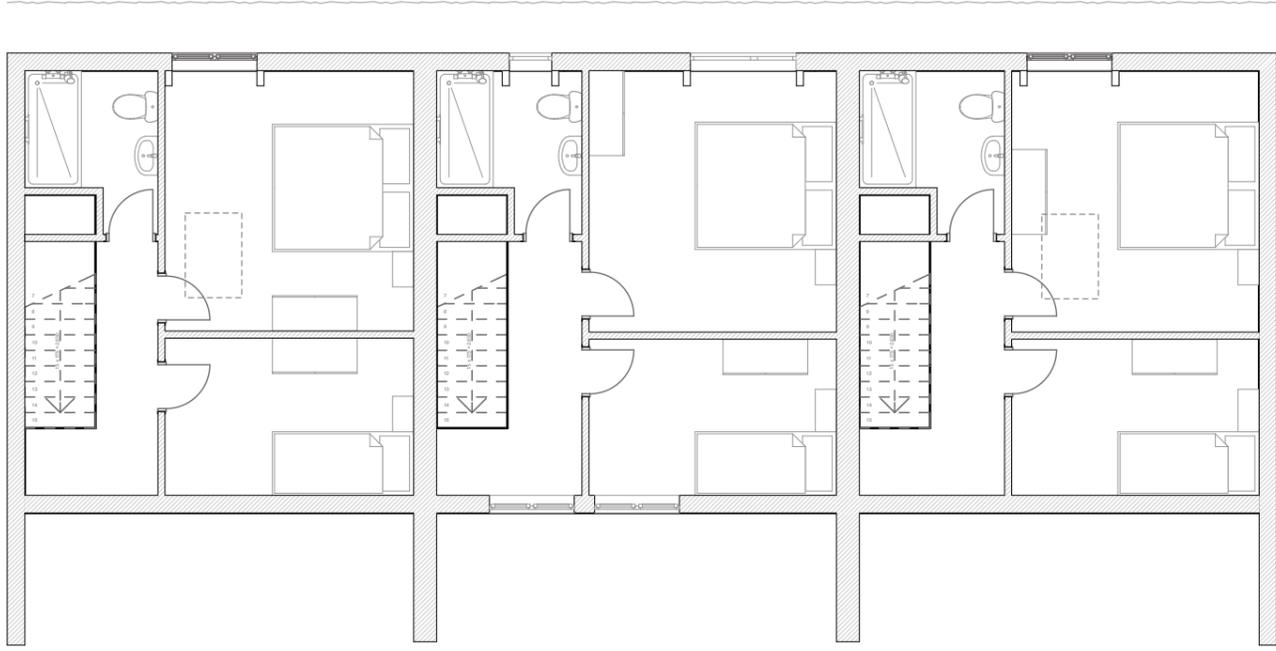
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Published by
PG Date 16/08/2016

Checked by
SM Date 16/08/2016

Drawing Scale
AS SHOWN @ A3

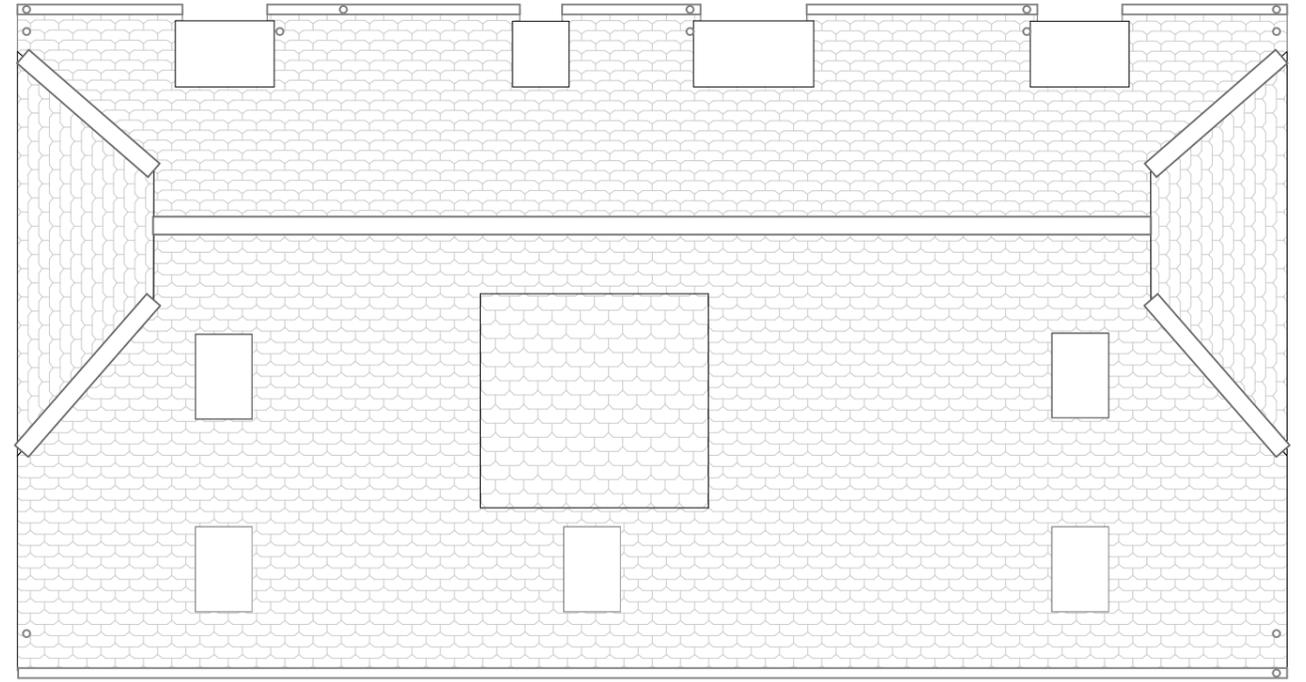
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Front Elevation ▲

First Floor

1:100



Roof Plan

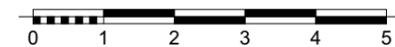
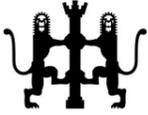
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Front Elevation ▲

Ground Floor

1:100

SIMON MERRONY ARCHITECTS
Simon Merrony Architects Co. Ltd
21A High Street
Teddington
Middlesex
TW11 8ET

Job Title
**Development at
Hithermoor Farm
Hithermoor Road,
Staines
TW19 6AZ**

Drawing Name
**Proposed NEW BLOCK
Plans**

Drawing Status
PLANNING

Published by
PG Date 16/08/2016

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SM Date 16/08/2016

Drawing Scale
AS SHOWN @ A3

Drawing no. **2014A/26/P36** Revision



Rear Elevation

1:100



Front Elevation

1:100



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Job Title

**Development at
Hithermoor Farm
Hithermoor Road,
Staines
TW19 6AZ**

Drawing Name

**Proposed NEW BLOCK
Elevations**

Drawing Status

PLANNING

Published by
PG

Date 16/08/2016

Checked by
SM

Date 16/08/2016

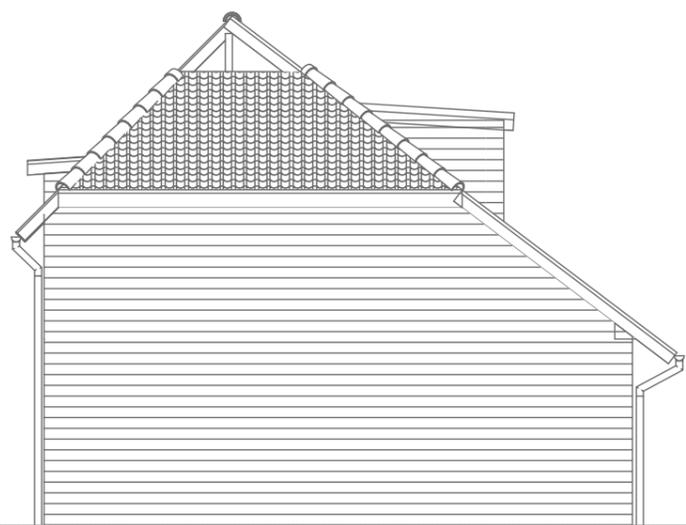
Drawing Scale

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Drawing no.

