

Please reply to:

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Date: 6 November 2018

Notice of meeting

Planning Committee

Date: Wednesday, 14 November 2018

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)
H.A. Thomson (Vice-Chairman)
C. Barnard
I.J. Beardsmore
S.J. Burkmar

S.M. Doran
Q.R. Edgington
T.J.M. Evans
M.P.C. Francis
A.L. Griffiths

N. Islam
M.J. Madams
S.C. Mooney
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 - 8**
To confirm the minutes of the meeting held on 17 October 2018 (copy attached).
- 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) Planning Application - 18/01101/FUL: 17-51 London Road, Staines-upon-Thames, TW18 4EX **9 - 68**
 - b) Planning Application - 18/01084/FUL: Matthew Arnold Secondary School, Staines-upon-Thames, TW18 1PE **69 - 112**
 - c) Planning Application - 18/01228/FUL: Ashford Depot, Poplar Road, Ashford, TW15 1YF **113 - 146**
 - d) Planning Application - 18/01270/HOU: 9 Stanhope Way, Stanwell, Staines-upon-Thames, TW19 7PJ **147 - 174**
 - e) Planning Application - 18/01269/HOU: 44 Kings Avenue, Sunbury-on-Thames, TW16 7QE **175 - 190**
- 5. Planning Appeals Report** **191 - 194**
To note details of the Planning appeals submitted and decisions received between 4 October 2018 and 1 November 2018.
- 6. Urgent Items**
To consider any items which the Chairman considers as urgent.

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**Minutes of the Planning Committee
17 October 2018**

Present:

Councillor R.A. Smith-Ainsley (Chairman)
Councillor H.A. Thomson (Vice-Chairman)

Councillors:

C. Barnard	T.J.M. Evans	N. Islam
I.J. Beardsmore	M.P.C. Francis	R.W. Sider BEM
S.M. Doran	A.L. Griffiths	

Apologies: Apologies were received from Councillor S.J. Burkmar, Councillor Q.R. Edgington, Councillor M.J. Madams and Councillor S.C. Mooney

223/18 Minutes

The minutes of the meeting held on 19 September 2018 were approved as a correct record.

224/18 Disclosures of Interest

a) Disclosures of interest under the Members' Code of Conduct

Councillor R.A. Smith-Ainsley declared a conflict of interest on behalf of the Committee members for application 18/01267/PDO, West Wing, Council Offices, Knowle Green, Staines-upon-Thames, because it had been made by the Council.

b) Declarations of interest under the Council's Planning Code

Councillors R.A. Smith-Ainsley, H.A. Thomson, C. Barnard, S. Doran, T. Evans, M. Francis, N. Islam, and R.W. Sider BEM reported that they had received correspondence in relation to application 18/00926/FUL, Longacres Garden Centre, Nutty Lane, Shepperton, but had maintained an impartial role, had not expressed any views and had kept an open mind.

Councillor R.A. Smith-Ainsley also reported that he had visited the site.

225/18 Planning application 18/00926/FUL - Longacre's Garden Centre, Nutty Lane, Shepperton, TW17 0QH

Description:

This application sought approval for the erection of a detached storage building for use by the garden centre.

Additional Information:

The Planning Development Manager gave the following updates:

The applicant had submitted a four sided document noted as a 'Warehouse Planning Application Summary'. This included details which referred to the following matters which the applicant considered form very special circumstance to justify this inappropriate development within the Green Belt.

- Safety concerns of the staff
- Some items cannot be stored outside
- There is no refrigerated provision for food items in the goods inwards area
- Chemicals should be stored separately from other goods
- The site is well screened (not a very special circumstance)

The Planning Development Manager also advised that para 3.1 on page 11 should refer to the Eco Park on the other side of Charlton Lane.

Public Speaking:

In accordance with the Council's procedure for speaking at committee meetings, David Norris spoke for the proposed development and raised the following key points:

- Family run business
- Purchased derelict and built up business to create local employment
- Very special circumstance to permit development exist
- Storage containers not for 21st century retailing
- Problems with storing goods outside
- Increase openness
- Not visually harmful
- Positive benefits to highway safety
- Improve efficiency
- Safer environment for workers
- Would not be less open than at present, does not affect the Loss of green belt

In accordance with the Council's procedure for speaking at committee meetings, Councillor Smith-Ainsley spoke as ward councillor and raised the following key points:

- Local interest to retain garden centre

- Previous garden centres on site not been viable. Economic issues in support of proposal
- Assist local community
- Prevent damage/vandalism to stock

Debate:

During the debate the following key issues were raised:

- If approved on very special circumstances grounds, would it undermine our green belt?
- No more permanent than containers
- Impact on openness – taller structure
- Does not conflict with purposes of green belt
- Fly tipping in Nutty Lane
- Building screened and well treed
- No harm to green belt
- Why has no enforcement action been taken?
- Concern if granted
- Can it be subject to a personal condition?
- Can it be given a temporary permission?
- Why are portacabins on site without planning permission?
- Green belt must be protected
- Openness of green belt
- Questions over green belt boundary

Decision:

The recommendation to refuse was agreed as per the Planning Committee Report.

Councillor A. Griffiths arrived during the debate on the above item, but did not participate in the debate or vote.

226/18 Planning application 18/01267/PDO - West Wing, Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB

Description:

This application was for Prior Approval for the Change of Use from Office (Class B1a) to Residential comprising 25 flats.

Additional Information:

The Planning Development Manager gave the following updates

A formal consultation response from the County Highway Authority was received raising no objection subject to conditions. Based on the legislation for this type of application, the Council was required to consider the highways and transport impacts of the development and in particular any change in the volume of character of traffic. In this instance, based on the requirements of

the legislation, it was considered that the condition requiring the submission of bicycle details would satisfactorily deal with this matter.

Public Speaking:

In accordance with the Council's procedure for speaking at meetings, Anne Damerell spoke against the proposed development raising the following key points:

- No objection in planning terms
- Substandard housing – too small – do not meet housing sizes in technical standards
- Set a precedent for housing developers

Debate:

During the debate the following key issues were raised:

- Concern about the small flat sizes
- Good use of building to meet housing needs
- Good idea but shamefully executed
- Social problems with small size of dwellings
- Should provide affordable housing
- Why has it been brought before the planning committee?

Decision:

The recommendation to grant prior approval was agreed. It was also agreed that the Planning Development Manager should write to the applicant advising of the concerns raised at the Planning Committee over the fact that some of the residential units do not meet the National Technical Housing Standards.

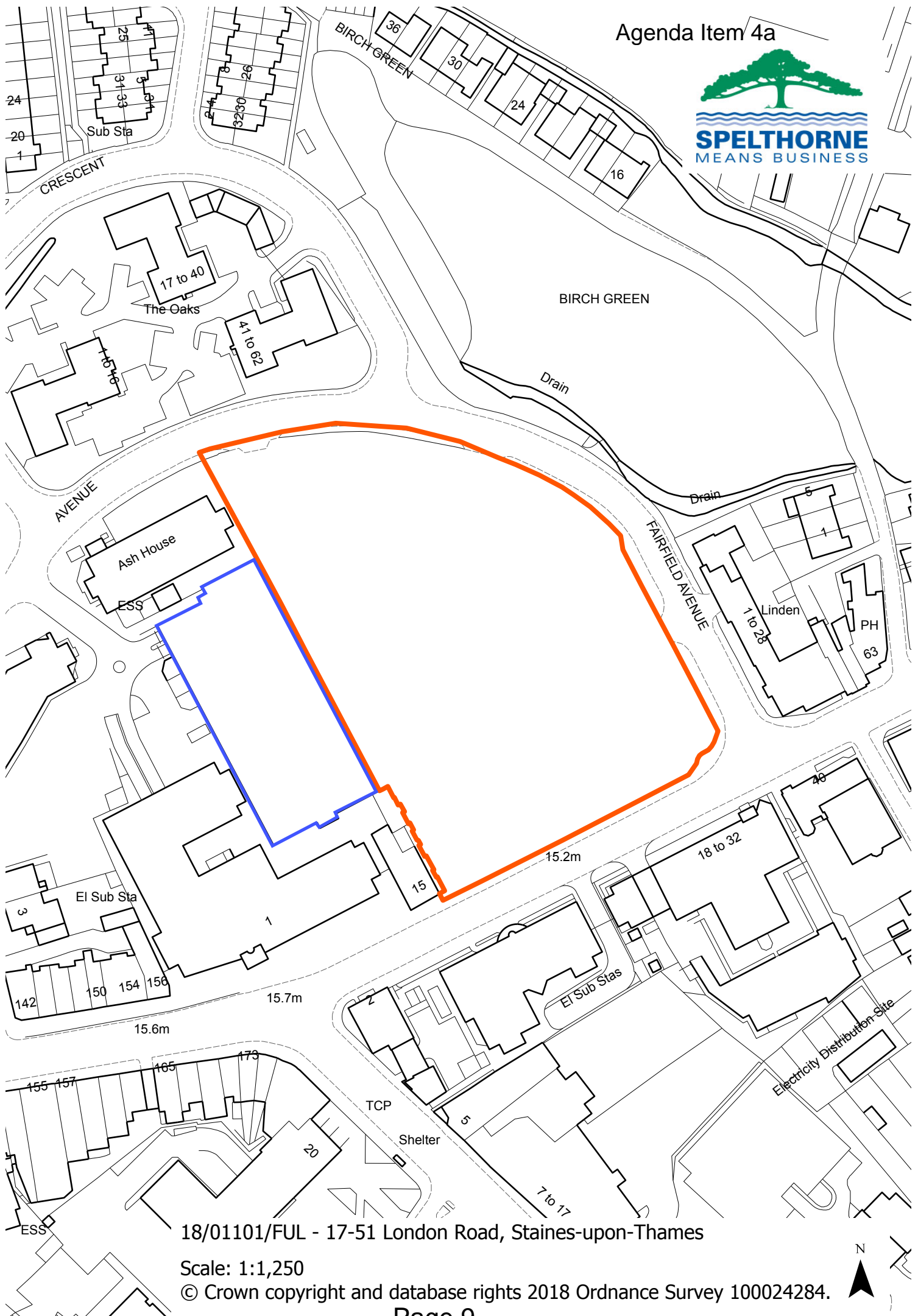
227/18 Planning Appeals Report

The Chairman informed the Committee that if any Member had any detailed queries regarding the report on Appeals lodged and decisions received since the last meeting, they should contact the Planning Development Manager.

Resolved that the report of the Planning Development Manager be received and noted.

228/18 Urgent Items

There were none.



18/01101/FUL - 17-51 London Road, Staines-upon-Thames

Scale: 1:1,250

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Planning Committee

14 November 2018



Application Nos.	18/01101/FUL		
Site Address	17 -51 London Road, Staines-upon-Thames		
Proposal	Erection of six buildings to provide 474 residential homes (Class C3) and flexible commercial space at ground and first floors (Class A1, A2, A3, B1, D1 or D2) car parking, pedestrian and vehicular access, landscaping and associated works.		
Applicant	Berkeley Homes (West London) Ltd		
Ward	Staines		
Call in details	N/A		
Case Officer	Russ Mounty / Matthew Churchill		
Application Dates	Valid: 02.08.2018	Expiry: 01.11.2018	Target: Under 13 weeks
Executive Summary	<p>This planning application seeks to redevelop the former Centrica site to provide six buildings containing 474 residential units and 2,513m² of commercial floorspace.</p> <p>The principle of high density residential development has been set by the previous planning approval (16/01158/FUL). Although a greater number of residential units are proposed, the scale of the commercial development has been significantly reduced because of current demand and viability. As a result there is no material change to the overall impact of traffic movements on the surrounding road network.</p> <p>The proposed buildings are taller than those previously approved, ranging from 10 to 16 storeys. This is within the height required by the Heathrow flight safety zone and is considered an efficient use of brownfield land in a sustainable location close to facilities and alternative transport options.</p> <p>The proposal does bring built development closer to Ash House, on the western boundary, however the juxtaposition of floor plates mitigates the impact and is considered to be acceptable in this urban location.</p> <p>Although the applicant initially proposed 71 shared equity affordable residential units, this has been negotiated to the provision of 41 affordable rented residential units with 24 parking spaces. This is considered to better address the Borough's specific needs.</p> <p>The proposal is considered to be appropriate in design terms and would</p>		

	have an acceptable relationship with the neighbouring properties. The development would not increase the traffic movements above that of the approved proposal (16/01158/FUL).
Recommended Decision	This application is recommended for Approval.

MAIN REPORT

1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies Development Plan Document (CS & P 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
- EM1 - Employment Development
- TC1 - Staines Town Centre.
- TC2 - Staines Town Centre Shopping Frontage.
- 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

- 1.2 Also relevant is the Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development, 2011, and the National Planning Policy Framework (NPPF), 2018

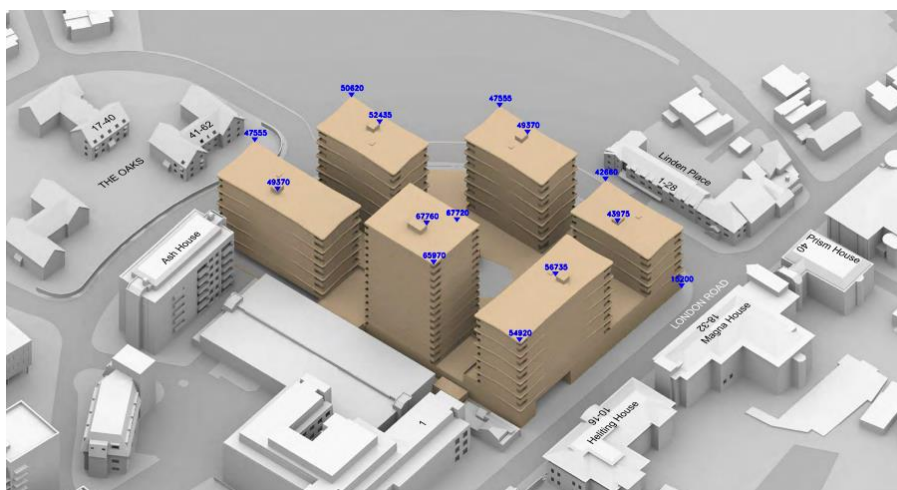
2. Relevant Planning History

16/01158/FUL	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.	Grant Conditional 30.10.17
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..	Grant Conditional 18.10.10
07/00754/FUL	Erection of a two storey Class A3 (Restaurant/Cafe) building.	12.10.07
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,	Grant Conditional 19.3.08

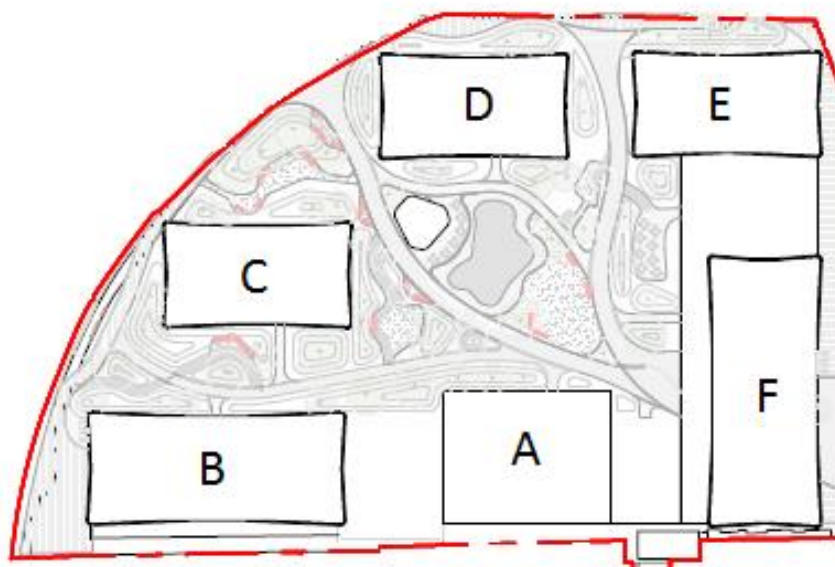
	landscaping & a reconfigured piazza (as a revision to that approved under permission 06/00887/OUT)	
07/00639/RMA	Reserved Matters - erection of Building A, underground parking areas and piazza deck, pursuant to planning permission 06/00887/OUT for the development of either Class B1 offices (with ground 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 landscaping including public piazza.	Grant Conditional 12.10.07
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.	Grant Conditional 12.10.07
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.	Grant Conditional 10/07/2007

3. Description of Current Proposal

- 3.1 The site is located at 17-51 London Road, Staines and was formerly known as the Gas Board site or Centrica. It comprises an area of 1.092 hectares (\pm 2.7 acres) which is currently cleared, vacant and enclosed by hoardings following the demolition of the buildings on site which occurred in 2008.
- 3.2 The applicant has initiated the groundworks in association with planning approval 16/01158/FUL.
- 3.3 The site is bounded by London Road to the south, Fairfield Avenue to the east and north and existing commercial premises, a multi storey car park and a converted office building (Ash House) to the west.
- 3.4 The Centrica building, demolished in 2008, comprised a 10 storey rectangular shaped building on a raised podium on the western side of the site with a lower three storey, linked octagonal shaped building on the eastern side. Access to the site was via Fairfield Avenue and parking was provided in a rear deck undercroft as well as surface car parking areas.
- 3.5 The site occupies a prominent position on the edge of Staines Town Centre, with views west to the pedestrianised centre of Staines-upon-Thames and views east to the Crooked Billet roundabout. The site is located within a designated Employment Area under policy EM1 of the Core Strategy and Policies Development Plan Document (CS & P DPD).
- 3.6 The Environment Agency's Flood Map indicates that the site is located in Flood Zone 2 which represents land having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%). In addition, the southern part of the site is recorded as having archaeological potential.
- 3.7 The surrounding area is of a mixed character with office buildings located to the south and west of London Road, residential properties situated to the north, east and west in 2 and 3 storey blocks located in Moormede Crescent, Linden Place and Ash House, the converted 6 storey former office block. To the north-east of the site is Birch Green which is designated Common Land and is located within the defined Green Belt.