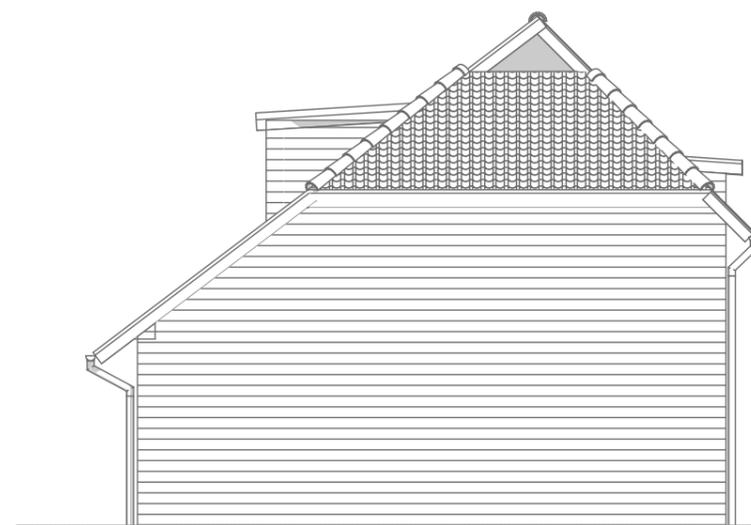
2014A/26/P37

Revision



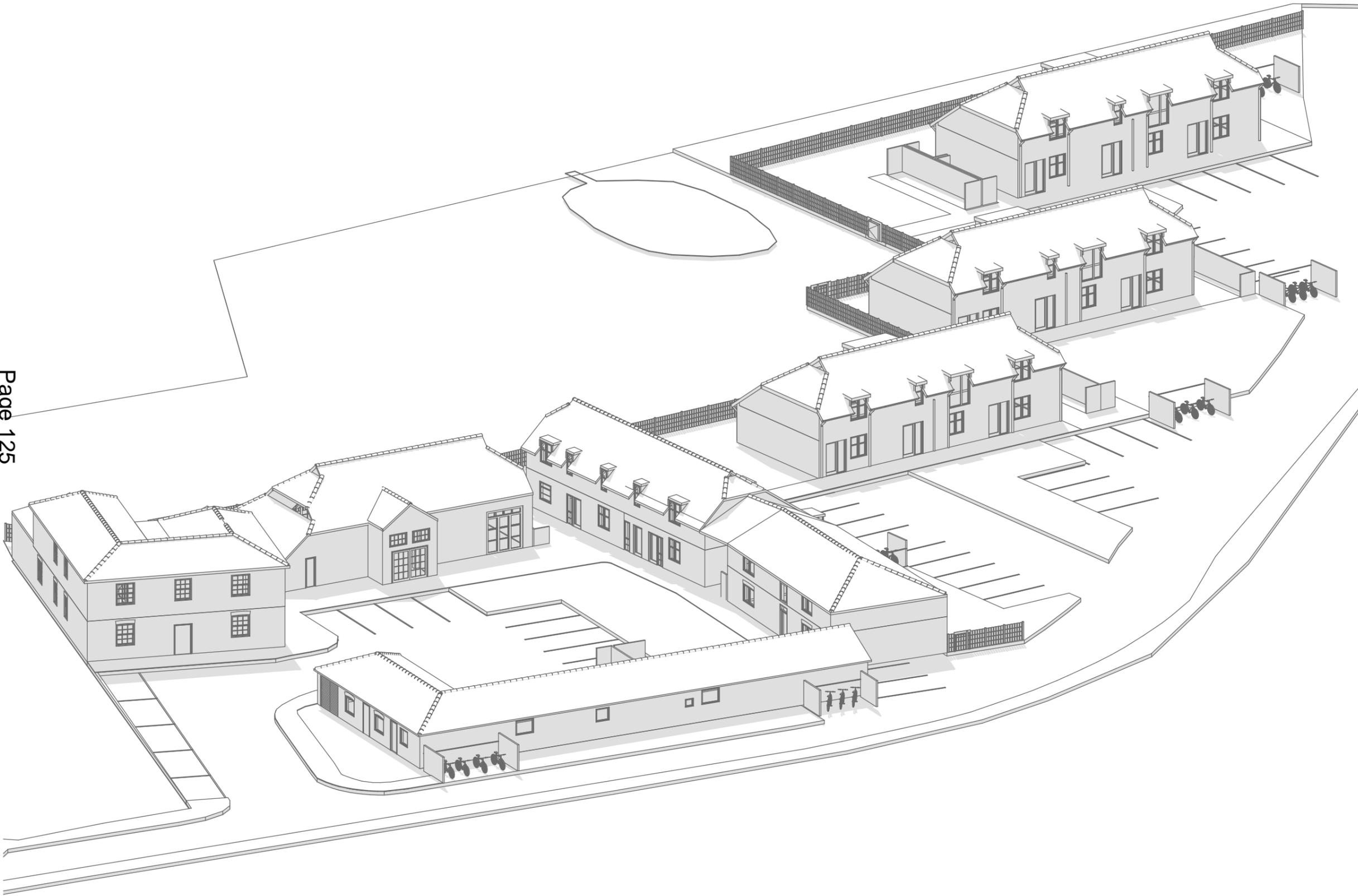
West Elevation

1:100



East Elevation

1:100



Proposed Site Perspective



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Drawing Name
**Proposed Residential Site
 Perspective**

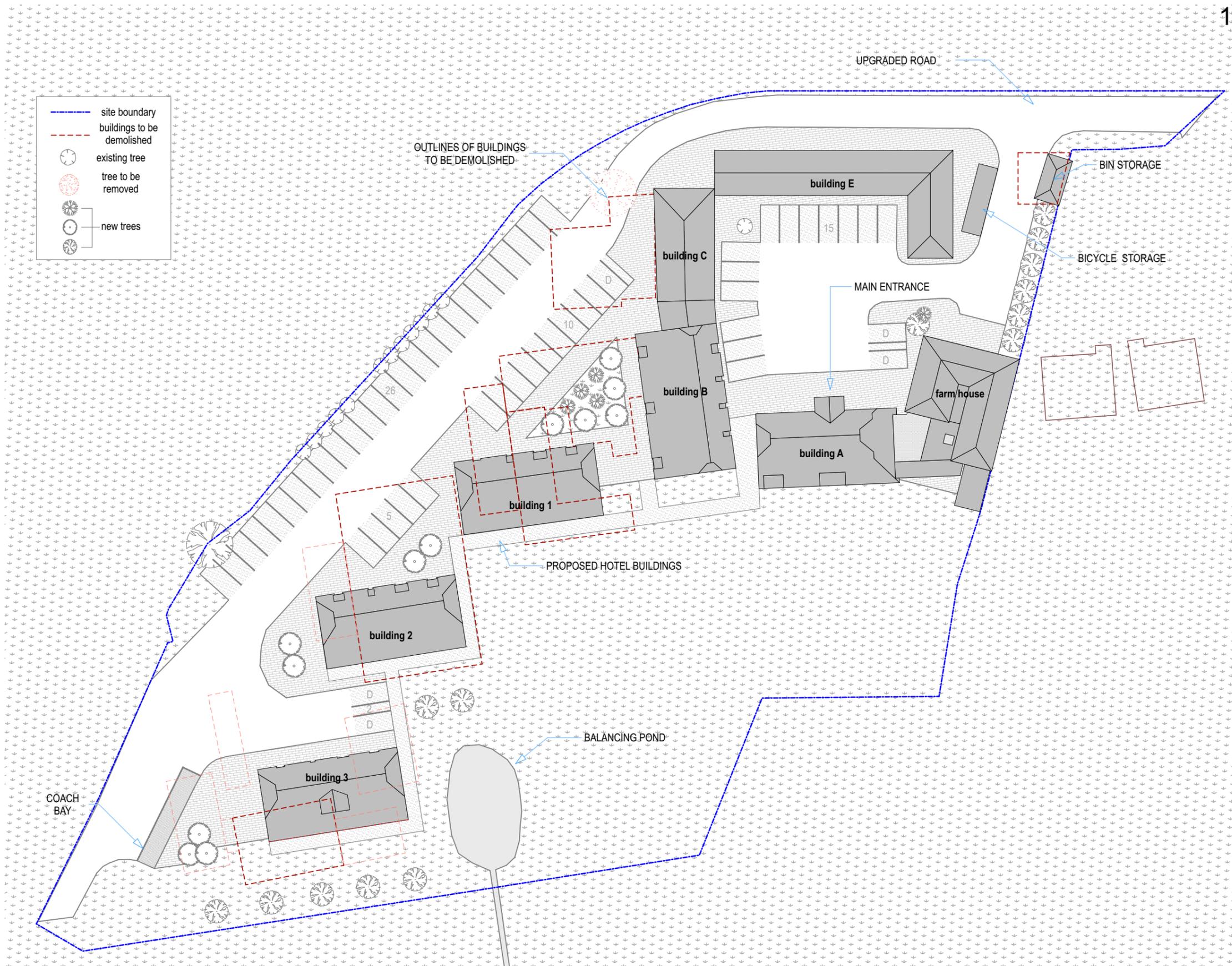
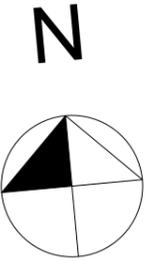
Drawing Status
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Drawing no. **2014A/26/P05** Revision



Site Plan

1:500



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**Hotel Development at
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Hithermoor Road, Stanwell,
Middlesex
TW19 6AZ**

Drawing Name

Proposed Site Plan

Drawing Status

Planning

Published by
KK

Date 04/02/2015

Checked by
SM

Date 04/02/2015

Drawing Scale

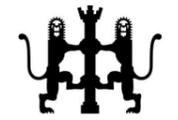
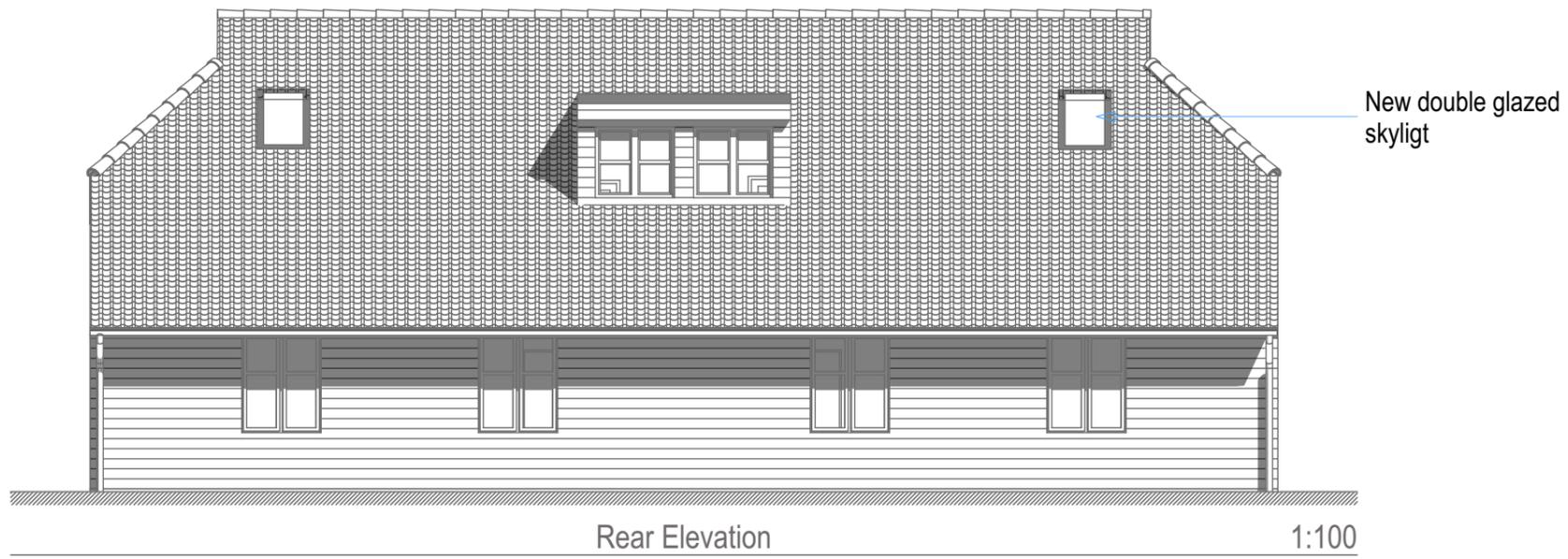
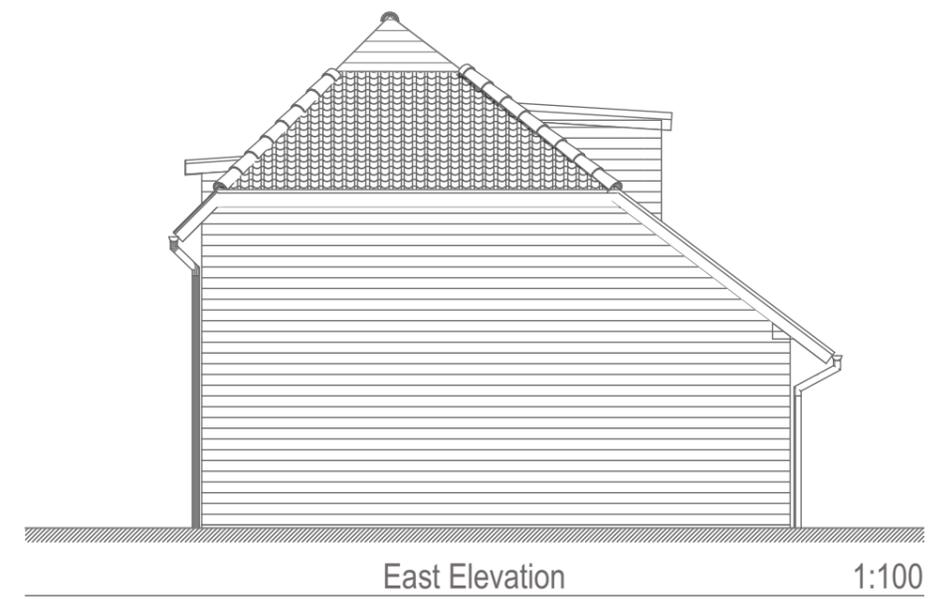
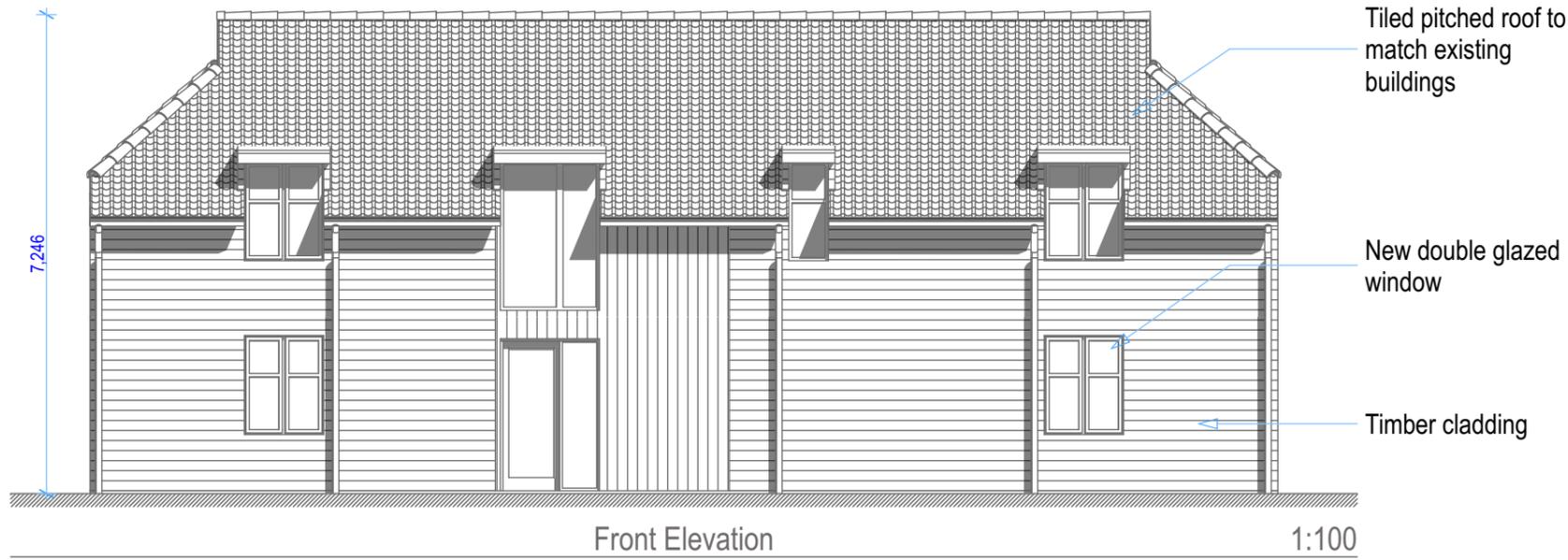
As shown @ A3