- 3.8 The current application relates to the redevelopment of the site to provide a mixed use, primarily residential development in six blocks, comprising 474 residential units and 2,555 square metres of commercial space.
- 3.9 The commercial space would be located on the ground and first floor of Blocks E and F, with residential units above.



Block A

- 3.10 This building would be 16 storeys and approximately 50 metres tall and contain 103 units (14 Studio, 30 x 1 bed, 44 x 2 bed and 15 x 3 bed). At ground level would be located the concierge for the development, a separate residential access, lounge and fitness centre. The floor plate provides for a mix of unit sizes on all floors of the building, with inset balconies on the corner units. The roof would utilise a central plant enclosure that would also accommodate the lift overrun (taking the total building height to approximately 52 metres), and comprise a brown roof.
- 3.11 Brown roofs are where the substrate surface is left to self-vegetate from windblown and bird lime seed dispersal. They are generally seen as a more natural, rugged urban feature and can offer a greater diversity of species. They are very low maintenance and no irrigation is required, however they offer acoustic and temperature insulation and will attenuate water run-off.

Block B

- 3.12 This building would be 10 storeys and approximately 31.6 metres tall containing 94 units (39 studio, 19 x 1 bed and 36 x 2 bed). At ground level there would be the residential access for the block and single aspect units looking east into the landscaped space. At the northern end would be a bin store and substation. The residential units above the ground floor would be single aspect (facing either east or west) off a central spine corridor. The roof would utilise a small lift overrun and comprise a brown roof.

Block C

- 3.13 This building would be 11 storeys and approximately 34.7 metres tall containing 66 units (11 studio, 23 x 1 bed and 32 x 2 bed). At ground level there would be the residential access for the block and single aspect units looking east into the landscaped space. At the northern end would be the bin transfer store and substation. The residential units above the ground floor would be single aspect (facing either east or west) off a central spine corridor. The roof would utilise a small lift overrun and comprise a brown roof.

Block D

- 3.14 This building would be 10 storeys and approximately 31.6 metres tall containing 60 units (10 studio, 21 x 1 bed and 29 x 2 bed). At ground level there would be the residential access for the block fronting the central open space and single aspect units looking east or west. The residential units above the ground floor would be single aspect (facing either east or west) off a central spine corridor. The roof would utilise a small lift overrun and comprise a brown roof.

Block E

- 3.15 This building would be 8 storeys and approximately 26.7 metres tall, containing 41 units (6 studio, 16 x 1 bed and 19 x 2 bed). At ground level there would be the residential access for the block on the north-west corner adjacent to the central open space and a proposed commercial space of 291 square metres (3,128 ft²). At the northern end of the building there would be a substation within the building. There would be residential units above the ground floor commercial space accessed off a central spine corridor. The roof would contain a small lift overrun and comprise a brown roof.

Block F

- 3.16 This building would be 12 storeys and approximately 26.7 metres tall containing 110 units (20 studio, 70 x 1 bed and 20 x 2 bed). At ground level there would be a double height space through the building, providing access from London Road to the central courtyard space.
- 3.17 The residential access for the block would be within the central courtyard space. There would be three proposed commercial spaces of 490 m² with dual aspect to both London Road and the central courtyard space, 152 m² with a London Road frontage and 245 m² with a frontage on to the double height access to the central courtyard space and to London Road. The first floor would also provide commercial space of 652 m² and 245 m².
- 3.18 The residential units would start on level 02 (3rd floor) and provide a mix of unit types on each floor accessed from a central spine corridor. There would be a gap between building's E and F of approximately 17.5 metres, which would be a brown roof with no residential access. The roof would contain a small lift overrun and comprise a brown roof.

Unit Mix					
Block	Studio	1 Bed	2 Bed	3Bed	Total
A	14	30	44	15	103
B	39	19	36	0	94
C	11	23	32	0	66

D	10	21	29	0	60
E	6	16	19	0	41
F	20	70	20	0	110
	100	179	180	15	474

- 3.19 A central courtyard space is proposed, with a lawn area located close to the main double height entrance at London Road. The lawn abuts a central pond with marginal planting and a public café, and the primary route through the site would then run out to Fairfield Avenue and a raised table crossing point to Birch Green. Secondary routes run from the primary route and Fairfield Road to the individual buildings, which have residential garden space them. These would also contain children's play space and informal seating.
- 3.20 A total of 312 car parking spaces would be provided for the occupiers of the residential and commercial accommodation. There would be 221 spaces within the basement level, accessed via a ramp at the north-west edge of the site, 86 in the adjoining multi-storey car park to the west of the site and 5 in a new lay-by on Fairfield Avenue.

4. Consultations

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

Consultee	Comment
BAA	Aerodrome Compliance has assessed the proposal against safeguarding criteria and can confirm that there are no safeguarding objections.
CADENT GAS	Cadent Gas have no objection as the HP gas pipeline in the vicinity will not be affected
County Highway Authority	No Objection subject to conditions.
County Archaeological Officer	No Objection received.
Highways England	Due to the traffic impact being broadly commensurate to the already permitted development, the impact of this proposed development will be negligible on the Strategic Road Network. Therefore, Highways England do not offer any objections to the proposal.
Environment Agency	No Objection.
Environmental Health (Contaminated Land and Dust)	No Objection subject to conditions.
Environmental Health (Air Quality)	No Objection subject to conditions.
Environmental Health (Noise)	No Objection.
Environmental Services (Renewable Energy)	No Objection.
NATS	NATS has examined the proposal from a technical safeguarding aspect and determined that it does not conflict with safeguarding criteria. Accordingly, NATS has no safeguarding objection.
Neighbourhood Services (Waste Collection)	No Objection.
Crime Prevention Officer	A Secure by Design review was undertaken with the developers and the proposals were discussed in detail. The key aspects of the design were noted as being compatible with the principles of Secured by Design.
Thames Water	No objection with regard to Foul Water sewage network infrastructure capacity. The application also indicates that surface waters will not be discharged to the public network

	and as such Thames Water has no objection.
Lead Local Flood Authority (SUDS)	The Lead Local Flood Authority is satisfied that the proposed drainage scheme meets the requirements, however suitably worded conditions are recommended to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.
SCAN	No comments received
Surrey Wildlife Trust	No comments received
Staines Town Society	The mixed-but-mostly-residential scheme is certainly preferable to the consented scheme. The design of the buildings and the space around them has many merits. However, the Society objects on the grounds that the proposal represents overdevelopment and is unsuitable for Staines-upon-Thames. The buildings are too high. The flats are barely above the legal minimum size. The affordable housing is inadequate.
Valuation Advisor	Considers the proposal to provide 71 shared equity affordable houses units to be acceptable.

5. Public Consultation

- 5.1 A total number of 344 properties were notified of the application, statutory site notices were displayed on site and the application was advertised in the local press.
- 5.2 A total of 43 letters of representation has been received commenting on the proposal on the following grounds:
- Increased traffic and congestion
 - Inadequate parking provision
 - Buildings are too high and an eyesore
 - Overdevelopment and unsuitable for Staines
 - Cumulative impact of tall buildings
 - Impact on highway and pedestrian safety
 - Impact on services and infrastructure
 - Impact on flood risk and water levels

- Impact on South west London Waterbodies Special Protection Area
- Inadequate affordable housing provision
- Detrimental impact upon local wildlife
- Loss of light
- Loss of privacy
- Loss of outlook
- Loss of amenity
- Fear of fire risk
- Location of service lay-by
- Wind tunnels created
- Noise
- Increased dirt, dust and pollution
- Wheelchair accessibility
- Negative impact on TV and radio reception
- No need for more empty office space

- Fantastic for the town and wider area
- These would be high quality homes
- Provision of a landmark development
- Stunning public space

6. Planning Issues

Principle of Development

Housing type, size and density

Affordable Housing

Access

Parking

Transportation Issues

Scale, layout and impact

Design and appearance

Residential amenity

Daylight and sunlight

Waste and recycling

Air Quality

Archaeology

Flooding

Amenity Space

Open Space
Ecology and Landscaping
Renewable energy
Noise
Contaminated land
Local Finance Considerations

7. Planning Considerations

Principle

- 7.1 Policy H01 encourages the redevelopment of poorly located employment land for housing and seeks to ensure the effective use of urban land through the application of Policy HO5 on density.
- 7.2 This is also reflected in the NPPF paragraph 117 which emphasises the importance of optimising the potential of sites to accommodate development and provides further relevant context at paragraph 122.
- 7.3 The principle of residential development on the site was considered in the previous application (16/01158/FUL) and determined to be acceptable. This previous application also incorporated a larger office development on the London Road frontage, thereby providing a mixed use development.
- 7.4 The applicant has submitted a Commercial Market Assessment which indicates that in current conditions, with the prevailing economic factors and commercial occupier demand, there has been no interest in a substantial pre-let which would make an office use viable.
- 7.5 The assessment determined that a reduced quantum of office development on the site would be deliverable and viable, appealing to the occupiers in the sub 500 m² range who find it difficult to find quality space in the larger buildings.
- 7.6 The current proposal seeks to offer a mix of commercial uses, including retail and office, in a range of spaces fronting London Road. The site would therefore remain a mixed use development, with the potential for a range of uses.
- 7.7 On the basis that the site is not located in a high flood risk area or the Green Belt, and that permission has recently been granted for residential use on the land, it is considered that the principle of optimising the potential of the site for residential accommodation would be in accordance with national policy.

Need for housing

- 7.8 When considering planning applications for housing, local planning authorities should have regard to the government's requirement that they significantly boost 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 the National Planning Policy Framework (NPPF).

- 7.9 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).
- 7.10 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). In September 2017, the government produced a consultation paper on planning for the right homes in the right places which included proposals for a standard method for calculating local authorities' housing need. A figure of 590 dwellings per annum for Spelthorne was proposed by the application of this new approach. The draft methodology has yet to be formally adopted by the Government and is being reviewed in the light of the new 2016 household projection forecasts which appeared to indicate lower growth rates. The Government is now consulting on changes to the standard methodology in the light of these new forecasts and, for the time being, the Council will continue to rely on the provisional figure of 590 based on the 2014 household formation projections as suggested by the Government in its latest consultation (Oct – Dec 2018). Despite recent uncertainties the draft methodology provides the most recent calculation of objectively assessed housing need in the Borough and is therefore the most appropriate for the Council to use in the assessment of the Council's five-year supply of deliverable sites.
- 7.11 In using the new objectively assessed need figure of 590 as the starting point for its calculation of its five year supply it must be borne in mind that this does not represent a target as it is based on unconstrained need. Through the Local Plan review the Borough's housing supply will be assessed in light of the Borough's constraints which will be used to consider options for meeting need. The Council has now published its Strategic Land Availability Assessment (SLAA) which identifies potential sites for future housing development over the plan period.
- 7.12 The sites identified in the SLAA as being deliverable within the first five years have been used as the basis for a revised 5-year housing land supply figure. Using the draft Objectively Assessed Need figure of 590 for the five year period from 1 April 2019 to 31 March 2024, the Council is satisfied that it can demonstrate a five year supply of deliverable housing sites.
- 7.13 Para 11 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 11 of the NPPF.

- 7.14 Taking into account the above, and adopted policy HO1, which encourages new housing development in urban sites for additional housing to meet our Borough's needs, it is considered that particular weight should be given to the use of this urban site for additional housing to meet the Borough's needs.

Housing type, size and density

- 7.15 Policy H04 of the CS&P DPD and the Council's Supplementary Planning Document (SPD) on Housing Size and Type, seek to secure 80% of dwellings in developments of 4 or more units to be 1 or 2 bed in size. This is to ensure the overall dwelling stock meets the demand that exists within the Borough, including the greater demand for smaller dwellings.
- 7.16 The proposed unit layout seeks to provide 100 x Studio (21%), 179 x one bed (38%), 180 x two bed (38%), 15 x three bed (3%) units. This housing mix would provide 76% one and two bed units, with 97% smaller unit sizes overall.
- 7.17 The proposed housing mix is considered appropriate for this location, close to facilities, and offers a wider choice of housing type within the town centre area.
- 7.18 The Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development (2011) sets out minimum floor space standards for new dwellings.
- 7.19 The Government has also published national minimum dwelling size standards in their "Technical Housing Standards – nationally described space standard" document (2015). These largely reflect the London Housing Design Guide on which the Spelthorne standards were also based and are arranged in a similar manner to those in the SPD.

	Studio	1 Bed	2 Bed	3 Bed
Space Standard	39m ²	50m ²	70m ²	86m ²
Space Proposed	42m ²	51m ²	70m ²	96m ²

- 7.20 The studio units are proposed at a size that exceeds the national standard . This allows the bedroom to be separated from the living accommodation. Berkeley consider this to be a successful model, bridging the gap between a traditional studio and a one bed unit.
- 7.21 The three bed units are located in the tallest block (block A) and would be 10m² above the national standard, which allows a greater sense of space within the accommodation.
- 7.22 The proposed units comply with the minimum standards contained in the Council's SPD and the national technical housing standards and are therefore considered to be acceptable.

- 7.23 The NPPF identifies that planning policies and decisions should promote an effective use of land in meeting the need for homes and that substantial weight should be given to the value of using suitable brownfield land within settlements.
- 7.24 Policy HO5 of the CS&P DPD sets out guidance on density of housing developments. It recognises that higher densities may be appropriate in suitable areas where non-car based modes of travel are accessible.
- 7.25 In this case, the scheme proposes a density of 434 dwellings per hectare, which is higher than the previously approved scheme and the adjoining developments at London Square and Renshaw Industrial Estate. As an apartment development, higher numerical densities can be achieved through a more efficient use of the land, and since the site is close to Staines Town Centre and public transport options this is considered to be sustainable.
- 7.26 In this particular case, this is considered to be an appropriate density in accordance with policy HO5, notwithstanding that the proposal must also comply with policy EN1 on design.

Affordable Housing

- 7.27 The NPPF seeks to deliver a sufficient supply of homes that meet the needs of the population. Paragraph 62 of the NPPF states that:
'Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site...'
- 7.28 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 Council seeks to maximise the contribution to affordable housing provision from each site, having regard to the individual circumstances and viability with negotiation conducted on an 'open book' basis.
- 7.29 The policy also states that the provision within any one scheme may include social rented and intermediate units, subject to the proportion of intermediate units not exceeding 35% of the total affordable housing component.
- 7.30 The applicant proposed a 15% provision based on their Viability Report, which would equate to 71 affordable housing units. These units were identified as being 6 Studio units, 46 x one bed units and 19 x two bed units. However, they were all to be provided as shared ownership units.
- 7.31 This is lower than the 'up to 50%' starting point for negotiations sought through the Council's policy and the tenure does not meet the requirement of Policy H03. However, the applicant's Viability Report was independently reviewed by the Council's Financial Advisor, who considered that the proposal could not provide additional affordable housing units, or vary the tenure, without affecting the viability of the development.

- 7.32 Notwithstanding that the provision of 71 affordable units on site was considered an improvement on the previously approved scheme that provided a financial contribution, negotiations were undertaken to secure affordable rented units.
- 7.33 As a result, the applicant agreed to provide the 41 units (9%) in Block E as affordable rented accommodation. This would provide 6 Studio units, 16 x one bed and 19 x two bed units in a self-contained block on the corner of Fairfield Road and London Road.
- 7.34 Although this reduces the provision to 9%, the tenure would meet the Borough's needs and is considered preferable to a greater provision of shared equity properties.
- 7.35 On balance, it is considered that the provision of 41 affordable rented units addresses the Borough's identified need better than a greater provision of shared equity properties. The provision is therefore considered to be acceptable.

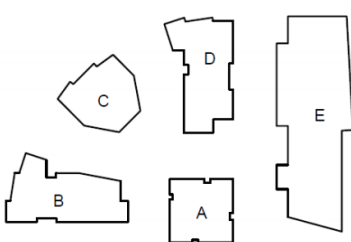
Design, Height and Appearance

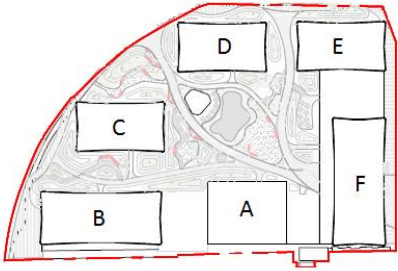
- 7.36 Policy EN1 of the CS&P DPD, which is supported by the Supplementary Planning Document on the 'Design of Residential Extensions and New Residential Development', requires a high standard of design. Sub point (a) requires new development to demonstrate that it will:
- "create buildings and places 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"*
- 7.37 Policy EN1 (b) requires that new development "achieves a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight, sunlight, or overbearing effect due to bulk, proximity or outlook".
- 7.38 The applicant undertook 2 design reviews with Design South East (d:se) which is an independent, not-for-profit organisation providing built environment design support.
- 7.39 The d:se review panel applauded the applicant's engagement with the review process, and appreciated the further description of context and significant views. In addition they commended some of the changes that were made following the first review.
- 7.40 The panel were concerned that there was little differentiation between the architecture of the blocks. However, the applicant has taken a deliberate design approach to provide a consistent architecture such that from the views into the site, the overall composition remains legible as part of a coherent scheme.
- 7.41 The panel were also concerned that the London Road commercial elevation required additional articulation to reduce its scale and grain within the public

realm. The applicant has addressed this issue, incorporating a shadow box within the commercial façade and extending the panelling to the ground level.

7.42 Within the courtyard, the panel sought improved definition of the primary route which would provide a greater level of semi privacy to the residential blocks. The applicant has responded by providing a more civic quality to the primary route (a wider paved area with larger format paving) and simplifying the surrounding landscaping, as well as relocating the cafe closer to the Birch Green access to create a focal point.

7.43 The design panel raised no issue with the principle of the height of the proposed blocks or their proximity to each other or the adjoining development. They are comparable to the surrounding new developments, Charter Square and Renshaw Industrial Estate, and the previously approved proposal (16/01158/FUL). The two tables below show a comparison between the approved scheme (16/01158/FUL) and the current scheme:

Approved Scheme			
Block	Storeys	Height (m)	
A	12	43	
B	8	30.2	
C	8	31	
D	8	28	
E	6	28.4	

Proposed Scheme			
Block	Storeys	Height (m)	
A	16	50	
B	10	31.6	
C	11	34.7	
D	10	31.6	
E	8	26.7	
F	12	39	

7.44 The applicant submitted an Aviation Impact Assessment which considered the obstacle limitation surfaces (OLS) for London Heathrow (LHR) and RAF Northolt.

7.45 LHR advised that the outer horizontal surface is located above the development and that they would object to a breach of this surface. The development has therefore proposed a maximum building height of 67.275 AOD in accordance with LHR requirements.

7.46 RAF Northolt is located approximately 14 kilometres to the north east of the development area. The OLS for RAF Northolt has a base height of 91.4 metres and the proposal would therefore have no impact on this surface.

7.47 The proposed building heights are considered to be acceptable in term of planning policy.

Amenity Space

- 7.48 The Council's SPD, Design of Residential Extension and New Residential Development (2011) provides general guidance on minimum garden sizes (Paragraph 4.20). In the case of flats it requires 35 square metres per unit for the first 5 units, 10 square metres for the next 5 units, and 5 square metres per unit thereafter. On this basis 2545 square metres would be required for the 474 units.
- 7.49 The design of the individual blocks shows that inset balconies would be provided for some of the units. In addition there would be residential amenity space around each of the blocks and roof terraces between Blocks B,A and F on the west side of the site. The amount of amenity space provided on site would total 5,860 square metres which would exceed the policy requirements.
- 7.50 In the case of higher density town centre residential development and mixed use schemes paragraphs 4.46 – 4.47 of the SPD states:
- “Such schemes will usually involve high density flatted development... 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.”*
- 7.51 The proposal incorporates a wide double height entrance on the London Road, with a water feature and rill within the space under the building, which provides a view into the courtyard. The applicant suggests that this creates a sense of drama with the movement and sound of the water. This area also forms the first part of the primary route through the space which creates a civic feel that would encourage public access, in addition to residents.
- 7.52 Within the central courtyard there would be a lawn area capable of staging events, a central pond with marginal planting and a café area. The primary routes runs diagonally through the site to Fairfield Avenue and includes secondary routes to the residential blocks.
- 7.53 The residential gardens around the blocks are designed to be more private than the central courtyard space. They would be protected through the use of narrower paths in a different material to the primary route and more densely planted. A variety of tree sizes would be planted with mounding providing adequate soil depth to accommodate larger trees.
- 7.54 There is no planting proposed on the London Road where the design of the proposal has been to reflect the existing streetscape, enhance the commercial opportunities at grade and avoid conflict with underground utilities. However, along Fairfield Avenue groupings of native trees and understorey planting is proposed with a larger grouping opposite the access to Birch Green. This area opposite Birch Green would also incorporate a play space

- 7.55 The proposal demonstrates that sufficient residential amenity space would be provided in the layout to accord with the policy requirements.

Open Space

- 7.56 Policy SP5 of the CS&P DPD indicates that new developments that individually or cumulatively add to the requirements for infrastructure and services will be expected to contribute to the provision of necessary improvements.
- 7.57 Policy CO3 requires that new housing development of 30 or more family dwellings (defined as any housing with two or more bedrooms) provide a minimum of 0.1ha of open space for a children's play area and that this should be increased proportionally according to the size of the development.
- 7.58 The proposal indicates 180 two bed units and 15 three bed units which would generate a requirement for 0.65 Ha. However, with the proposed multi-residential type of development in a town centre location, such a provision would be unrealistic and unviable.
- 7.59 The proposal indicates that approximately 1,025 square metres of the central courtyard is designed to be publicly accessible and would provide a range of open spaces. There are also three under 11 play spaces, one of which would be located adjacent to the primary access on Fairfield Avenue.
- 7.60 Details of the provision of equipment within the play spaces would be secured through the legal agreement.
- 7.61 Both the publically accessible space and the play spaces would be overlooked by the adjoining units and the commercial units, thereby providing surveillance and creating a safe environment.
- 7.62 The proposal provides for the on-site provision of play space and is close to the Birch Green, the Moormede play area and Staines Moor. On balance, given the town centre location, it is considered that the proposal provides an adequate level of open space.

Daylight and Sunlight Assessment

- 7.63 The applicant has undertaken a daylight and sunlight assessment and compared this to the effects arising from the consented scheme. This assessment indicates that based on the scale and massing proposed, there is no significant adverse impact on the surrounding properties.
- 7.64 The Building Research Establishment (BRE) good practice guide 'Site Layout Planning for Daylight and Sunlight' states that for large residential developments:

'The aim should be to minimise the number of dwellings whose living rooms face solely north, northwest or north east.'

It also states:

‘Sunlight in the spaces between buildings has an important impact on the overall appearance and ambiance of a development.’

- 7.65 The daylight amenity levels for all of the units within the development meet the BRE recommendations. The analysis indicates that all rooms on the lowest residential levels would meet the Average daylight Factor (ADF) daylight adequacy targets and those located on the upper levels would improve from this situation.
- 7.66 The submitted overshadowing analysis demonstrates that all existing and proposed amenity areas satisfy the BRE guidelines in terms of available sunlight hours, with the proposed central space exceeding the extant permission.
- 7.67 In respect of the neighbouring sunlight amenity, the report demonstrates that all predominantly south facing windows meet the BRE guidelines. For neighbouring daylight amenity, windows and rooms within 1-28 Linden Place, Ash House and The Oaks would experience material alterations beyond the current levels afforded by the vacant site. The report indicates that there would be a minor variation compared to the extant consent
- 7.68 The applicant acknowledges that the Vertical Sky Component (VSC) results produce a number of daylight reductions, but that consideration has also been given to the NSL and ADF results. In addition these assessments were undertaken the current vacant site conditions.
- 7.69 When compared against the 2017 residential consent the VSC results demonstrate that there would be daylight reductions to the secondary windows located in the east flank elevation of Ash House. However, when considered in association with the No Sky Line (NSL) and ADF results, there would be no material change to daylight distribution in the majority of rooms and where a change does occur the overall change beyond the 2017 residential consent would be negligible.
- 7.70 Representations have been made suggesting that the assessment does not consider the adjoining properties. However the applicant has confirmed that the assessment was undertaken in accordance with the BRE guidelines and BS8206 Part 2: 2008.
- 7.71 In terms of daylight and sunlight the layout it is considered to be comparable to other similar schemes in the vicinity and would provide a satisfactory level of amenity to occupiers and users of the open spaces and would not have a materially adverse impact on the neighbouring properties.

Contaminated Land

- 7.72 The applicant submitted a Ground Investigation Report based on that approved in connection with the contaminated land condition attached to the previous planning approval 16/01158/FUL, which has been agreed.

- 7.73 A Remediation Strategy was also submitted to address the potentially unacceptable risks identified in the context of the proposed redevelopment, taking into account all previous ground investigation findings. This strategy has been agreed, and condition 10 ensures works are carried out in accordance with it whilst condition 11 requires a validation report prior to occupation.
- 7.74 Neither the Council's Pollution Control Officer nor the Environment Agency have raised objections, but have requested conditions.

Impact on Existing Residential Dwellings

- 7.75 Policy EN1 (b) requires that new development "achieves a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight, sunlight, or overbearing effect due to bulk, proximity or outlook".
- 7.76 The Supplementary Planning Document (SPD) on the 'Design of Residential Extensions and New Residential Development' sets out various distance criteria to assess the impact on privacy and daylight of surrounding residential properties, although it should be noted that these relate to a maximum of three storeys and do not specifically address multi-residential developments in the town centres. The SPD does however, state at para.3.6 that: '...most developments will have some impact on neighbours. The aim should be to ensure that the amenity of adjoining occupiers is not significantly harmed...'
- 7.77 The applicant's Daylight and Sunlight Report included a shadow study for the proposal that also compared the impact of the consented scheme. This demonstrates that both schemes would cast a shadow across the adjoining properties at Ash House, The Oaks and Linden Place during the day. However, there is no materially adverse impact resulting from the proposed scheme.
- 7.78 Due to the height and proximity of block B, the 45 degree vertical guideline of the secondary windows of the eastern units in Ash House would be impacted. However the primary windows of the units in Ash House face either north or south, depending on the particular unit. Therefore the impact on the individual units as a whole would be mitigated.
- 7.79 There would be no impact on the vertical 45 degree line to the properties at Linden Place because of the distance between the buildings and the location of the units starting at first floor above the undercroft parking.
- 7.80 Block B is proposed at approximately 14 metres from the site boundary at ground level, but overhangs the basement ramp from the first floor upwards resulting in the building being approximately 5.8 metres from the boundary. Since Ash House is only 4 metres from the boundary, there would be primary and flank windows within 10 metres of each other.
- 7.81 It should be noted that whilst those in block B would be primary windows, those in Ash House are secondary windows. This distance is considered

acceptable in this particular situation. On the southern elevation of Ash House the primary windows of both buildings would be approximately 17 metres apart, albeit on an oblique angle. This distance is considered to be appropriate in this particular situation.

- 7.82 Blocks D and E are in excess of 20 metres from Linden Pace at the closest points. Although both blocks are residential above the first floor and primarily single aspect, it is not considered that there would be a material loss of privacy as a result of the proposed development
- 7.83 Block B is 27m from The Oaks in Moormede Crescent and Block C is 37 metres. Although both blocks are residential, their north south axis limits the number of units with a potential of overlooking. Due to the dual-aspect nature of the end units, it is considered that there would not be a material loss of privacy as a result of the proposed development.

Parking

- 7.84 Under the requirements of the Council's Parking Standards SPD (2011) the proposed residential development would require 643 parking spaces based on the following standards:

Unit Type	General Needs Housing	Affordable Housing
1 bed unit	1.25	1
2 bed unit	1.5	1.25
3 bed unit (over 80 m ²)	2.25	1.75

- 7.85 Parking provision in the development would be off-street and the majority of car parking spaces would be located within the basement level, which would provide 221 parking spaces. Of these spaces 215 would be designated for the residential use, including 12 bays allocated for disabled users. It would also incorporate 5 parking spaces to serve the commercial use, which would include 1 space allocated for disabled users. Additionally, 67 of the parking spaces within the basement would be fitted with electric charging points.
- 7.86 The basement would be accessed by a ramp located in the north-western corner of the site that would front onto Fairfield Avenue. The development proposes 86 further residential car parking spaces within the adjacent multi-storey car park, as was the case in the consented scheme (16/01158/FUL). In addition, 5 club car spaces would be provided at ground level within a lay-by on Fairfield Avenue. The development also provides 474 residential cycle spaces within the basement, and 10 commercial cycle spaces at ground level that would be integrated into the landscape.
- 7.87 In terms of the commercial proportion of the development, the applicants submission documents state that 1 car parking space would be provided per 224 m² for the B1(a) use, and the retail element would be 'car free'. In total the development would provide 312 off-street residential parking spaces at a ratio of 0.66 spaces per dwelling, together with 5 off-street commercial parking spaces. The development would also incorporate two service bays at the north and east of the site.

- 7.88 Policy CC3 states that the Council will require that appropriate provision is made for off street parking, and further states that development proposals should be in accordance with the Council's maximum parking standards. The Council's Parking Standards SPD, includes a 'position statement' that was agreed by the Council's cabinet on 11th of September 2011. The 'position statement' clarifies how Policy CC3 should be interpreted in light of recent Government policy changes, and indicates that the Council will give little weight to the word 'maximum' when applying Policy CC3 to residential development. The statement further indicates that the residential parking standards will generally be applied as a minimum, although maximum parking standards remain applicable in relation to commercial development.
- 7.89 As highlighted above, the development proposes a total of 312 residential parking spaces at a ratio of 0.66 spaces per dwelling. Whilst this is below the Council's normal parking standards, the applicants submission indicates that 36% of household flats in Central Staines are car free on the basis of 2011 Census data. In addition the recently consented scheme in the nearby Charter Square development (17/01932/FUL) has a parking ratio of 0.67 spaces per dwelling, which was accepted when planning consent was granted at this site.
- 7.90 The Council's Parking Standards SPD states that in certain circumstances there will be an exemption to the minimum parking requirements and a reduction in parking provision will normally be allowed. This includes proposals for development within the borough's 4 town centres, as defined within the Core Strategy, where public transport accessibility is generally high. Any reduction will be assessed against the distance from public transport nodes (e.g. railway stations & bus stops), the frequency and quality of train and bus services, the range and quality of facilities supportive to the residential development and the availability of pedestrian and cycle routes.
- 7.91 The application site is located approximately 500 metres from Staines Railway Station which has regular train services to London Waterloo and Clapham Junction, as well as regular services to Reading, Weighbridge and Windsor & Eton. London Road (A380) situated to the south of the site is also well served by buses, with eastbound and westbound bus stops located within 100 metres of the development site. The site is also situated some 280 metres from the pedestrianised section of Staines High Street, with numerous facilities and amenities available to future residents. Additionally, a number of public car parks are within a short walking distance from the site including the Kingston Road Car Park, The Elmsleigh Centre Car Park, and the Two Rivers Car Park.
- 7.92 It is accepted that the parking provision would be below the Council's normal parking standards. However, given the sustainable transport location of the site, the parking ratio of 0.67 per unit at the recently consented Charter Square scheme (17/01932/FUL), and the level of facilities and amenities within a short walking distance of the site, the parking ratio of 0.66 parking spaces per unit is considered to be acceptable in this instance.
- 7.93 The County Highway Authority has reviewed the application and has raised no objections.