Drawing no.

2014/26/P02

Revision

Approved Elevations of New Hotel Accommodation buildings



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Drawing Name
**Proposed Hotel Building
 Elevations**

Drawing Status
Planning

Published by **KK** Date 11/02/2015

Checked by **SM** Date 11/02/2015

Drawing Scale
As shown @ A3

Drawing no. **2014/26P24** Revision

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17/00262/FUL
8 - 12 Clarendon Road, Ashford, TW15 2QE

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Planning Committee

31 May 2017



Application Nos.	17/00262/FUL		
Site Address	8 – 12 Clarendon Road, Ashford		
Proposal	Demolition of existing buildings and erection of a new building with 2 floors of accommodation to provide 10 flats (4 no. 1-bed and 6 no. 2-bed) together with associated parking and amenity space.		
Applicant	Hooper Homes Limited		
Ward	Ashford Town		
Call in details	N/A		
Case Officer	Paul Tomson		
Application Dates	Valid: 03/03/2017	Expiry: 02/06/2017	Target: Within 13 weeks
Executive Summary	<p>This application seeks the demolition of the existing vacant commercial building of 8 Clarendon Road, and the demolition of the existing semi-detached dwellings of 10 & 12 Clarendon Road, and the erection of a new residential development comprising 10 flats together with associated parking and amenity space.</p> <p>The site is located within the urban area and the principle of new residential development and the loss of the existing commercial building has been accepted in previous planning applications. The proposed flats are to be provided in two separate 2-storey blocks fronting Clarendon Road, but will be linked by a glazed structure providing an entrance foyer and staircase. It is considered that the design and scale is acceptable and has good regard to the character of the area. The parking and amenity space is considered acceptable in this location on the edge of Ashford town centre and close to the railway station.</p> <p>Whilst the proposed number of units and dwelling mix (4 no. 1-bed and 6 no. 2-bed) is the same as the last refused scheme (16/01326/FUL), which is now subject to a pending appeal, the introduction of the new glazed structure has resulted in the floorspace being used in a more efficient manner. Consequently, the depth of the accommodation blocks is similar to the last approved scheme and the size of the amenity space continues to be acceptable.</p>		
Recommended Decisions	This planning application is recommended for approval.		

MAIN REPORT

1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- LO1 (Flooding)
- HO4 (Housing Size and Type)
- HO5 (Housing Density)
- EM1 (Employment Development)
- EN1 (Design of New Development)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC3 (Parking Provision)

2. Relevant Planning History

08/00288/FUL	Demolition of existing buildings and erection of building with part 2 and part 3 floors incorporating 11 flats and a crèche, access, landscaping and amenity areas, play area, cycle storage and ancillary works.	Refused 24/07/2008
08/00298/FUL	Demolition of existing buildings and erection of a building with part 2 and part 3 floors, incorporating 13 flats, access, car parking, landscaping, amenity areas, cycle storage and ancillary works.	Refused 24/07/2008 Appeal Dismissed 02/12/2008
10/00320/FUL	Demolition of existing buildings and erection of two blocks comprising a total of 12 flats (4 no. 1-bed & 8 no. 2-bed), together with associated parking and amenity space.	Withdrawn 06/07/2010
11/00359/FUL	Demolition of existing buildings and erection of two 2-storey blocks comprising a total of 12 flats (4 no. 1-bed and 8 no. 2-bed), together with associated parking and amenity space.	Refused 19/09/2012
12/01236/FUL	Demolition of existing buildings and erection of two 2-storey blocks comprising a total of 10 flats (2 no. 1-bed and 8 no. 2-bed), together with associated parking and amenity space.	Refused 21/01/2013 Appeal Dismissed 18/12/2013
14/01254/FUL	Demolition of existing buildings and erection of two 2-storey blocks comprising 9 flats (4 no.	Approved 19/12/2014

1 bed and 5 no. 2 bed) together with associated parking and amenity space.

15/00351/OUT	Demolition of existing buildings and erection of two 2-storey blocks comprising 10 flats (4 no. 1-bed and 6 no. 2-bed) together with associated parking and amenity space (Outline).	Refused 02/07/2015
15/01106/OUT	Demolition of existing buildings and erection of two 2-storey blocks comprising 10 flats (6 no. 1-bed and 4 no. 2-bed) together with associated parking and amenity space (Outline).	Approved 26/10/2015
16/01326/FUL	Demolition of existing buildings and erection of two no. 2-storey blocks comprising 10 flats (4 no. 1-bed and 6 no. 2-bed) together with associated parking and amenity space (amendment to PP ref 15/01106/OUT)	Refused 07/11/2016 Appeal lodged and pending consider- ation

3. Description of Current Proposal

- 3.1 The site relates to the plots of Nos. 8, 10 & 12 Clarendon Road. The site is located opposite the junction of Coleridge Road and Clarendon Road in Ashford. No. 8 comprises a vacant storage building, with a vehicular access off Clarendon Road. It was originally built as a cinema. However, it is not listed or locally listed. Nos. 10 & 12 comprise a pair of 2-storey semi-detached houses, with rear gardens. There is an access roadway to the rear.
- 3.2 To the north of the site is a two-storey funeral directors premises, beyond which are commercial premises fronting Woodthorpe Road. To the south are two-storey residential properties. On the opposite side of Clarendon Road are further residential properties and a church building. To the east, beyond the rear access road are commercial premises in Ashford town centre. Ashford railway station is within walking distance of the site.
- 3.3 The site lies within the urban area. The plot of No. 8 (i.e. the vacant commercial premises) is located within the Ashford town centre designated Employment Area.
- 3.4 The proposal involves the demolition of all the buildings on the site and the erection of a pair of 2-storey blocks comprising 4 no. 1-bed and 6 no. 2-bed units (10 units in total). The proposed block towards the southern side (viewed from the right hand side when facing the site) of the site will measure between 9.7m – 10.0m in width, between 14.9m – 16.4m in depth and up to 7.2m in height. The proposed northern block (left hand side and nearest Woodthorpe Road) will measure between 10.0m – 14.1m in width, between 10.1m - 16.4m in depth and up to 7.2m in height. The new buildings have been designed to reflect the late Victorian architecture of many properties in this part of Clarendon Road. The gable fronted design attempts to reflect the design of the adjacent pair of semi-detached properties of 14 – 16 Clarendon

Road. As mentioned above, this particular application includes a recessed glazed link accommodating a communal staircase and entrance foyer. 10 no. parking spaces will be provided at the rear, accessed off the private roadway off Queens Lane. The proposed dwelling mix comprises 4 no. 1-bedroom and 6 no. 2-bedroom units.

- 3.5 The proposal differs from the 2012 appeal scheme (12/01236/FUL) in that the size, and in particular the depth, of the blocks is substantially less with a consequent increased size and improved layout of the communal amenity space. Whilst the number of units (10) is the same, the reduction in the size of the blocks has been achieved through a combination of changing the dwelling mix (Proposed: 4 no. 1-bed and 6 no. 2-bed units. Appeal Scheme: 2 no. 1-bed and 8 no. 2-bed units), and consequent reduced internal floorspace of the 1 bed units. Furthermore, the proposal now includes a glazed link between the two blocks. The total footprint of the proposed scheme is slightly less (381 sqm) compared to 392 sqm in the previous appeal scheme. However, the proposed footprint now includes the recessed glazed link. The previous projecting wing alongside the northern boundary (left hand side) has been removed.
- 3.6 The proposal differs from the 2016 refused scheme for 10 units (16/01326/FUL) in that it now includes the provision of the glazed link. The glazed link accommodates a single communal staircase serving both blocks, as well as an entrance foyer. Consequently, much of the previous communal floorspace within each block has been freed up to enable more space for the flats without compromising the size fo the amenity space at the rear.
- 3.7 The proposal differs from the latest approved scheme (15/01106/OUT) for 10 units in that the proportion of 1-bed units is less and the number of 2-bed units is greater (Proposed scheme: 4 no. 1-bed and 6 no. 2-bed; Approved scheme: 6 no. 1-bed and 4 no. 2-bed). In addition the current proposal involves the introduction of the glazed link.
- 3.8 This report will largely refer for comparison to the approved scheme in 2015 as that overcame the issues raised in the 2012 appeal.
- 3.9 Copies of the proposed site layout and elevations are provided as an Appendix. In addition, plans of the previous appeal scheme (12/01236/FUL) and the last approved scheme (15/01108/OUT) are attached as an Appendix.

4. Consultations

- 4.1 The following table shows those bodies consulted and their response.