Transportation Issues

- 7.94 The site is located in close proximity to Staines Town Centre and to existing public transport provision. The NPPF encourages sustainable travel choices and promotes opportunities for the use of public transport, walking and cycling. The NPPF also encourages the focus of significant development to locations which are or can be sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The applicants have also submitted a Transport Assessment and a Residential Travel Plan in support of the application.
- 7.95 The Transport Assessment examines the local highway network including pedestrian and cycling accessibility, as well as existing and proposed public transport provision. It further examines nearby schemes as well as the national and local planning policy context. The Transport Assessment has also undertaken a trip generation exercise and has compared the trip generations of the proposed development against the consented scheme (16/01158/FUL).
- 7.96 It concluded that the present proposal would result in a reduction of 6 two way vehicle movements against the consented scheme, during the AM (08.00 – 09.00) and PM (17.00 – 18.00) peak hours, largely owing to a reduction in office space and as the retail development within the present scheme would be ‘car free’.
- 7.97 The Residential Travel Plan aims to reduce single occupancy private car trips and to increase awareness of sustainable travel modes available to residents. It sets out measures to achieve this including the promotion of home deliveries, car sharing and car clubs, public transport information, healthier lifestyles and raising awareness of sustainable travel.
- 7.98 The County Highway Authority has reviewed the Transport Assessment and Residential Travel Plan submitted by the applicant and has raised no objections subject to conditions.
- 7.99 Highways England has also raised no objections to the scheme on the grounds of impact on the strategic road network.
- 7.100 The developer is also seeking to provide a raised table crossing to Birch Green, although this falls outside of the application site and will require a separate highways agreement with the Highway Authority.

Waste & Recycling

- 7.101 The applicant submitted an updated Refuse Strategy to address comments made by the Head of Street Scene.
- 7.102 The proposal seeks to provide 207 x 1100 litre bins for residential refuse to address both waste and recycling requirements. Residents would access the bin stores located in the basement service core of each block, with the estate

management team routinely inspecting the areas to ensure an efficient operation.

- 7.103 The development's estate management team would be responsible for transporting the bins from each individual block waste area to the basement and ground floor collection points. The basement collection point incorporates a dedicated service lift allowing 6 bins at a time to be transported to the ground floor collection point. Empty bins would then be transported back to their original locations via a dedicated electric buggy.
- 7.104 The Council's Group Head Neighbourhood Services has been consulted and is satisfied that the operational aspects for waste and recycling for the proposal can be adequately accommodated.

Air Quality

- 7.105 Policy EN3 of the CS&P DPD seeks to improve air quality within the Borough and minimise harm from poor air quality.
- 7.106 The applicant's Air Quality Assessment has been carried out to assess both construction and operational impacts of the proposed development.
- 7.107 The risks associated with the construction phase are considered to be high because of the proximity of nearby sensitive receptors. However, this risk can be mitigated using appropriate measures and the resultant impact during construction would not be significant.
- 7.108 The suggested mitigation measures include the development of a Dust Management Plan and have been addressed in the Construction Environmental Management Plan included in the approved application (16/01158/DC2). The continued adherence to this document is recommended as condition 12 of this application.
- 7.109 Post construction, the applicant's Air Quality Assessment indicates that the predicted NO₂ concentrations would be below the objective at all locations across the development. Air quality impacts as a result of the operation of the development were considered negligible in accordance with IAQM guidance.
- 7.110 The Council's Pollution Control Officer has raised no objection on grounds of air quality.

Archaeology

- 7.111 The site is located within an area designated as being of High Archaeological Potential in association with the Roman road from London to Silchester. Archaeological investigations have recorded significant evidence from the prehistoric period onwards.
- 7.112 An archaeological desk based assessment has been submitted to update the previous assessment and concludes that previous impacts within the site reach a depth of some 3m, and that the former basement construction is likely

to have created a very low potential for evidence of significant activity dating from all periods.

- 7.113 The County Archaeologist was consulted but no response was received. However, on the previous application (16/01158/FUL) the following comment was made:

'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.'

- 7.114 On the basis that the applicant has commenced the below grade works in accordance with the previous planning approval (16/01158/FUL), there is no justified reason to object on archaeological grounds.

Flooding

- 7.115 The site is located in flood zone 2 which represents land having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%).
- 7.116 The applicant's Flood Risk Assessment (FRA) states that detailed modelling indicates that using a maximum flood level of 15.207m AOD for the 1 in 100 year event, with a 35% allowance for future climate change, flood waters would not reach the development.
- 7.117 Notwithstanding this modelling, the applicant proposes mitigation measures including the provision of a finished floor level constructed at 15.6m AOD.
- 7.118 Surface water attenuation would be provided on site to accommodate a 1 in 100 year event with a 40% allowance to account for future climate change.
- 7.119 The FRA assessed other flood risks as low and concluded the overall flood risk to be low on this site. The Environment Agency, Thames Water and the Lead Local Flood Authority were consulted on the proposal and raised no objection to the proposal, subject to conditions and informatives.

Renewable Energy

- 7.120 Policy CC1 of the CS & P DPD states that the Council will require residential development of one or more dwellings, and other development involving new building or extensions exceeding 100 square metres, to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources unless it can be shown that it would seriously threaten the viability of the development.
- 7.121 The applicant has submitted an Energy Strategy which proposes enhanced passive and active design measures to reduce energy consumption and CO² emissions. This includes enhanced efficiency for the building envelope, improved air tightness compared to the building regulations and high efficiency lighting and plant.

- 7.122 In terms of low carbon technologies, the Energy Statement states that combined heat and power and air source heat pumps were considered the most appropriate.
- 7.123 The report concludes that the proposed development would exceed a 10% reduction against Part L of the 2013 Building Regulations, and the use of low carbon technologies would meet the requirement for 10% of the development's energy requirement being from on-site renewable energy sources.
- 7.124 The Council's Sustainability Officer has been consulted and is satisfied that the renewable requirement would be met.

Biodiversity

- 7.125 The applicant has assessed the design proposal against the Defra criteria for Net-Gain in biodiversity. This identified that the development would significantly exceed the threshold for net gain.
- 7.126 This Net-Gain has been achieved as a result of natural and semi-natural green spaces within the development and the diversity of habitats created.

Other Matters

Microclimate Study

- 7.127 The applicant undertook wind tunnel modelling of the proposed development and concluded that pedestrian safety and comfort would be acceptable, with some exceptions in pedestrian comfort in localised areas.
- 7.128 The introduction of wind mitigation measures through hard and soft landscaping and design features would be expected to alleviate these exceptions. However the applicant intends to develop and validate appropriate measures through boundary layer wind tunnel testing through the detailed design process.

Sites of Special Scientific Interest

- 7.129 The site is located approximately 415 metres from the Shortwood Common SSSI to the east, 670 metres from Staines Moor, 450 metres from King George VI Reservoir and 690 metres from Staines Reservoir.
- 7.130 The site lies within the Impact Risk Zone for Sites of Special Scientific Interest (SSSI) which is intended to assist the LPA to determine whether they need to seek advice from Natural England on the nature of any potential SSSI impacts and how they might be avoided or mitigated.
- 7.131 The South-West London Water Bodies Special Protection Area (SPA) comprises a series of embanked water supply reservoirs and former gravel pits that support a range of man-made and semi-natural open water habitats. The reservoirs and gravel pits function as important feeding and roosting sites for wintering wildfowl.

- 7.132 The Staines Moor SSSI comprises the largest area of alluvial meadows in Surrey and supports a rich flora.
- 7.133 An appropriate assessment will only affect a project if it would have a significant impact on the site integrity. The Local Planning Authority has considered the potential impact on the site integrity and determined that in light of existing development and the approved proposal on the site there would be no significant impact resulting from this proposal.
- 7.134 Natural England was consulted on the previous application (16/01158/FUL) and commented that the redevelopment would not have a significant effect on, damage or destroy the features of interest of the South-West London Water Bodies SPA. Conditions were recommended and these have been addressed by the applicant and would be retained through the conditions attached to this application.
- 7.135 It is not considered that the proposed development would have a significant additional material impact on the surrounding SSSI.

Finance Considerations

- 7.136 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.
- 7.137 In consideration of S155 of the Housing and Planning Act 2016, the proposal would result in the following financial contributions:
- £20,000 to be used as a contribution towards the review of parking restrictions in the area.
 - £6,150 to be used to review the Travel Plan submitted as part of the justification for reducing the parking provision on the site and promoting alternative modes of transport.
 - The Community Infrastructure Levy for Zone 2 (£140) will be payable on this site, with a reduction for the affordable housing provision.

These are considered to be a material considerations in the determination of this planning application. The proposal will also generate a New Homes Bonus Business Rates and Council Tax payments which are not material considerations in the determination of this proposal.

8. Conclusions

- 8.1 It is considered that the proposal makes effective use of urban land in a sustainable location. It would not create an additional impact on the highway

network over and above the previously approved proposal and the level of parking I considered to be appropriate. It meets the Borough's recognised need for housing and provides units with a good standard of amenity

- 8.2 Although the buildings are higher than those previously approved, it is considered that the proposal would have an acceptable impact on the amenity of the adjoining properties. Therefore, the application is recommended for approval.

9. Recommendation

(A) To GRANT planning permission subject to the applicant first entering into an appropriate legal agreement in respect of the following:

1. To provide at least 41 affordable rented housing units on site, built in accordance with the core standards set out in the Homes England Design and quality standards (April 2007), and:
 - Prior to the transfer of 50% of the residential units (not being the affordable units) to build and complete the affordable rented units and transfer these to an entity nominated by the Council or in the absence of such nomination a Registered Provider.
 - Prior to occupation of the affordable rented housing units the transferee shall enter into a Nominations Agreement in respect of the affordable rented housing (in order that the affordable housing meets local needs).
 - To provide 27 parking spaces for use in connection with the affordable rented housing units.
2. To provide a Travel Plan to include, but not restricted to, the following:
 - A financial contribution of £6,150 towards the cost of auditing the Travel Plan
 - Provision of five club vehicles, with all costs associated with the provision of the vehicles including provision of parking space being met by the developer
 - Provision of 25 miles worth of free travel for residential users of the proposed development using the car club vehicles.
 - Provision of one year free membership of the car club for the first occupants of each of the proposed residential units
 - Provision of one £50 sustainable travel voucher per household (equates to £23,700) for the 474 proposed residential units) which can be spent on either public transport tickets or towards a bicycle. If part or all of the £23,700 is not spent within one year then the remaining value should be used for other sustainable transport measures as agreed with the County Council.
3. To provide public access to the central courtyard and three locally equipped play areas.
4. 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.

5. To enter into a S278/S38 Agreement with Surrey County Council (SCC) for the dedication as highway and adoption of part of the application site to form a widened footpath along London Road, the construction of a crossing point at Birch Green and two lay-bys on Fairfield Avenue in accordance with details submitted to and approved by SCC.

In the event that the Section 106 Agreement is not completed

In the event that the Section 106 agreement is not completed to the satisfaction of the Local Planning Authority and/or the applicant does not agree an extension of time for the determination of the planning application, delegate to the Planning Development Manager 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 and the principles set out in the National Planning Policy Framework.
2. The development fails to provide adequate measures to mitigate the level of reduced parking provision proposed and increased traffic movements on the A308 London Road, contrary to Policies SP7, CC2 and CC3 of the Core Strategy and Policies DPD 2009 and the principles set out in the National Planning Policy Framework.
3. The development fails to make adequate provision for public open space and play equipment within the development and to mitigate the increased density proposed. The proposal thereby creates additional, unnecessary pressure on the existing public open space in the immediate vicinity and would adversely affect the amenities that the wider community might reasonably expect to enjoy, contrary to Policies SP5 and CO3 of the Core Strategy and Policies DPD 2009 and the requirements of the National Planning Policy Framework.

(B) In the event that the Section 106 agreement is completed to the satisfaction of the Local Planning Authority; 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:

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

- 3 The trees and shrubs shall be planted on the site in accordance with the approved landscaping scheme in the first planting season following practical completion of the buildings or such longer period as may be approved by the Local Planning Authority,

and the planting 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/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 The parking spaces for motor vehicles and bicycles shown on the approved plans shall be constructed and laid out prior to the occupation of the development and shall be retained thereafter for the benefit of the occupiers of the development as approved and shall not be used for any other purpose without the express written consent of 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 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.

- 5 No development above damp course level shall take place until details of the materials to be used for the external surfaces of the building(s) and surface material for the courtyard open space are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials and detailing.

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.

- 6 The development hereby approved shall not be occupied until details of the play equipment to be installed and the layout of the three Locally Equipped Play Areas have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials and detailing.

Reason: To ensure that the proposed development complies with policy C03 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009 and section 8 (promoting healthy and safe communities) of the National Planning Policy Framework.

- 7 Prior to the occupation of any part of the development hereby approved, the applicant shall enter into a s278 agreement with Surrey County Council to provide the pedestrian footway, crossing and laybys, together with associated works, as illustrated on drawing 183887/A/08 Rev B.

Reason: To ensure 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.

- 8 The development hereby approved shall not be occupied until a minimum of sixty seven (67) dual 7kW (fast charge) charge points for electric vehicles have been laid out within the site. The charging points shall be retained exclusively for their designated purpose, unless agreed in writing with the Local Planning Authority.
- Reason:** To ensure that the development complies with policies CC2 and EN3 of the Core Strategy and Policies DPD and section 9 (Promoting Sustainable Transport) of the National Planning Policy Framework.
- 9 All construction work shall be undertaken in accordance with the Construction Transport Management Plan approved under 16/01158/DC2 unless otherwise approved in writing by the Local Planning Authority.
- Reason:** To ensure that the development does 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 Prior to the occupation of any of the buildings hereby approved 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". 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:** To ensure 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 The site shall be remediated in accordance with the approved remediation strategy, unless otherwise 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.
- 12 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.
- 13 All of the construction work shall be undertaken in accordance with the Construction Environmental Management Plan approved under 16/01158/DC2 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.

- 14 The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc)
 - b) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
 - c) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

- 15 Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDS.

- 16 The development shall be constructed in accordance with the details provided in the sustainability report submitted with the application, to deliver a minimum of 10% of the energy requirement generated by the development by renewable energy methods, unless otherwise agreed in writing by the Local Planning Authority.

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.

- 17 That the development hereby approved shall be carried out in accordance with the mitigation and biodiversity recommendations as set out in paragraphs 4.13 to 4.21 of the Preliminary Ecological Appraisal (v.2 Final) dated July 2018

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

- 18 Prior to the occupation 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.

- 19 The waste management strategy submitted with the application shall be in operation prior to occupation of any of the buildings hereby approved and shall be carried out in accordance with the approved details, unless expressly agreed in writing by the Local Planning Authority.

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.

- 20 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 †.

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.

- 21 The 86 car parking spaces within the multi storey car park as identified on plans L(LE)001 and L(LE)003 shall be retained in perpetuity for such use by the residential occupiers of the proposed development, unless otherwise agreed by the Local Planning Authority in writing.