Consultee	Comment
County Highway Authority	No objection subject to conditions
Thames Water	Any comments will be reported orally at the meeting. Did not raise any objection to the previous scheme (16/01326/FUL)
Crime Prevention Officer	Made various security related comments. Requests a condition requiring the

	development to achieve the full Secured by Design award.
Environmental Health (Pollution)	No objection subject to conditions
Sustainability Officer	No objection to the proposed renewable energy facilities (solar panels)
Neighbourhood Services	<p>Raised an objection to the location of the bin store at the rear of the site which is not suitable or accessible for refuse vehicles</p> <p><i>Officer note: The previous schemes addressed this issue by providing a bin collection area towards the front of the site where bins would be moved to on collection day, which was considered acceptable. The current proposal shows a similar bin collection area sited in the south-eastern corner next to Clarendon Road.</i></p>

5. **Public Consultation**

- 5.1 26 properties were notified of the planning application. A site notice was displayed and notice was provided in the local press. 5 letters of objection have been received, including a letter from SCAN (Spelthorne Committee for Access Now). Reasons for objecting include: -
- Inadequate car parking. Increase in on-street car parking.
 - Increase pressure on existing infrastructure/services and schools.
 - Queens Lane is not wide enough for vehicles. Increase in traffic congestion. Concern about highway safety.
 - The proposed flats should be made accessible and adaptable for disabled people.

6. **Planning Issues**

- Loss of employment land/Principle
- Housing density
- Design and appearance
- Amenity space
- Impact on neighbouring properties
- Parking

7. **Planning Considerations**

Principle/loss of employment land

- 7.1 The loss of the existing vacant commercial building was accepted in the 2012 appeal scheme (12/01236/FUL). The applicant submitted a viability report that showed that the use of the site as a commercial property was not financially viable. It was also accepted in the subsequent 2015 approved scheme for 10 units (15/01106/OUT). It is considered that again, no objection could be raised

to the loss of the commercial building in this particular application. The site is located within the urban area and a largely residential street, and the principle of redeveloping it for residential purposes is considered acceptable.

- 7.2 When considering planning applications for housing local planning authorities should have regard to the government's requirement that they boost significantly the supply of housing and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent with policies set out in the National Planning Policy Framework (NPPF) para 47.
- 7.3 Relevant policies for the supply of housing cannot be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable site (para 49 of NPPF).
- 7.4 The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment – Runnymede and Spelthorne – Nov 2015). On the basis of its objectively assessed housing need the Council is unable to demonstrate a five-year supply of deliverable sites.
- 7.5 Para 14 of the NPPF stresses the presumption in favour of sustainable development and that proposals which accord with a development plan should be approved without delay. When the development plan is absent, silent or relevant policies are out of date, permission should be granted unless *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in this Framework indicate development should be restricted.'* This application must be considered having regard to the above requirements of Para 14 of the NPPF.

Housing Density

- 7.6 Policy HO5 of the CS & P DPD states that within higher density residential areas, including those characterised by a significant proportion of flats and those containing significant Employment Areas, new development should generally be in the range of 40 to 75 dwellings per hectare (dph). Higher density development may be acceptable where it is demonstrated that the development complies with Policy EN1 on design, particularly in terms of its compatibility with the character of the area and is in a location that is accessible by non car-based modes of travel.
- 7.7 The proposed density is 100 dwellings per hectare (dph), which is above the recommended 40 to 75 dph range stipulated in Policy HO5. However, Policy HO5 makes it clear that higher density development may be acceptable where it is demonstrated that the development complies with Policy EN1 on design particularly in terms of its compatibility with the character of the area. In design terms, the proposed scheme is very similar in terms of built form to the approved 2015 scheme for 10 flats and it follows closely the pattern of built development in this area. The main difference is the addition of the

glazed entrance lobby that links to two blocks. Whilst this increases the overall footprint, due to its light-weight and recessed appearance the overall development will continue to appear in the street scene as two separate blocks.

- 7.8 To show the difference between the 2012 appeal scheme, the approved 2015 scheme for 10 units, and the proposed development, below is a table setting out the density, footprint, and amenity space figures. Furthermore, for comparison purposes, the site layout plans of the three different scheme have been provided as an Appendix. This shows that the size of the proposed amenity space is similar albeit slightly less than the approved scheme. Importantly, the proposed amenity space is substantially greater than that of the 2012 appeal scheme (some 78 sqm greater). After discounting the glazed link, the proposed footprint is only 12 sqm greater than the last approved scheme.

	No. of Units	Density dph	Footprint (sqm)	Amenity Space (sqm)
Previous Appeal Scheme (12/01236/FUL)	10	100	392	246
Latest Approved Scheme (15/01106/OUT)	10	100	342	340
Proposed Development (17/00262/FUL)	10	100	381 (includes 29m ² for the glass entrance foyer)	324

Design and Appearance

- 7.9 Policy EN1 of the Core Strategy and Policies DPD (CS & P DPD) states that the Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
- 7.10 This part of Clarendon Road is largely characterised by traditional Victorian-style 2-storey houses. Many of them are semi-detached and consequently there are reasonable gaps between the buildings and the side boundaries. Whilst the former cinema has a more modern flat roof design, its width is similar to the surrounding pairs of semi-detached houses and even this particular plot has gaps between its flank walls adding to the spacious character of the area.

- 7.11 The proposed development is very similar to the last approved scheme (15/01106/OUT) and has a design which fits well with the character of this part of Clarendon Road. The main difference is the introduction of the glazed entrance lobby linking the two blocks. This particular element is a light-weight structure and it will be recessed from the main front elevation by at least 4.8 metres. There will be a gap of 3 metres between the two blocks. Consequently, the development will continue to appear as two separate buildings with proportions similar to the existing pairs of semi-detached houses in the surrounding area. The proposal is therefore considered to be in keeping with the character of the area and complies with Policy EN1.

Amenity Space

- 7.12 The proposed development has 324 square metres of amenity space, which is well above the minimum standard of 225 square metres stipulated in the SPD. The depth of the rear garden and outlook from the proposed flats is similar to that in the 2015 approved scheme (340 sqm) and it is considered that the development will provide an acceptable standard of amenity for the occupants.

Impact on neighbouring properties

- 7.13 Policy EN1 of the CS & P DPD states that proposals for new development should demonstrate that they will achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook. Also of relevance is the Council's SPD on the Design of Residential Extensions and New Residential Development.
- 7.14 The only residential properties immediately affected by the development are the 2 flats at 14 Clarendon Road, and the adjoining semi-detached house of No. 16. There is a reasonable 6.8m – 7.0m gap between the north-western flank elevation of No. 14 and the adjacent wall of the new building and it is therefore considered that the relationship is acceptable. The development will not break a horizontal or vertical 45 degree line, as stipulated in the SPD. There are no windows proposed in the north-western side elevation of the building.

Parking Provision

- 7.15 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.
- 7.16 On 20 September 2011 the Council's Cabinet agreed a 'Position Statement' on how Policy CC3 should now be interpreted in the light of the Government's recent parking policy changes. The effect of this is that the Council will give little weight to the word 'maximum' in relation to residential development when applying Policy CC3 and its residential parking standards will generally be applied as minimum. The supporting text to the Parking Standards stipulates a number of exceptional situations where a reduction in parking will only be allowed. One of these situations includes town centre locations where the

reduction in parking will be assessed against, amongst other transport considerations, the range and quality of facilities within reasonable walking distance. The main shopping area of Ashford is within 100 metres and the railway station and bus routes are also close by.

7.17 The proposed parking provision is 10 spaces (i.e. 1 space per unit), whilst the minimum parking standard for a scheme of this size is 14. The proposed provision is therefore some 4 spaces below the minimum standard. However, the site is located on the edge of the town centre and is very close to the train station which has a frequent and extensive service. It is also within easy walking distance of the shops and services of the town centre. Consequently, I consider that there are sufficient grounds to justify the level of parking in this particular case. The Inspector did not raise an objection to the parking provision associated with the previous 2012 appeal scheme, which also proposed 10 spaces for 10 units. This scheme had a shortfall of 5 spaces due to the greater proportion of 2-bed units.

7.18 It is also important to note that the County Highway Authority has raised no objection to the proposed parking provision or highway safety. The Highway Engineer has commented on these particular issues in his response, as set out below:

“According to Spelthorne Parking Standards the proposed development should include 14 car parking spaces. The developer is proposing 10 spaces, representing a shortfall of 4 spaces compared to Spelthorne Parking Standards. This shortfall in parking is unlikely to cause a highway safety problem due to the extent of car parking restrictions in the vicinity of the site.”

On all streets in the area surrounding the proposed development there is a system of single yellow line parking restrictions Monday - Saturday 7am-7pm. At junctions there is a system of double yellow lines preventing parking at any time thus protecting highway safety. On both sides of Woodthorpe Road and Church Road there is a system of parking bays supported by single yellow and double yellow line parking restrictions. On Clarendon Road to the south of the site the width of the carriageway is approximately 7.5 metres. It allows the on-street parking on both sides of the carriageway. At Clarendon Road junctions with neighbouring streets there are double yellow lines preventing parking at any time and therefore protecting highway safety at these junctions.

The layout of the parking spaces is considered acceptable for parking and turning.

The proposed development is located within acceptable walking distance of local shops, bars and restaurants within Ashford town centre. The site is also within acceptable walking distance of public transport. Residents of the proposed development therefore do not need to rely on a private vehicle in order to travel.”

Local Finance Considerations

7.19 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain

development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not.

- 7.20 In consideration of S155 of the Housing and Planning Act 2016, the proposal is a CIL chargeable development and will generate approximately £591 in CIL Payments. This will be at a rate of £140 per sq metre of new floorspace. These are material considerations in the determination of this planning application. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

Other Matters

- 7.21 All of the proposed units will be one or two bedroom in size. The development will therefore comply with Policy HO4 of the CS & P DPD which requires developments, including conversions, to include at least 80% of their total as one or two bedroom units.
- 7.22 The floorspace of the proposed units comply with the minimum standards stipulated in the SPD.
- 7.23 The applicant is proposing to install solar photovoltaic panels in order to achieve the minimum 10% renewable energy requirement stipulated in Policy CC1 of the CS & P DPD. A condition is to be imposed requiring full details to be submitted and to ensure that the renewable energy facilities are implemented.
- 7.24 An indicative bin store is located at the rear of the site. Furthermore, a bin collection area is provided near the front of the site for bins to be moved there so that they are easily accessible on collection day. This was an arrangement which was the Council's Neighbourhood Services section has accepted in the previous applications and it is therefore considered that this continues to be acceptable. A condition is to be imposed requiring the full bin store details to be submitted for approval.
- 7.25 With regard to the Crime Prevention Officer's comments, it is not considered appropriate to impose a condition requiring the applicant to apply for the "Secured by Design" award. Many of the requirements are very detailed (e.g. type of laminated glazing), elements which are not normally covered and enforced under the planning regulations. Conditions are to be imposed requiring an external lighting scheme to be implemented, partly for security purposes, and that a secure and satisfactory cycle parking area is provided. However, a copy of the officer's response has been forwarded to the applicant and it is proposed to add a relevant informative to the decision notice (see below).

- 7.26 With regard to the comments from SCAN (Spelthorne Committee for Access Now), the applicant has confirmed that all the apartments meet the required minimum size requirement for their respective occupation number and that the proposals will be constructed in full accordance with Part 'M' of the Building Regulation requirements (Access to and Use of Buildings).
- 7.27 Accordingly, the application recommended for approval.

8. Recommendation

8.1 GRANT subject to the following conditions: -

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:- This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

AAL-17-105-P07 received 15 February 2017.

AAL-17-105-P01 Rev. A; /P02 Rev. A; /P03 Rev. A; /P04 Rev. A; /P05 Rev. B; /P06 Rev. A; /P08 Rev. A; /P09 received 21 April 2017

Reason:- For the avoidance of doubt and in the interest of proper planning

3. Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the external surfaces of the buildings including the glazed link and surface material for parking areas be submitted to and approved by the Local Planning Authority.

Reason:- To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. No development shall take place until:-

(a) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site, has been submitted to and approved in writing by the Local Planning Authority.

(b) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced

until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.

(c) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology.

The site shall be remediated in accordance with the approved method statement, with no deviation from the statement without the express written agreement of the Local Planning Authority.

Reason:-

To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

NOTE

The requirements of the above Condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected By Contamination: Guidance to Help Developers Meet Planning Requirements" proving guidance can also be downloaded from Spelthorne's website at www.spelthorne.gov.uk.

In accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:- To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

6. No development shall commence until a report has been submitted to and agreed by the Local Planning Authority which includes details and drawings demonstrating how 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The detailed report shall identify how renewable energy, passive energy and efficiency measures will be generated and utilised for each of the proposed buildings to meet collectively the requirement for the scheme. The agreed measures shall be implemented with the construction of each building and thereafter retained and maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

Reason:- To ensure that the development is sustainable and complies with Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

7. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details and maintained as approved

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

8. Before the first occupation of any part of the development, a landscape management plan including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason:- To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development.

9. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked. The parking area shall be used and retained exclusively for its designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

10. No development shall take place until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) measures to prevent the deposit of materials on the highwayhas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

11. No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and

approved in writing by the Local Planning Authority to provide secure, lit and covered cycle parking to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained

Reason:- The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF

12. That within 3 months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and thereafter the approved facilities shall be maintained as approved.

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

13. Before any development commences, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

Reason:- To safeguard the amenity of neighbouring residential properties and in the interest of security.

14. Prior to the commencement of the development, details of a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the provision of soakaways on the site, and shall demonstrate that the external parking spaces will be surfaced using permeable paving. The agreed scheme shall be implemented prior to the occupation of the buildings and thereafter maintained.

Reason:- In the interest of minimising flood risk.

15. The part of the land which is shown on the plan submitted with the application as being undeveloped and to be used as shared amenity land shall remain undeveloped and be preserved and laid out as shared amenity land in relation to, and for the benefit of, the remainder of the land to which the application relates.

Reason:- To ensure that the relevant land shall be used for the purposes described in the application so as to benefit the remainder of the development.

16. No development shall take place, including any works of demolition or site clearance, until a Construction Environmental Management Plan (CEMP) for the site has been submitted to and approved in writing by

the Local Planning Authority. All of the demolition and construction work shall be undertaken in strict accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

17. No demolition shall take place until a demolition method statement details in the proposed methodology for demolishing the existing structures and the mitigation measures to be implemented has been submitted to and approved in writing by the Local Planning Authority. The demolition method statement shall include submission of a Pre-Demolition Asbestos Survey. The agreed methodology and mitigation measures shall be implemented in accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

Informatives

1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

2. The applicant's attention is drawn to the ACPO/Home Office Secured by Design (SBD) award scheme, details of which can be viewed at www.securedbydesign.com.

3. Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately.

If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

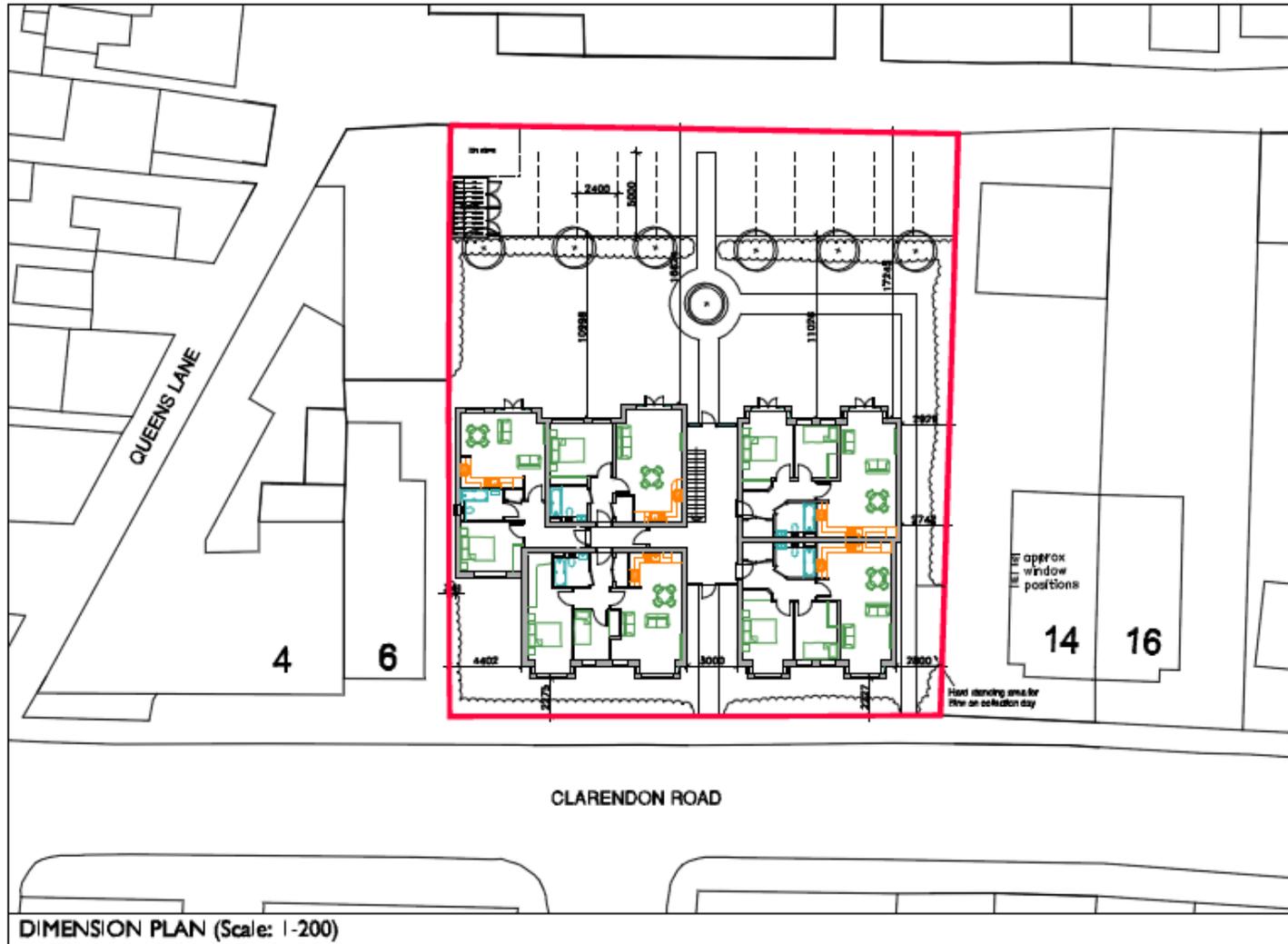
Further information on CIL and the stages which need to be followed is available on the Council's website. www.spelthorne.go.uk/CIL.

The Town and Country Planning (Development Management Procedure) (England) Order 2015

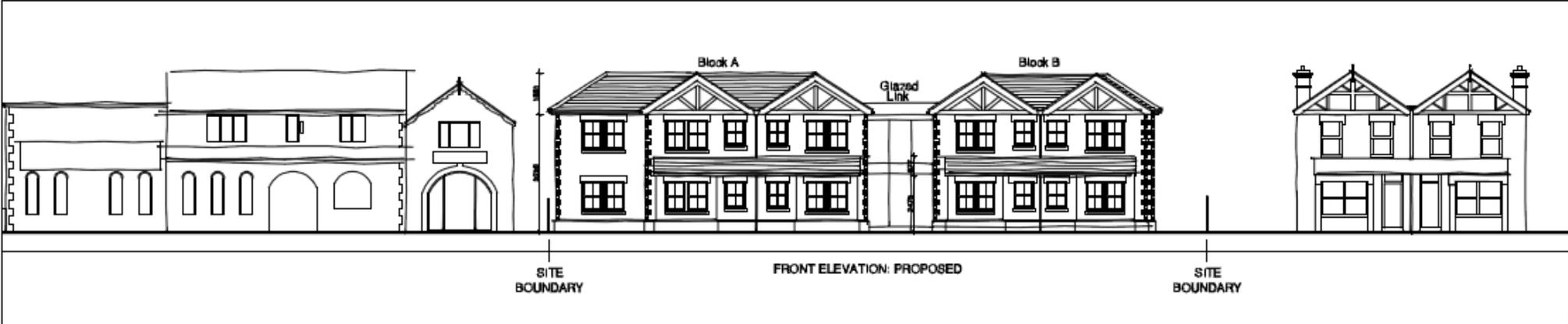
Working in a positive/proactive manner

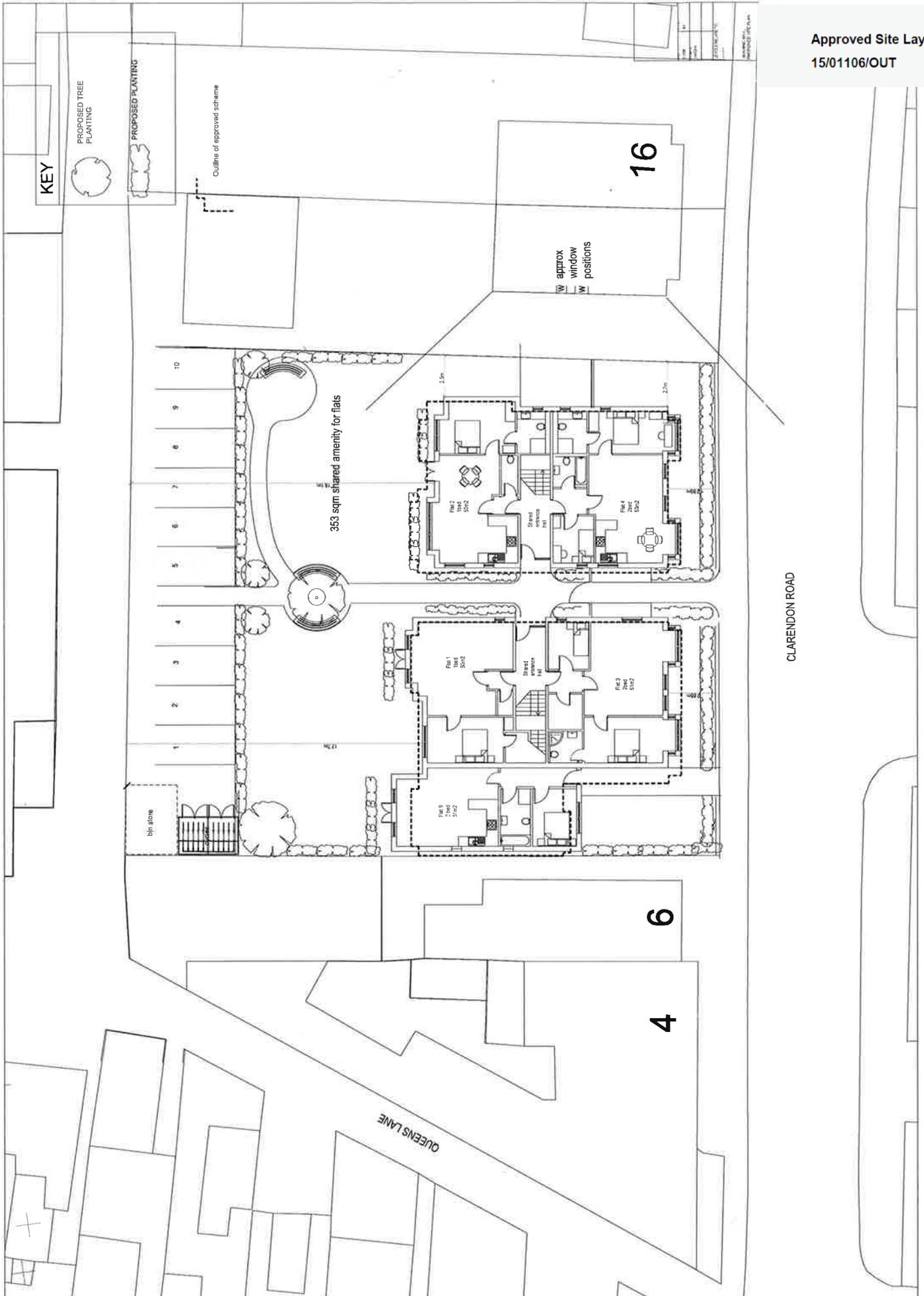
In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