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

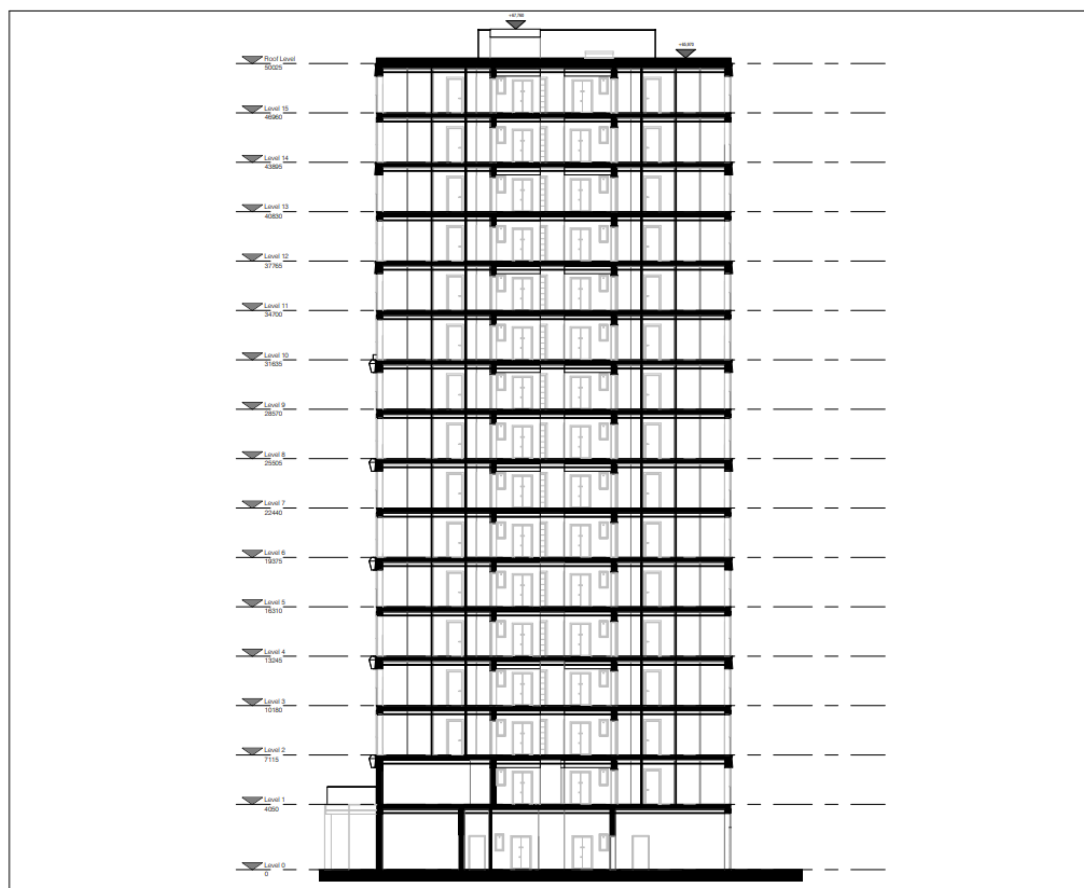
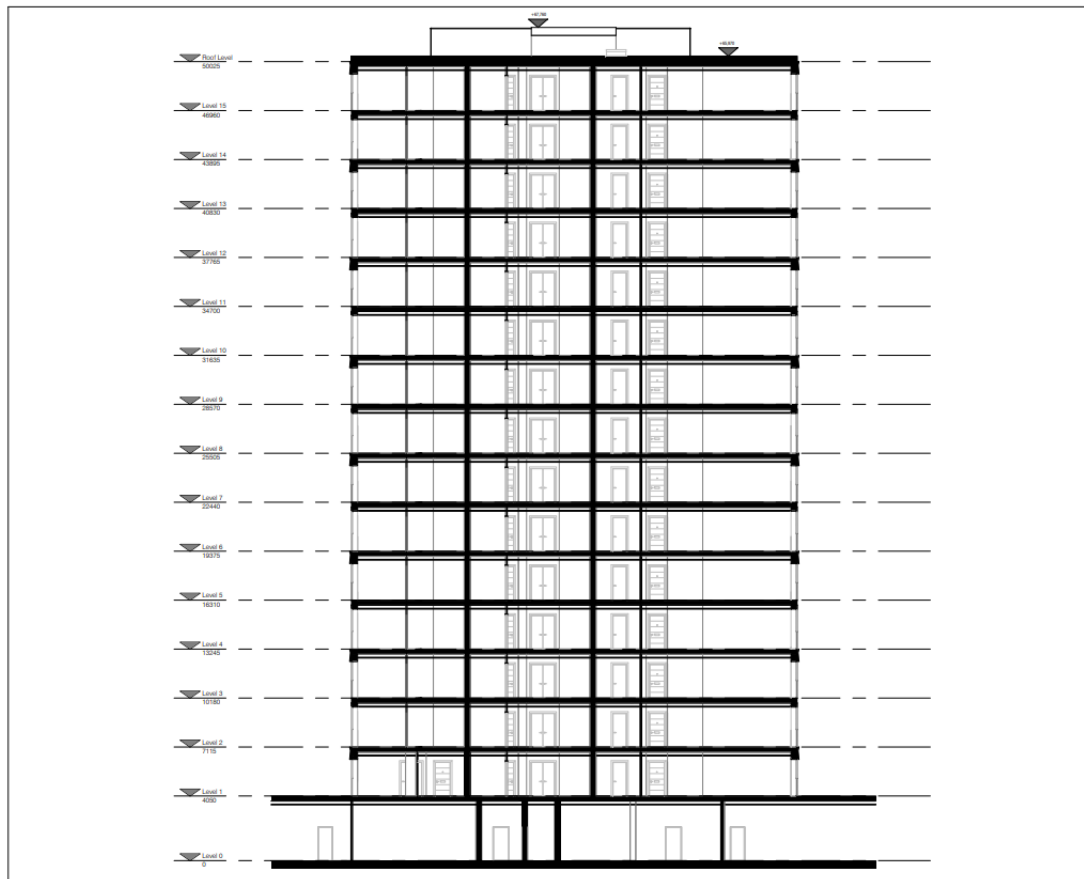
- 1 The Town and Country Planning (Development Management Procedure) (England) Order 2015
Working in a positive/proactive manner
In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. 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
c) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.
- 2 Access by the Fire Brigade

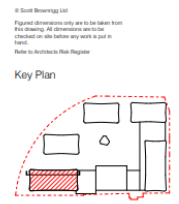
Notice of the provisions of Section 20 of the Surrey County Council Act 1985 is hereby endorsed on this planning permission. Copies of the Section may be obtained from the Council Offices or from County Hall. Section 20 of this Act requires that when a building is erected or extended, proper provision 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).

- 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.

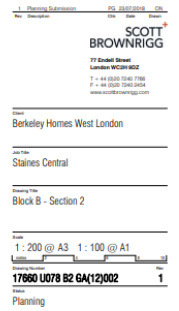
If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

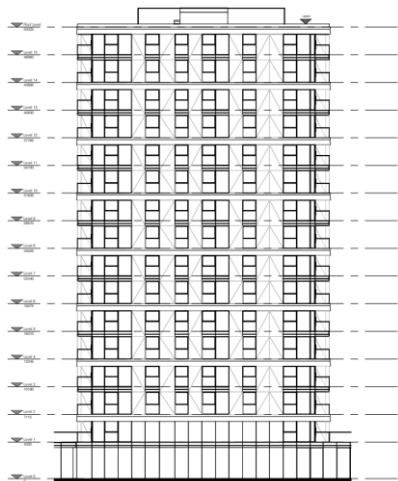
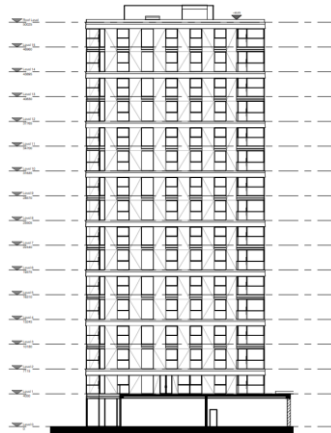
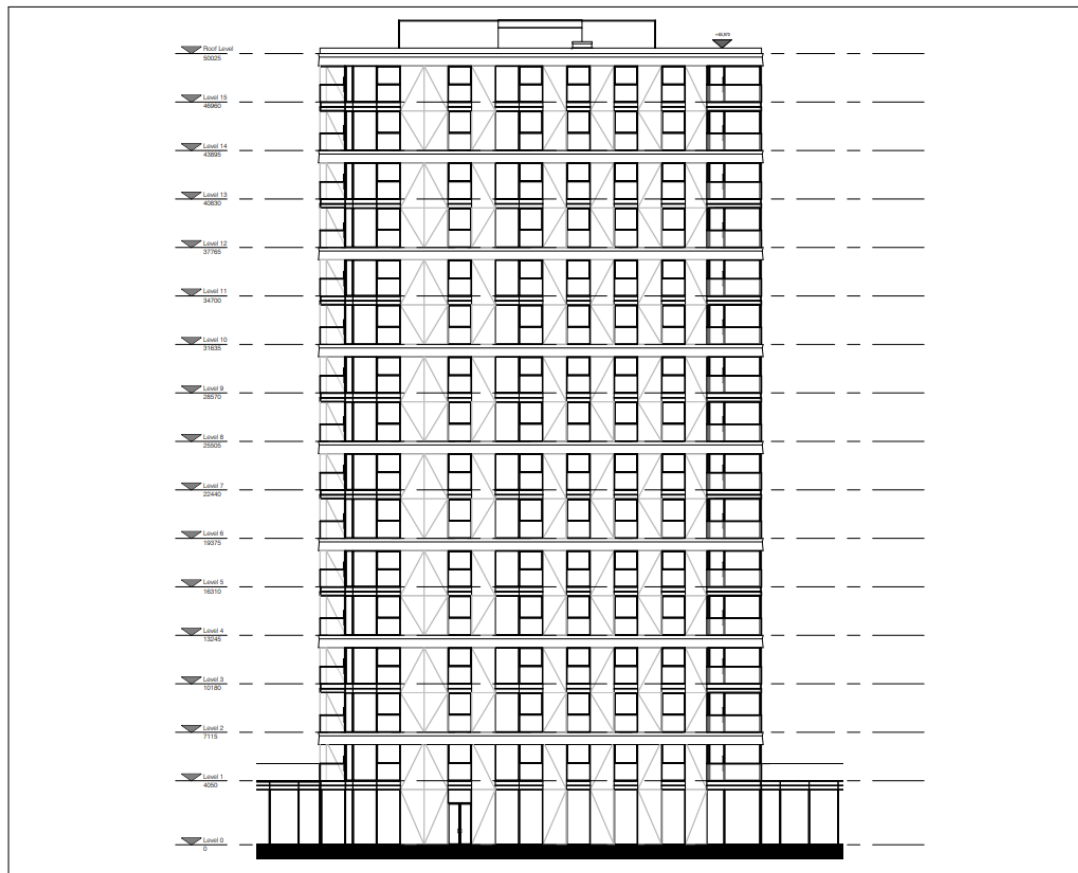
- 4 In order to protect groundwater quality from further deterioration: - No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. - Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. - Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the NPPF.
- 5 If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. If there are any further queries please contact the Sustainable Drainage and Consenting team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.
- 6 The applicant is advised to contact the Council's Environment Health department concerning the requirements for extraction facilities that may be required in connection with the flexible commercial spaces and the café prior to the commencement of development to ensure that adequate provision and/or future capacity is incorporated.





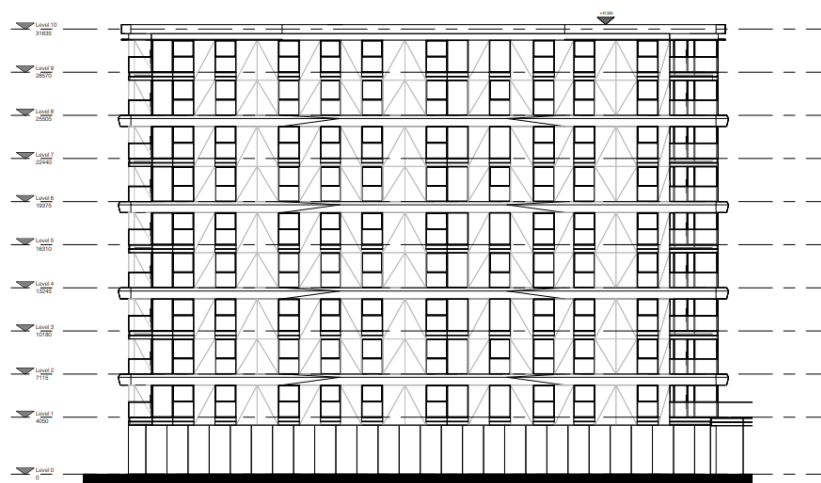
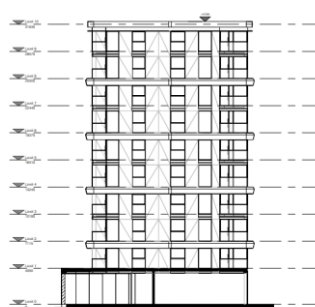
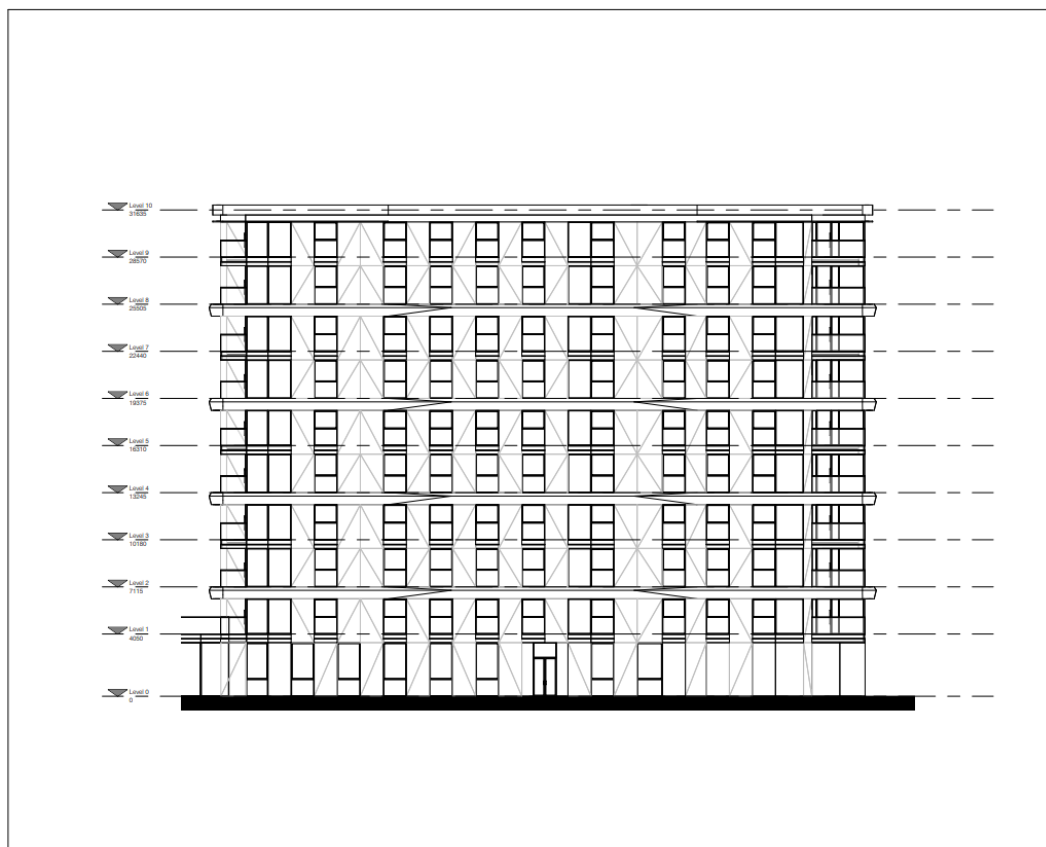
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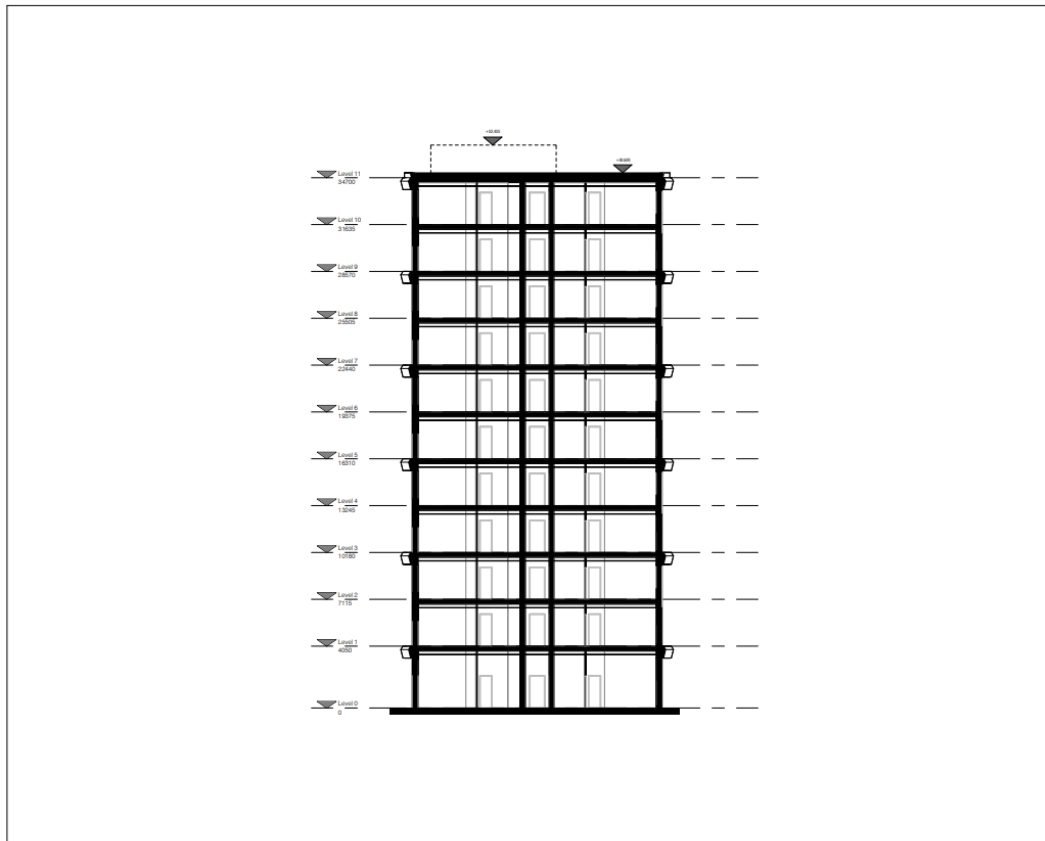