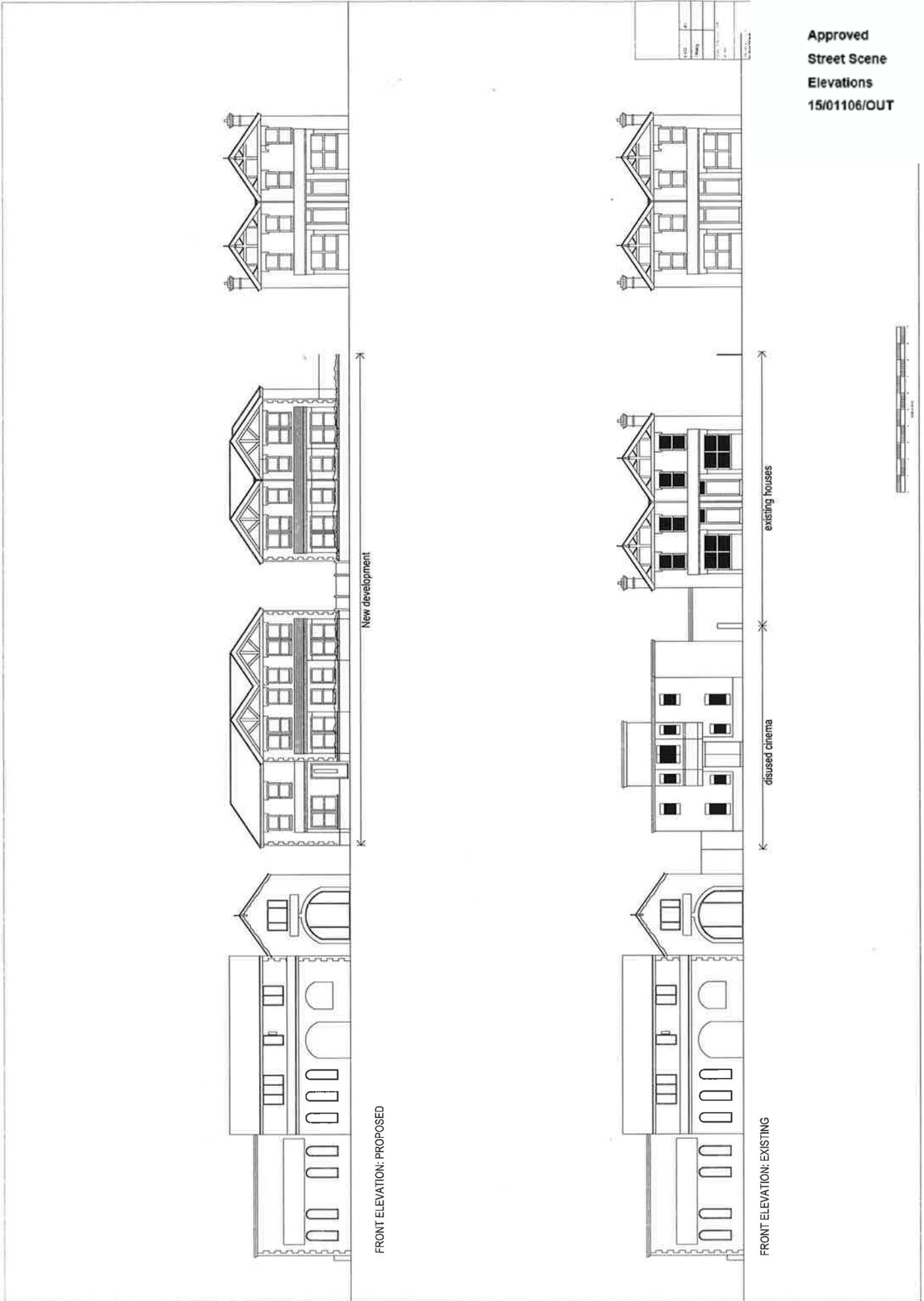


NO	REVISION TO WATCH OFFICER COMMENT	BY	DATE
1/1	DESIGN/ISSUE	DR/AM	DATE
REVISIONS			
PROJECT PROPOSALS			
SITE ADDRESS 8 - 12 CLARENDON ROAD ASHFORD SURREY TW15 2QE			
CLIENT HoopersHomes			
SCALE	SHEET NO	DRWING	DATE
1-200	A1	JK	JAN 17
DRAWING TITLE COMPARISON & DIMENSION PLANS			
DRAWING NUMBER AAL-17-105-P03		REVISION A	
AMASIA ARCHITECTS LTD ALBURY ESTATE LOWER BURN WESTON FARM ALBURY SURREY GU24 9BE T: 01483 265774 WWW.AMASIAARCHITECTS.COM Company Reg. No. 60320 VAT Reg. No. 9421918			





Approved
Street Scene
Elevations
15/01106/OUT



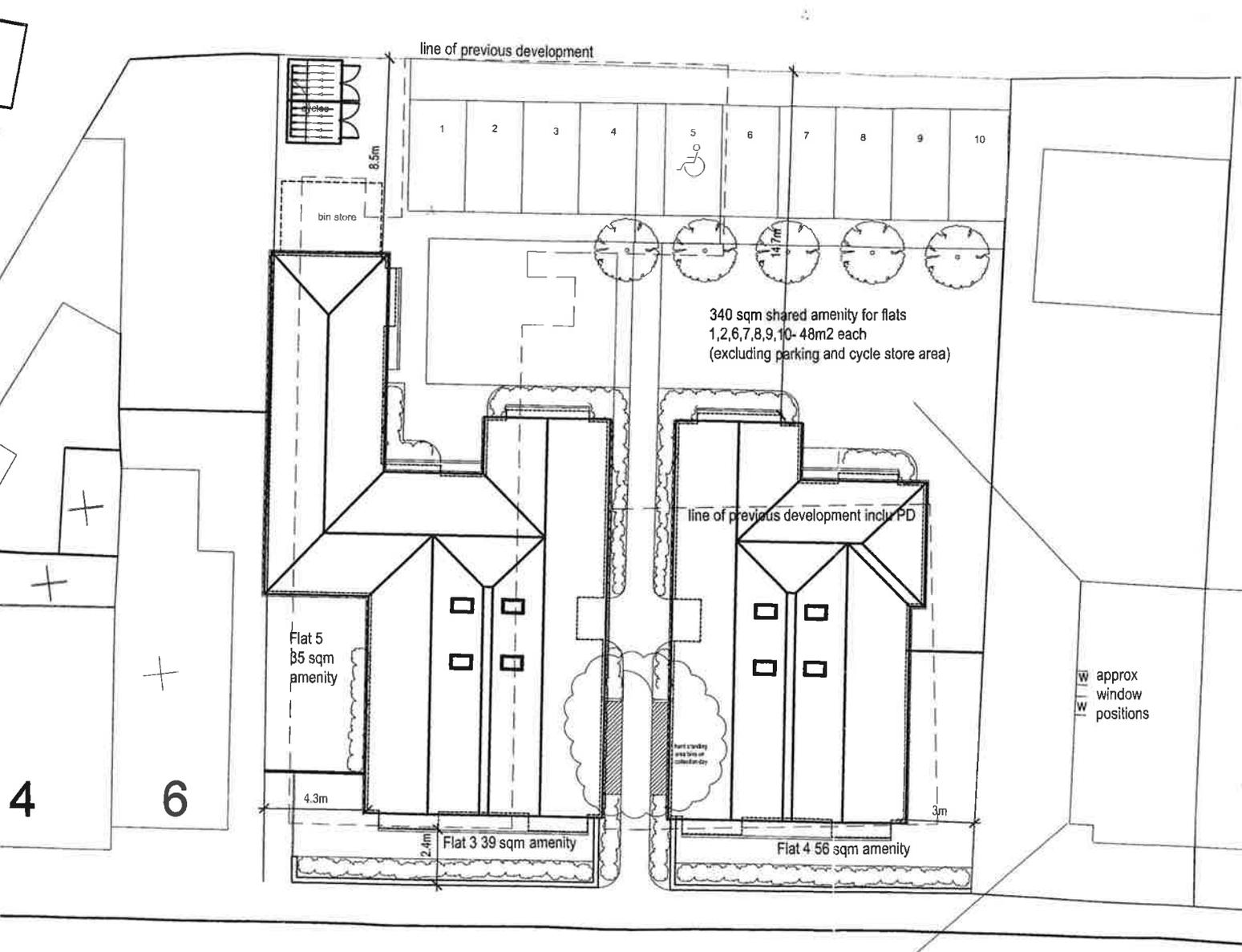
FRONT ELEVATION: PROPOSED

FRONT ELEVATION: EXISTING

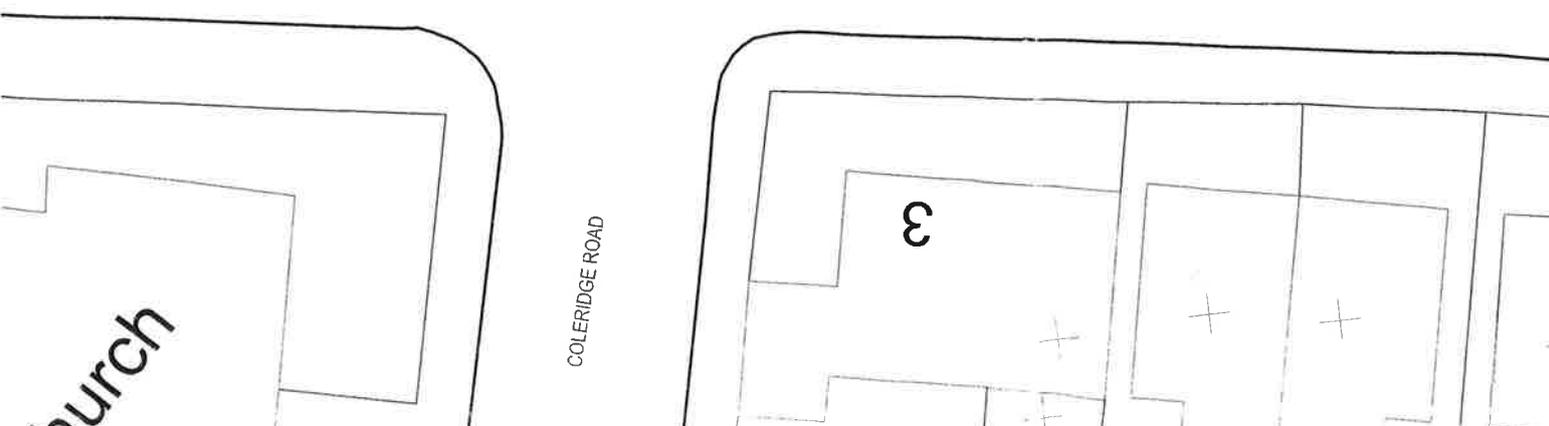
New development

existing houses

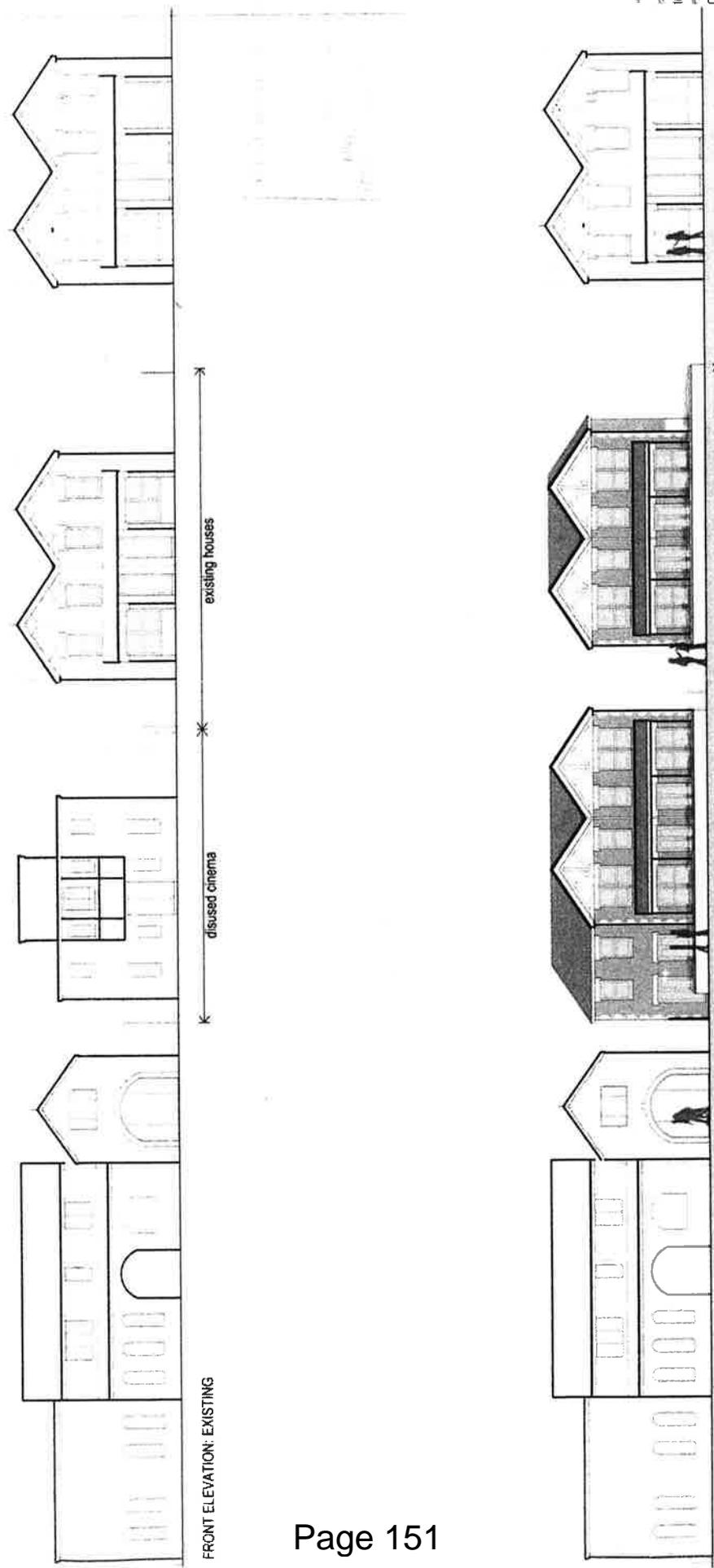
disused cinema



CLARENDON ROAD



Walls, balconies, air filters, and signs
panels to glass fronts
Road Side
All new doors, etc. windows to be advised
to be
All balconies, windows, etc. to be advised
to be
Glass, lower panels, etc. to be advised
to be



FRONT ELEVATION: EXISTING

FRONT ELEVATION: PROPOSED

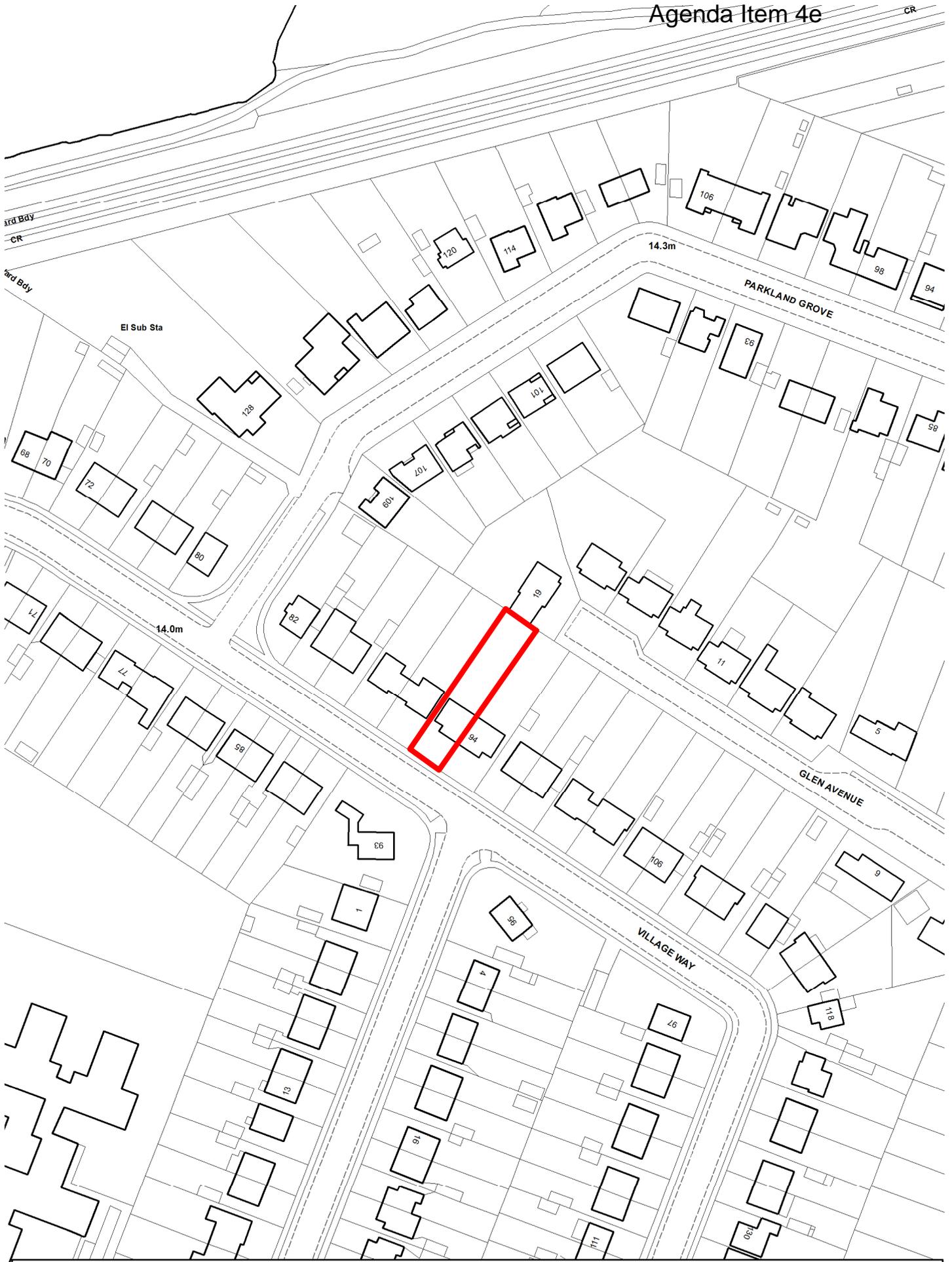
REV: 04/11 06/16/11/14
PROJECT
INSIGHT PROPERTY DEVELOPMENTS LTD
PROJECT
CLARENDON ROAD ASHFORD

01	01
BW	

INSIGHT PROPERTY DEVELOPMENTS LTD
CLARENDON ROAD ASHFORD

Appeal Site
Street Scene
Elevations
12/01236/FUL

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17/00628/HOU
92 Village Way, Ashford, TW15 2JU

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Planning Committee:

May 31st 2017



Application No.	17/00628/HOU
Site Address	92 Village Way, Ashford
Applicant	Mr Tony Mitchell
Proposal	Erection of a new front porch and extension to existing bay window.
Ward	Ashford Town
Called-in	This application is being referred to Planning Committee as the applicant is Cllr Tony Mitchell

Application Dates	Valid: 13.04.2017	Expiry:08.06.2017	Target: Under 8 weeks
Executive Summary	The application is for the erection of a new front porch and for an extension to the existing bay window. The proposed design and appearance is considered acceptable in accordance with Policy EN1 of the Core Strategy and & Policies DPD 2009. Furthermore, the relationship with the neighbouring properties is considered satisfactory.		
Recommended Decision	Approve the application subject to conditions set out at Paragraph 7 of the Report.		

MAIN REPORT

1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- EN1 (Design of New Development)

2. Relevant Planning History

None

Description of Current Proposal

- 2.1 The application site relates to 92 Village Way, which is a semi-detached dwelling. The site is located in the urban area and there are no relevant development constraints.
- 2.2 The proposal is for the erection of a new front porch and an extension to the existing front bay window. The porch would measure 1.5m deep, 2.33m wide and would have a pitched roof with a maximum height of 4.1m. The bay window would project forward by 1.2m and would measure 2.88m in width.
- 2.3 Copies of the proposed site layout and elevations are attached as an Appendix.

3. Consultations

3.1 The following table shows those bodies consulted and their response.

Consultee	Comment
County Highway Authority	No objection
Environmental Health	No objection please attach informative IXA minus the paragraph detailing the condition.

4. Public Consultation

4.1 4 neighbouring properties were notified of the planning application. No letters of representation have been received.