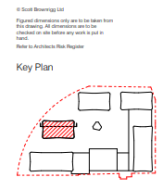
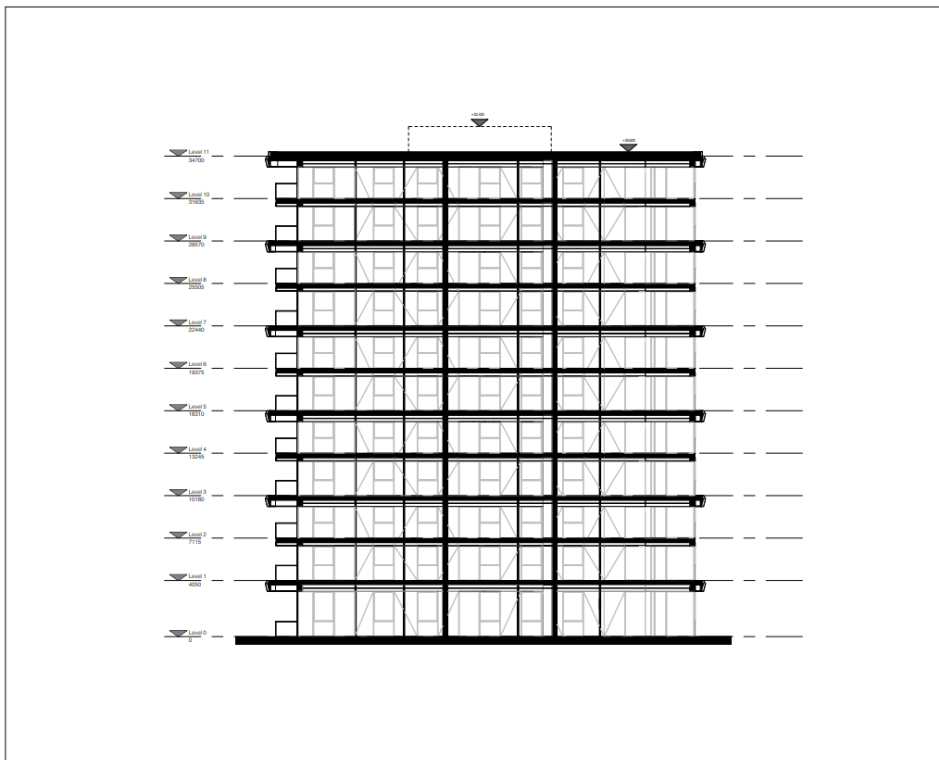




1 Planning Submission
Rev: 001
Date: 01/01/2024
Scale: 1:200 @ A3 1:100 @ A1

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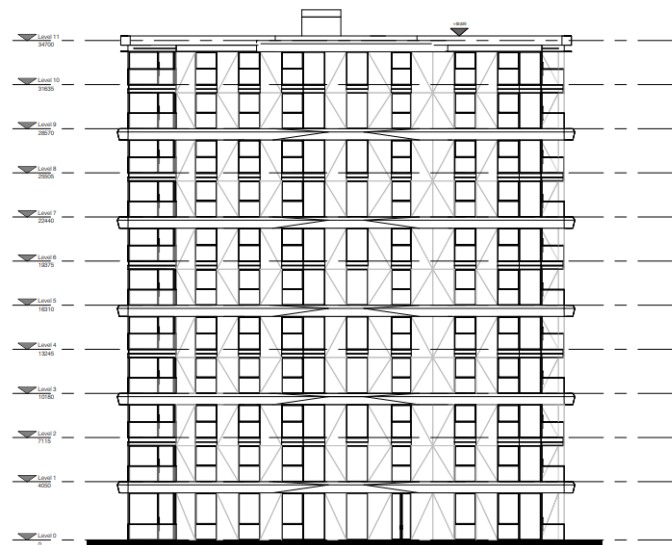
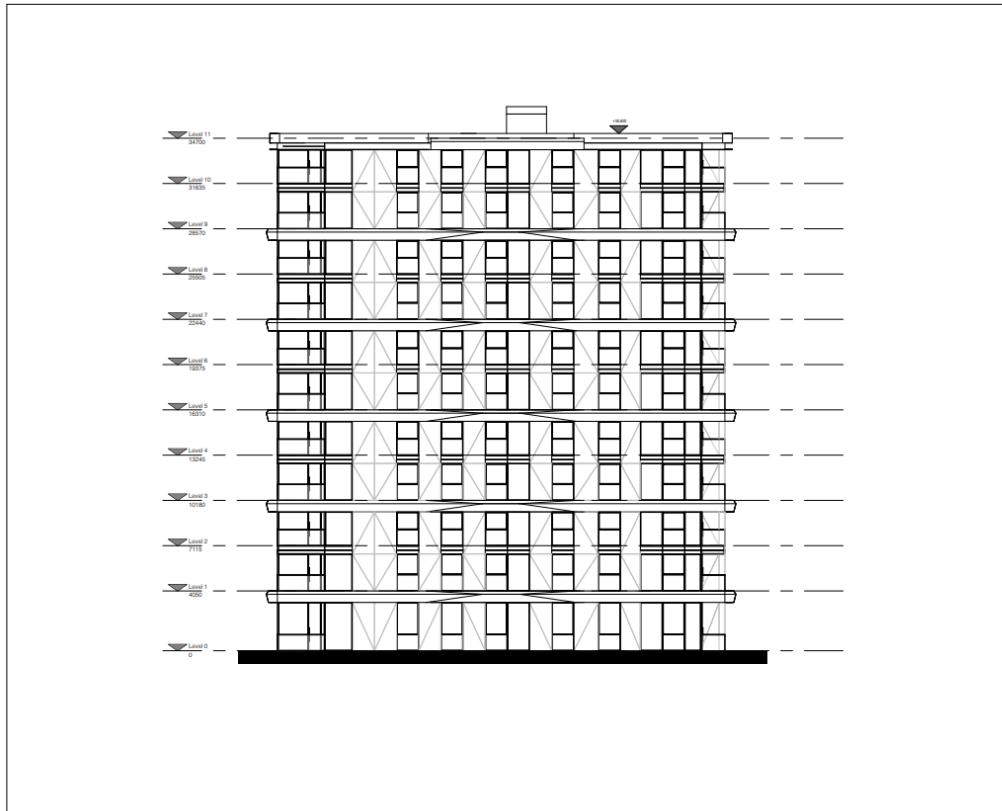
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Drawing Number: 17660 U078 BS GA/12/002
Rev: 1
Disc: Planning



1 Planning Submission
Rev: 001
Date: 01/01/2024
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Client: Berkeley Homes West London
Job Title: Staines Central
Drawing Title: Block C - Section 1
Scale: 1:200 @ A3 1:100 @ A1
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Key Plan

Project Information
 Name: Berkeley Homes West London
 Location: Staines Central
 Drawing Title: Block C - Level 00
 Scale: 1:100 @ A3
 Drawing Number: 17660 U078 BS GA(10)001
 Date: 1

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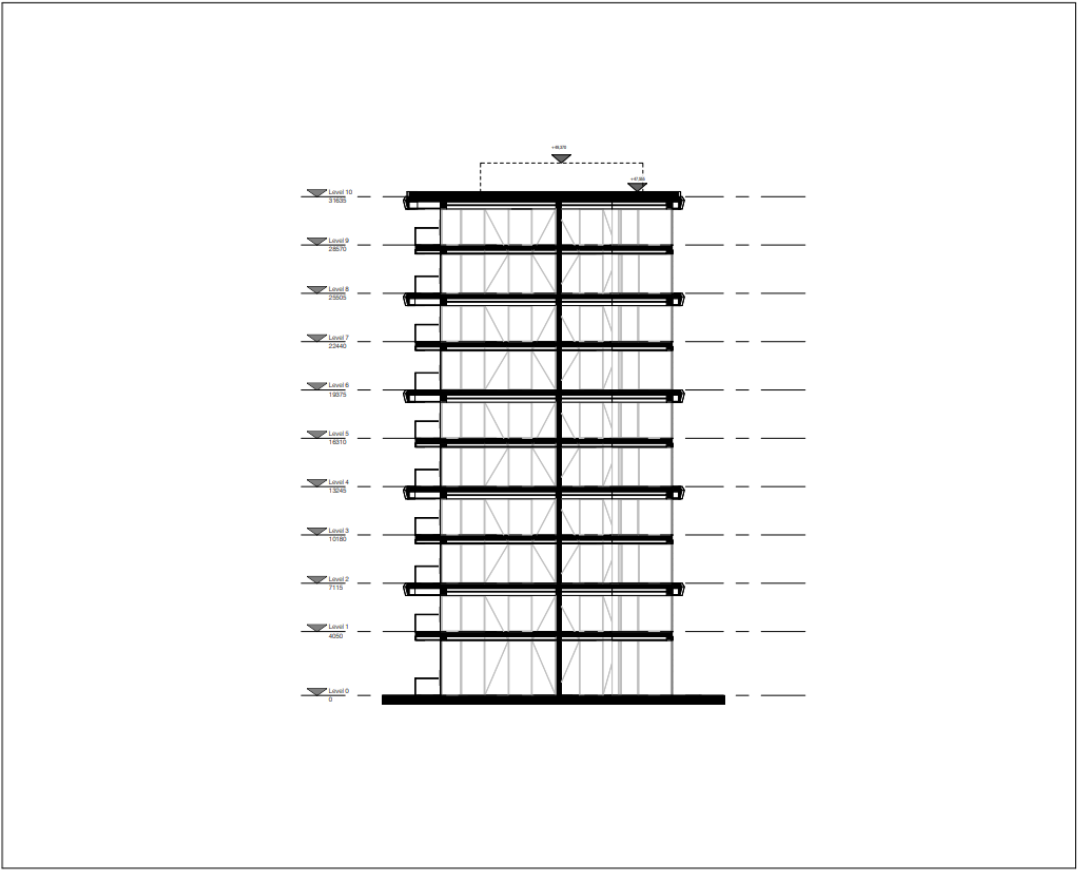
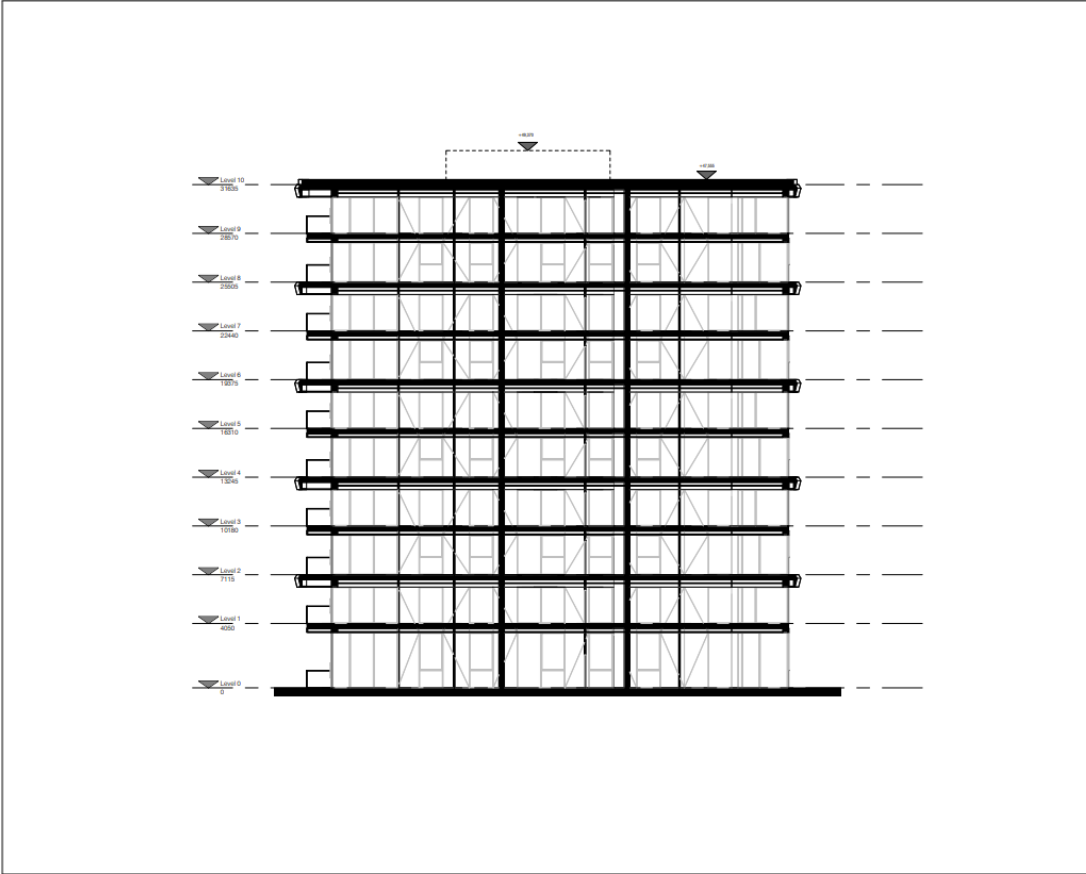