5. Planning Issues

- Design and Appearance
- Impact on amenity

6. Planning Considerations

Design and Appearance

- 6.1 Policy EN1(a) of the CS & P DPD states that the Council will require a high standard of design and layout of new development. Proposals for new development should demonstrate that they will create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines layout, materials and other characteristics of adjoining buildings and land.
- 6.2 The proposed new porch would project 1.5ms forward of the existing front building line and extend 2.33m in width. It would incorporate a pitched roof which reflects the proportions of the existing gabled frontage, with a tiled roof. The design would also replicate the existing brickwork and mock Tudor detail on the host property. Its design is considered acceptable and would not appear out of character in the street scene.
- 6.3 The proposal would also incorporate an extension to the existing bay window. This would project 1.2m forward but would be rebuilt with a lead roof and brickwork to match the existing property. It would also retain its angled shape along its eastern elevation and is considered acceptable in scale and appearance.

Amenity

- 6.4 In terms of impact on amenity the proposed porch extension would retain a 0.5m set back from the boundary with the adjoining property (no.94), extending 0.6m forward and then angling away from to a depth of 1.2m. Taking into consideration its scale and modest projection, it is considered that the relationship with no.94 is acceptable and would avoid significant loss of light, privacy or overbearing impact. No other properties would be impacted by the proposal.

7. Recommendation

- 7.1 GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:- This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings: A9825PA-100, 102, 001, Existing floor plans, Existing elevations and 103 received 13.04.2017 and A9825PA- 104 received 15.05.2017

Reason:- For the avoidance of doubt and in the interest of proper planning

3. The extension hereby permitted must be carried out in facing materials to match those of the existing building in colour and texture.

Reason:- To ensure a satisfactory external appearance in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

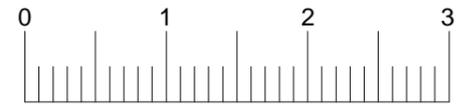
Informatives:

1. Article 2 (3) Development Management Procedure (Amendment) Order 2015
Working in a positive/proactive manner

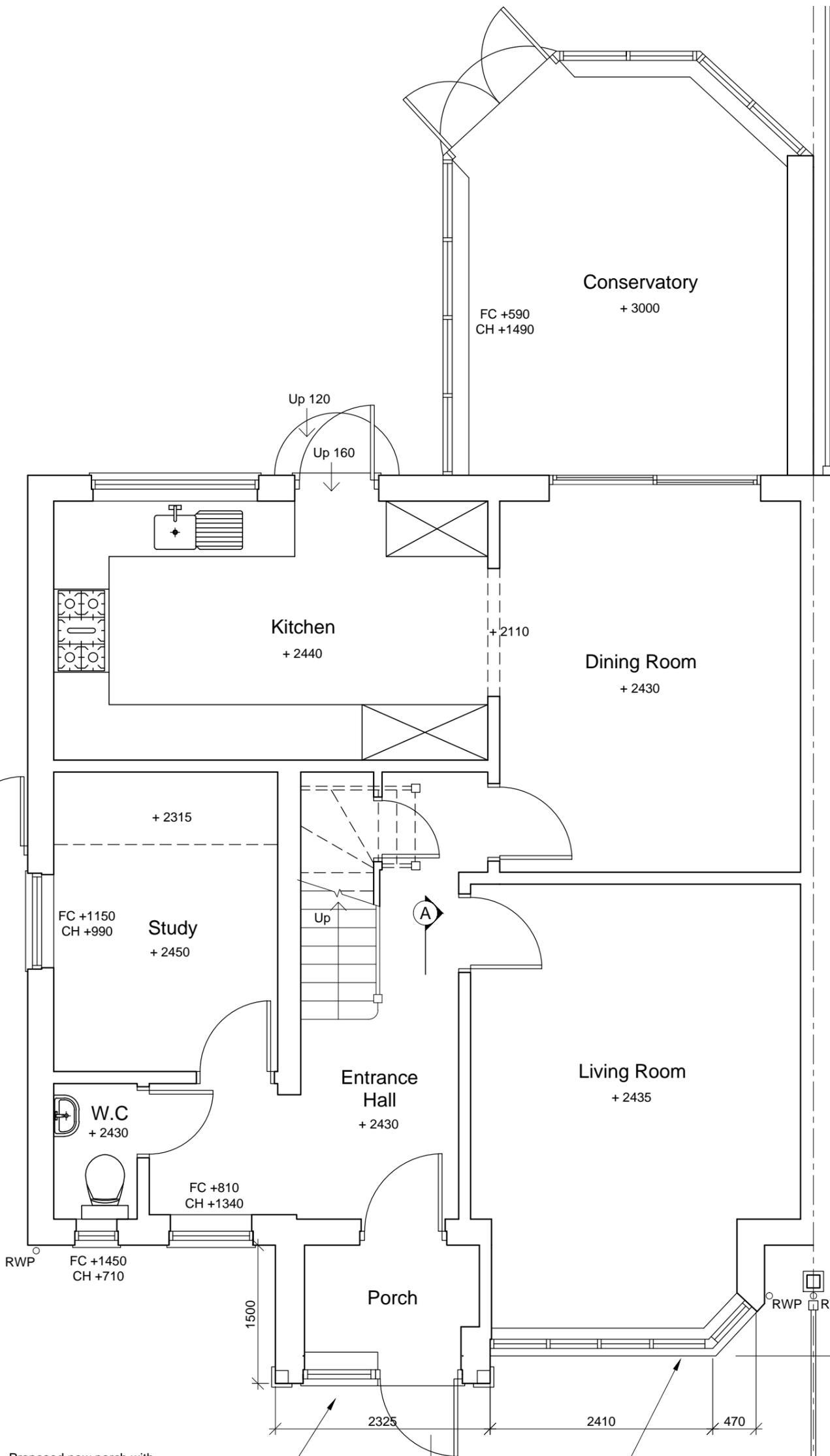
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- b) provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;

ALL DIMENSIONS TO BE CHECKED ON SITE



LINEAR SCALE 1:50



Proposed new porch with double glazed door and window. Porch to be constructed in a sympathetic style to match existing house. With brickwork and roof tiles to match existing house

Existing bay window to be extended and re-built with new lead dressed flat roof over and brickwork to match existing house

revisions
project
92 Village Way
Ashford
Middlesex
client
Mr Tony Mitchell
drawing title
Proposed Ground Floor Plan

SEPIA DESIGN
Chartered Architectural Technologists

20-22 St Dunstons Road
Feltham, Middlesex
Tel: 0208 831 9629
Mob: 07595 032 939
E-mail: info@sepiadesign.co.uk

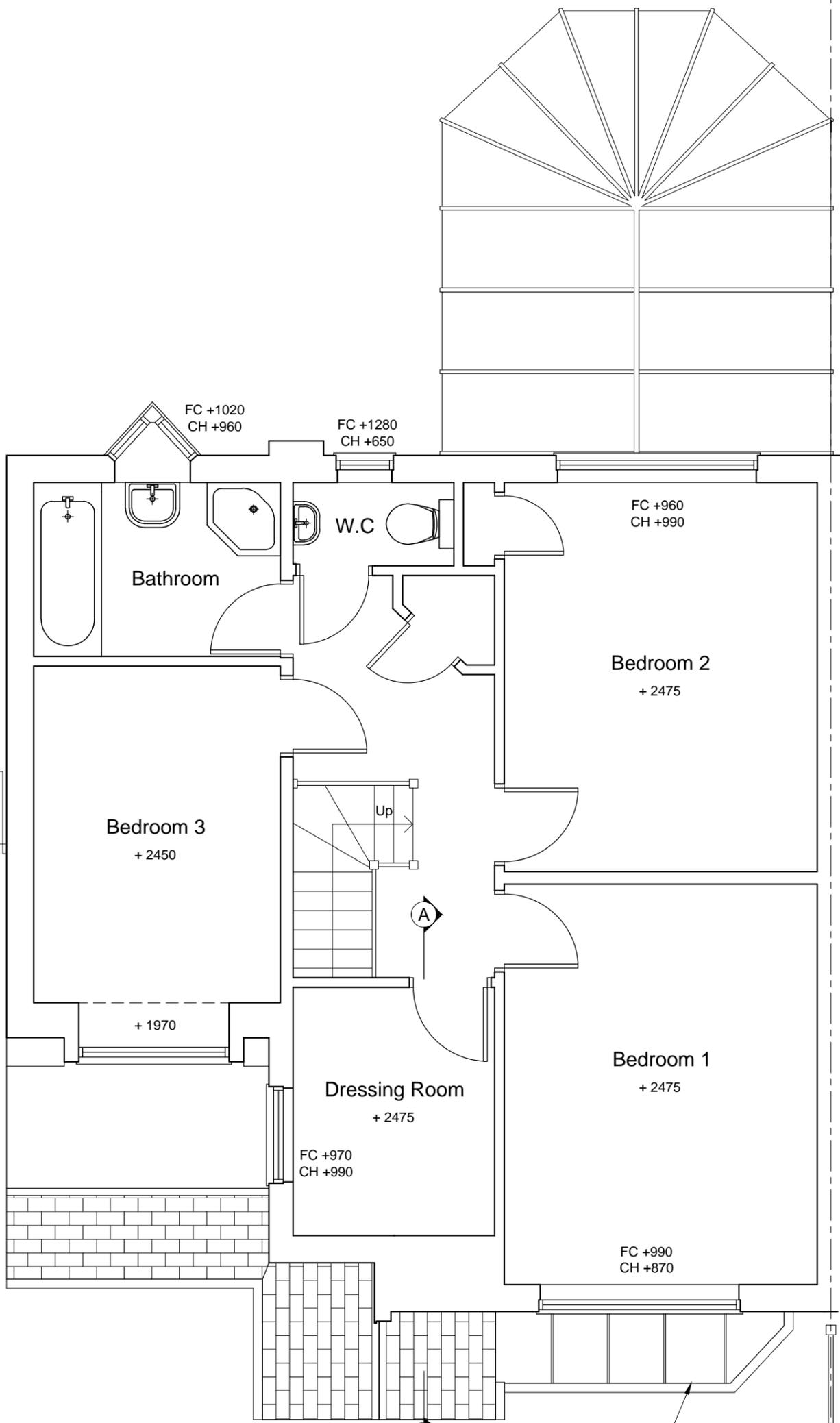


date March 17 number A9825PA-100

ALL DIMENSIONS TO BE CHECKED ON SITE



LINEAR SCALE 1:50



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Existing bay window to be extended and re-built with new lead dressed flat roof over and brickwork to match existing house

revisions

project
92 Village Way
Ashford
Middlesex

client
Mr Tony Mitchell

drawing title
Proposed First Floor Plan

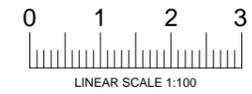
SEPIA DESIGN
Chartered Architectural Technologists

20-22 St Dunstons Road
Feltham, Middlesex
Tel: 0208 831 9629
Mob: 07595 032 939
E-mail: info@sepiadesign.co.uk



date March 17 number A9825PA-101

ALL DIMENSIONS TO BE CHECKED ON SITE



Proposed Front Elevation



Proposed Side Elevation

revisions
project 92 Village Way Ashford Middlesex
client Mr Tony Mitchell
drawing title Proposed Elevations

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Chartered Architectural Technologists

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date March 17 number A9825PA-102
scale 1:100 @ A3 revision