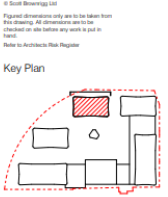
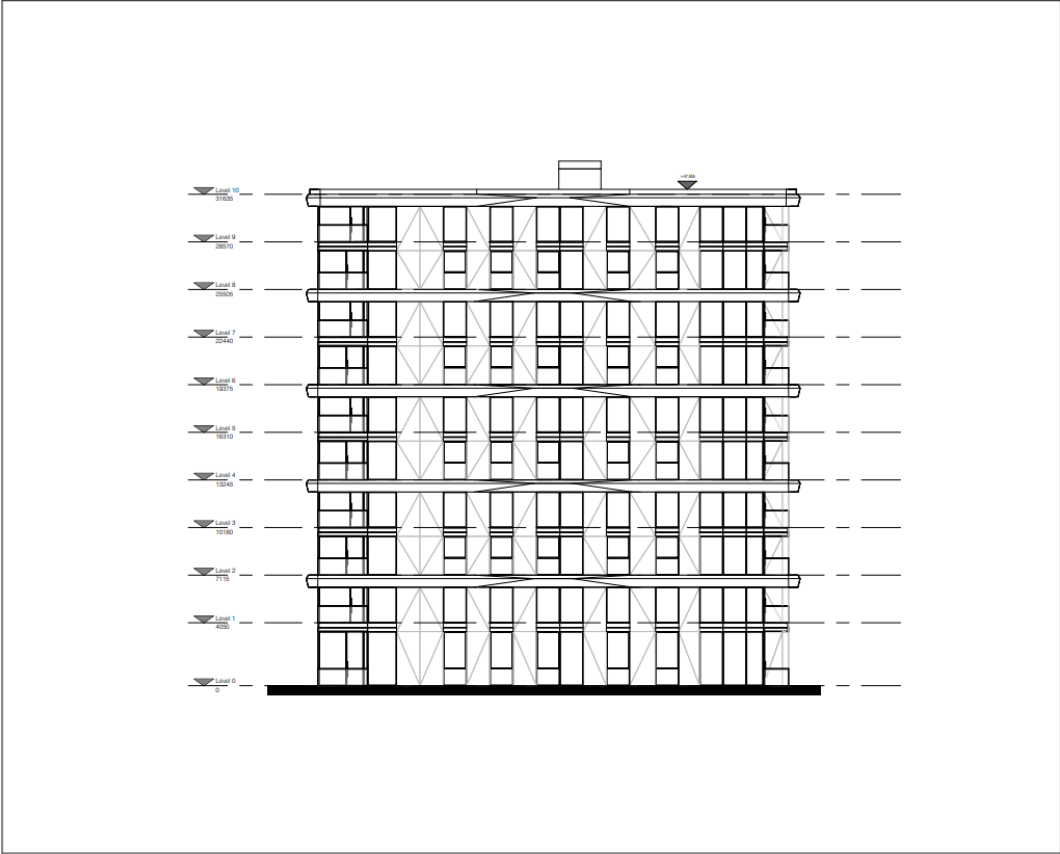
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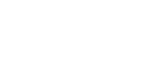
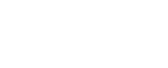
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 Location: Staines Central
 Drawing Title: Block C - Level 01
 (Repeats on Levels 2-10)
 Scale: 1:100 @ A3
 Drawing Number: 17660 U078 BS GA(10)002
 Date: 1

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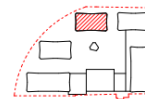
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Key Plan



Project: Berkeley Homes West London
 Date: 10/10/2017

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Berkeley Homes West London

Site Name:
 Staines Central

Building Title:
 Block D - Level 00

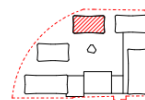
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 Date: 10/10/2017

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Berkeley Homes West London

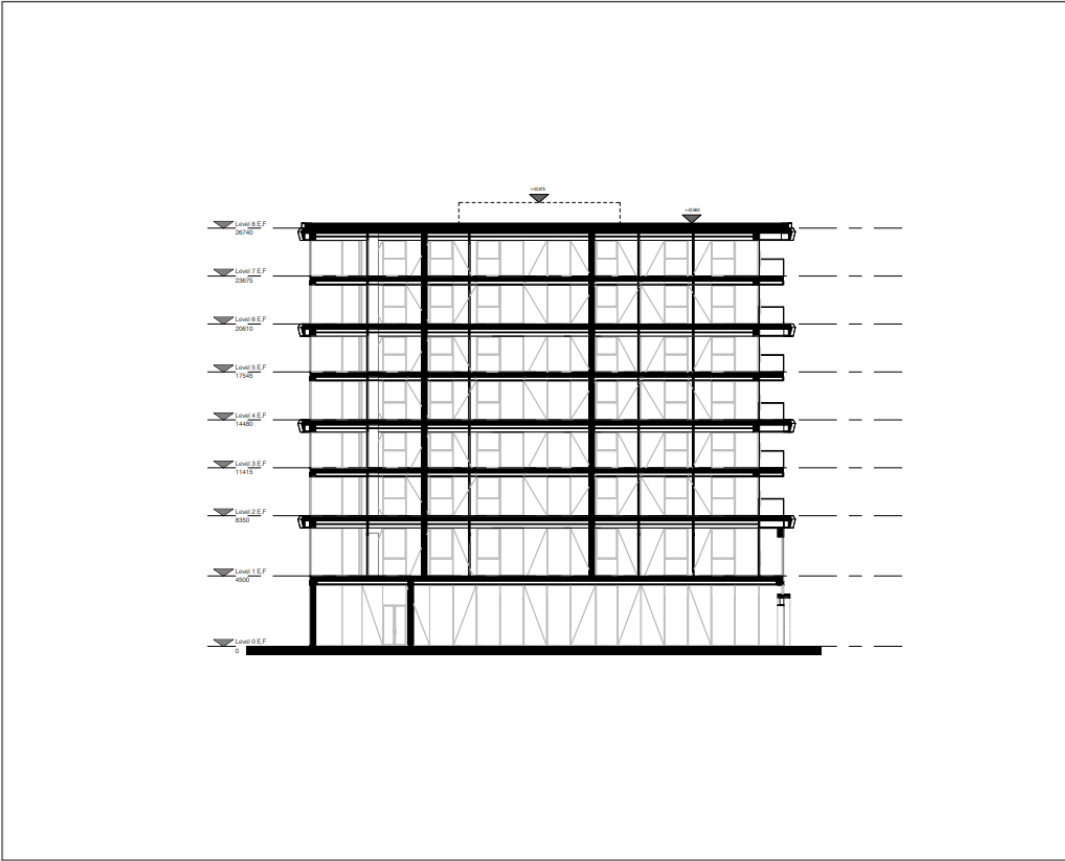
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 Staines Central

Building Title:
 Block D - Level 01

(Repeats on Levels 2-9)

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17860 U078 B4 GA(10)002



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Client
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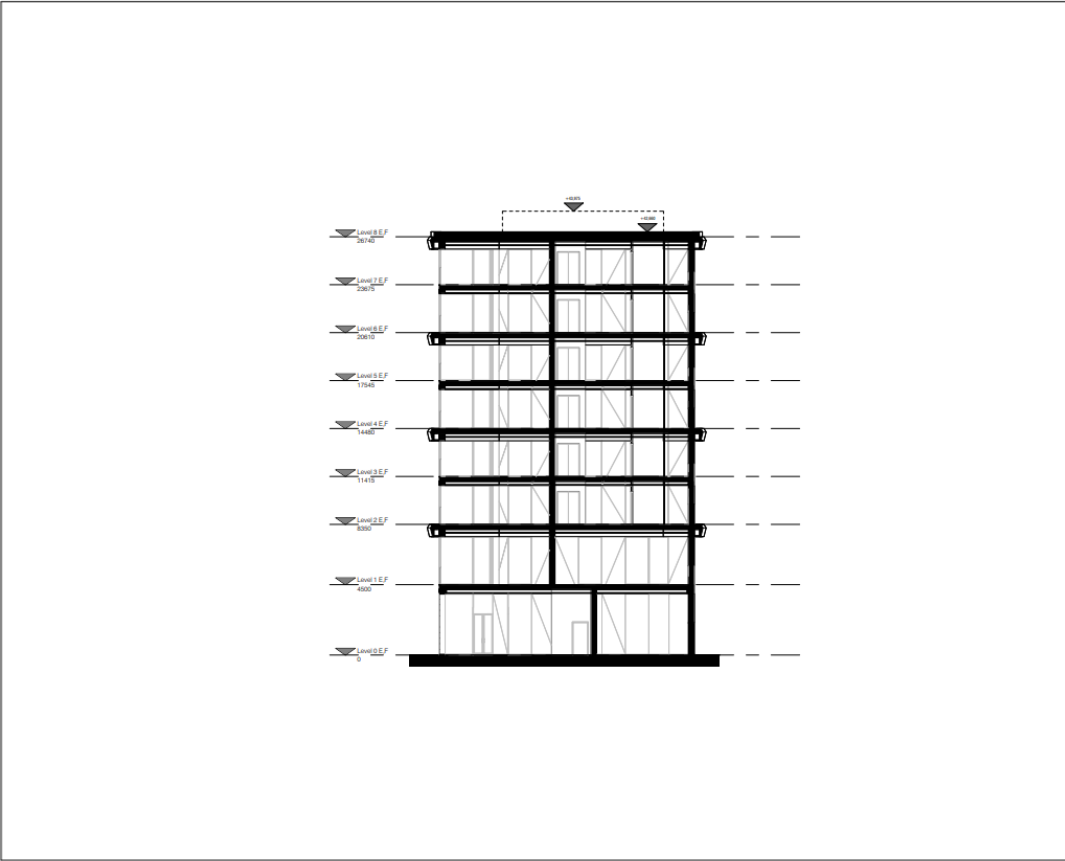
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Staines Central

Drawing Title
Block E - Section 1

Scale
1:200 @ A3 1:100 @ A1

17860 U078 B5 GA(12)001

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1 Planning Submission 05/05/2018 01/01/2018 01/01/2018

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Client
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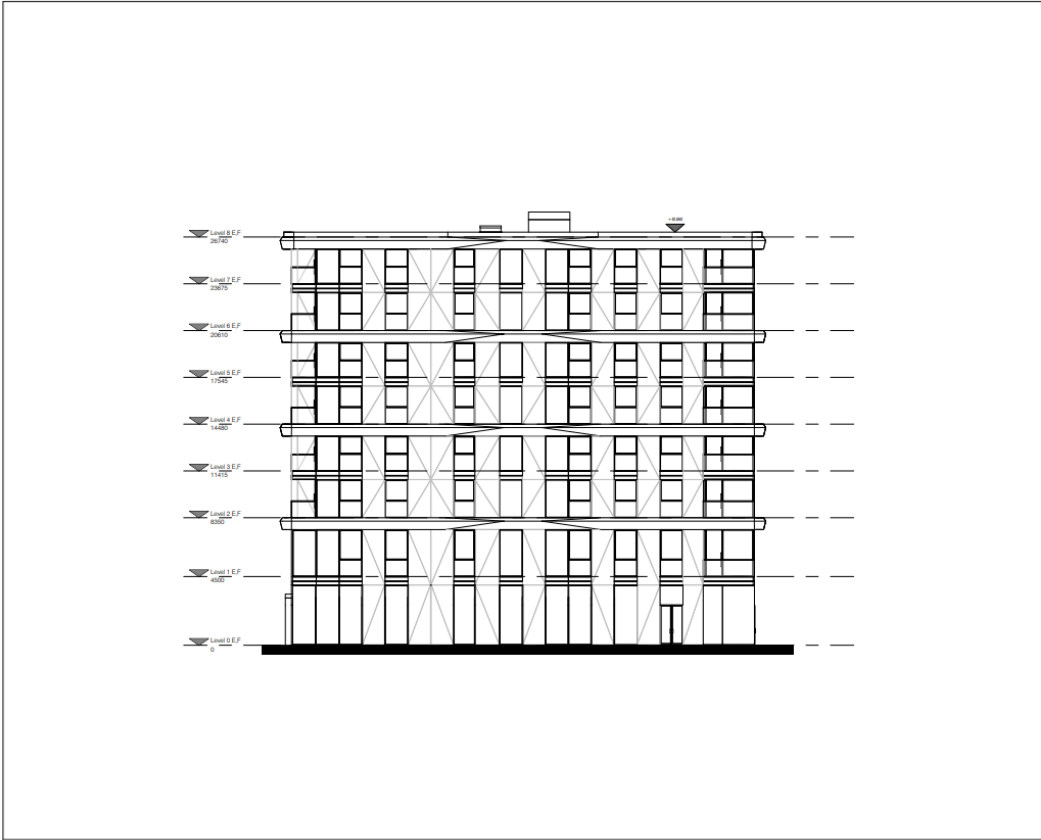
Site Name
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Block E - Section 2

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17860 U078 B5 GA(12)002

1
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1 Planning Submission 22/09/2022 23/09/2022 24/09/2022

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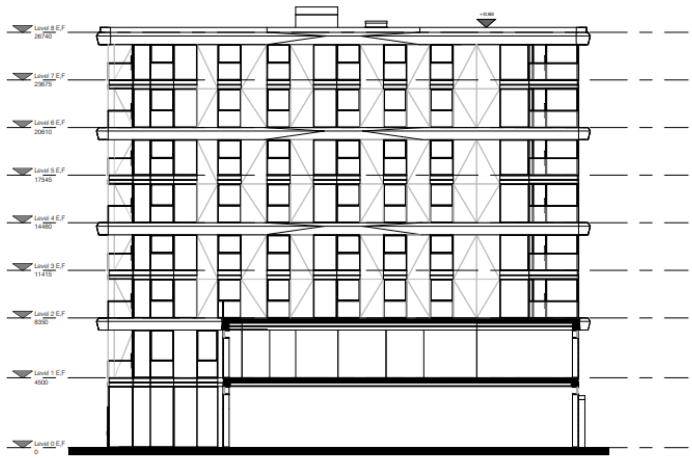
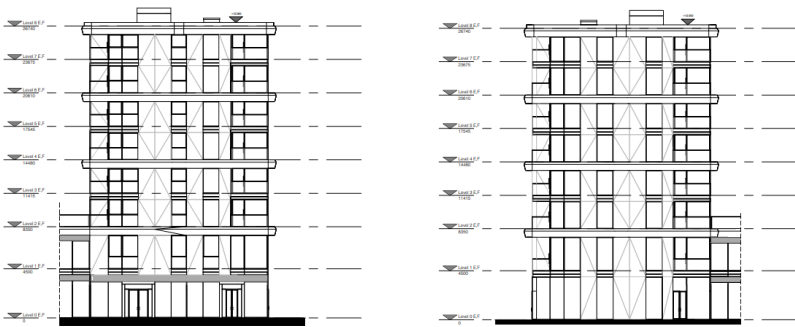
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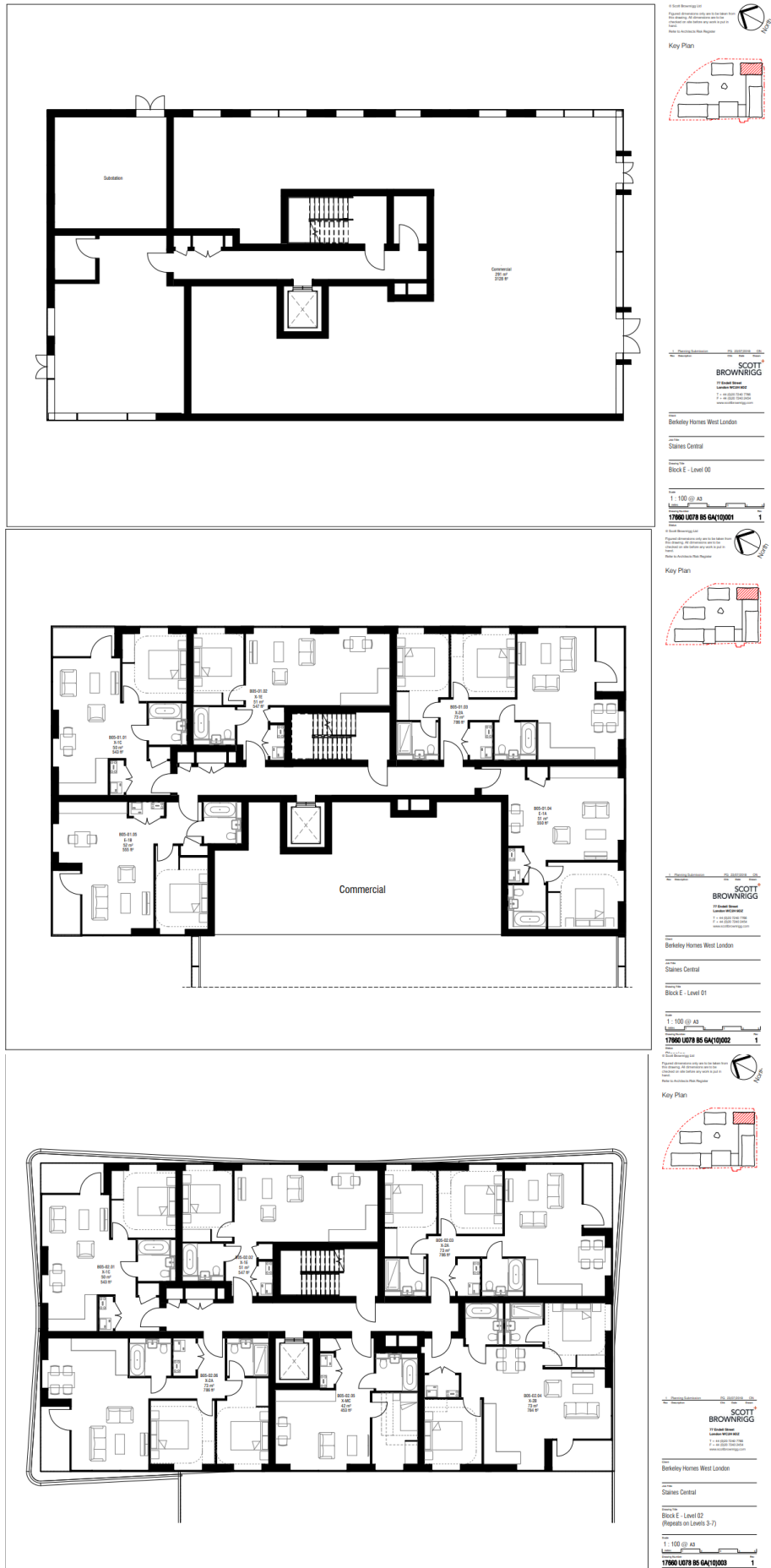
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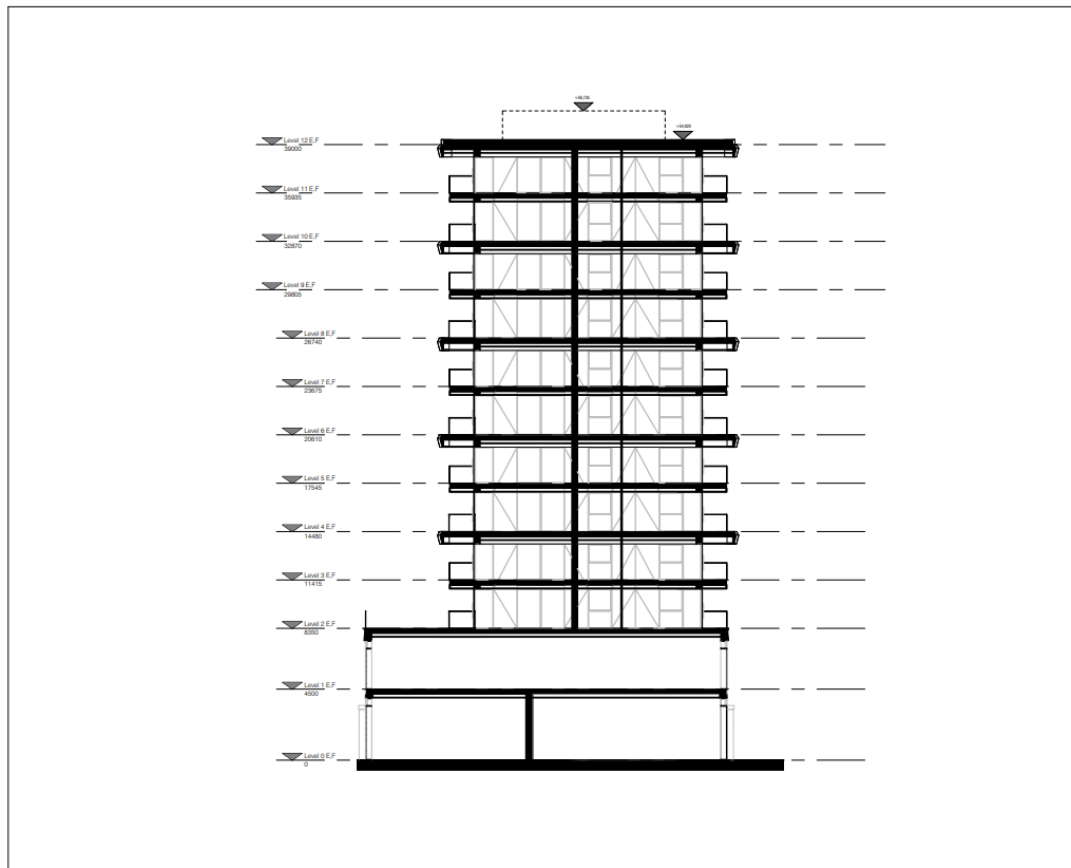
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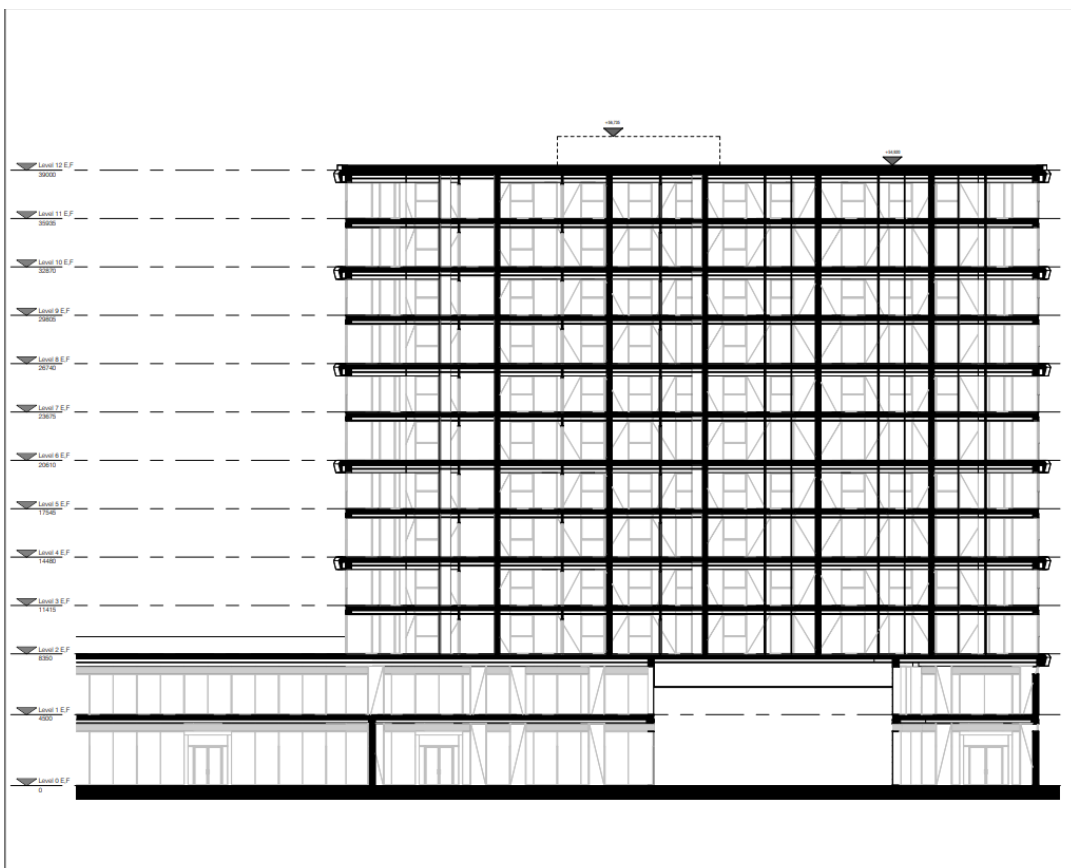
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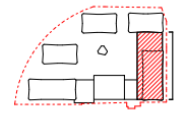
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Key Plan



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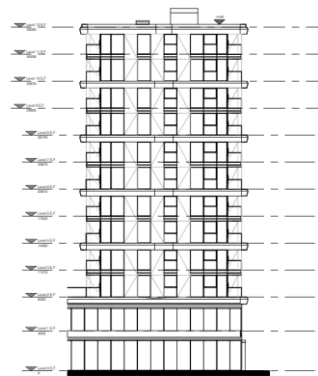
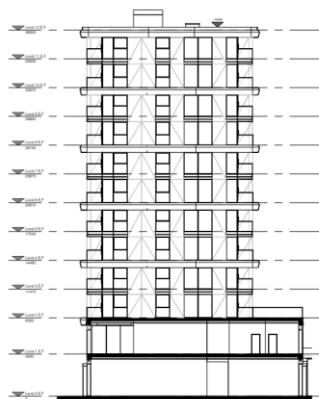
Job Title
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Planning Title
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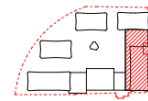






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Key Plan



Legend:

1. Double glazed balcony door; aluminium frame
2. Double glazed window panel with a vertical pivot opening; aluminium frame
3. 1100mm Glass balustrade; aluminium horizontal
4. Aluminium C-Channel fascia
5. Backpainted glass spigot panels
6. GRC hand rail edge
7. Insulated panel
8. Double glazed fixed window panel; aluminium frame
9. Dual colour anodised aluminium insulated panels
10. Double glazed curtain walling system
11. Double glazed main entrance door
12. Ventilation Gable
13. Anodised aluminium insulated panels
14. GRC frame

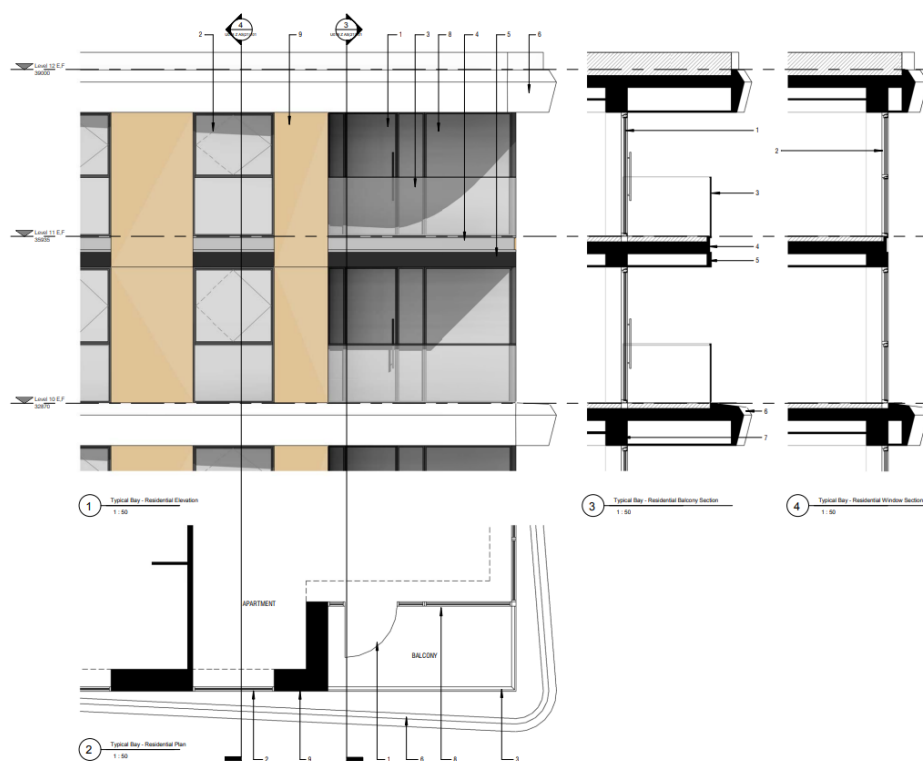
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Project:
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Site Name:
Staines Central

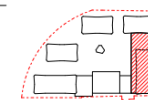
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Legend:

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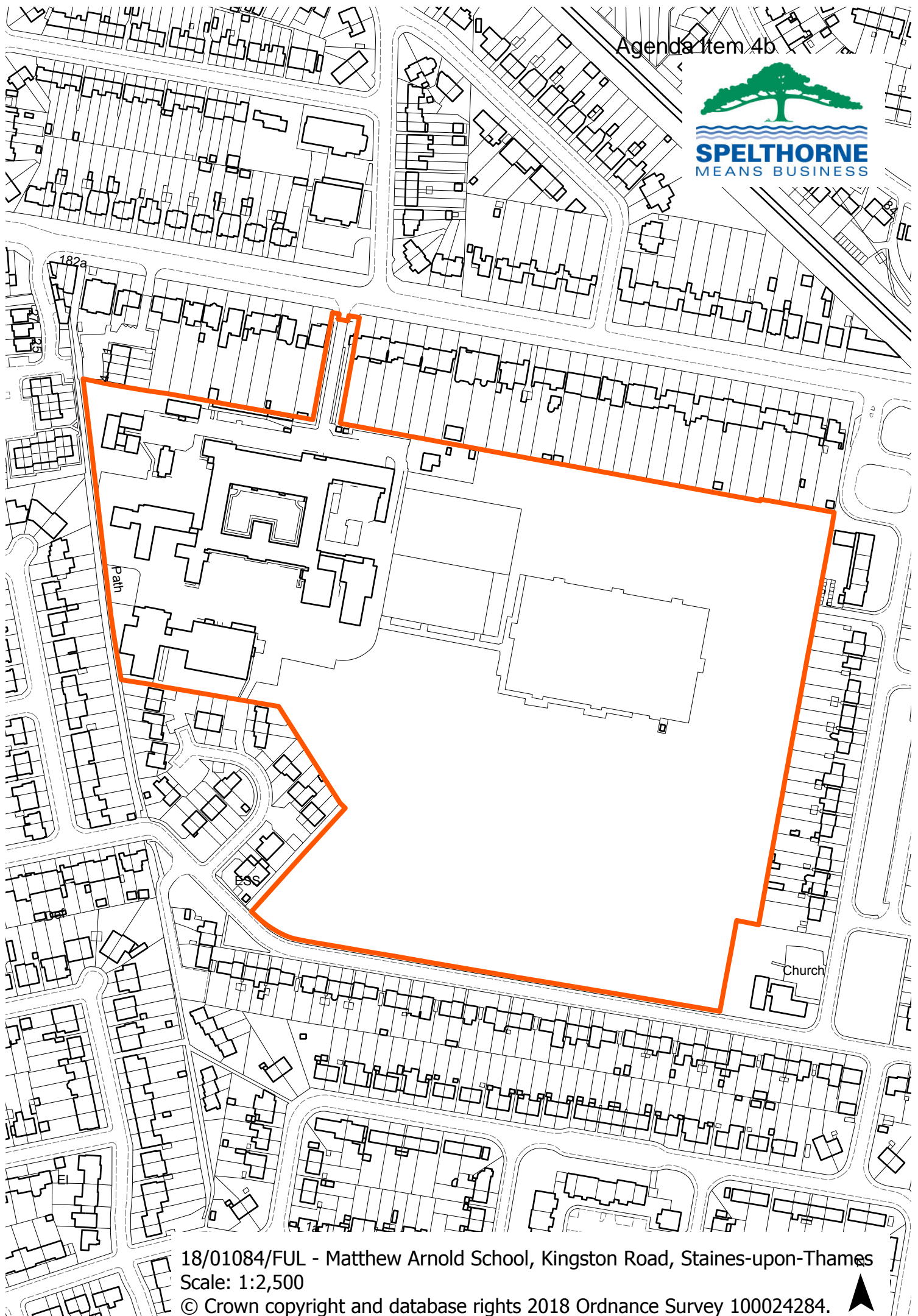
Project:
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Site Name:
Staines Central

Drawing Title:
Typical Bay - Residential

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18/01084/FUL - Matthew Arnold School, Kingston Road, Staines-upon-Thames
Scale: 1:2,500

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Planning Committee

14 November 2018



Application Nos.	18/01084/FUL		
Site Address	The Matthew Arnold School, Kingston Road, Staines Upon Thames		
Proposal	Construction of new school building, relocation of 2 floodlit sports pitches, demolition of existing school buildings and associated landscaping.		
Applicant	Wates Construction Limited		
Ward	Staines South		
Call in details	N/A		
Case Officer	Kelly Walker		
Application Dates	Valid: 26/07/2018	Expiry: 25/10/2018	Target: over 13 weeks. Extension of time agreed
Executive Summary	<p>This planning application seeks to erect a new school building along with the relocation of 2 floodlit sports pitches, demolition of the existing school building and associated landscaping.</p> <p>The scheme is considered to be an acceptable form of development which will provide a modern school building while the existing school and activities at the site continue to operate. It is considered to provide an attractive form of development which is in character with the surrounding area which is acceptable on design grounds and will be an efficient use of land. It will have an acceptable impact on the amenity of neighbouring residential dwellings, the Scheduled Ancient Monument and archaeology. It is also considered to conform to policies on open space, highway and parking issues, provision of community facilities and flooding.</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:

- SP1 (Location of Development)
- LO1 (Flooding)
- CO1 (Providing Community Facilities)
- CO2 (Provision of Infrastructure 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)
- EN8 (Protecting and Improving the Landscape and Biodiversity)
- EN11 (Development and Noise)
- EN13 (Light Pollution)
- EN15 (Development on Land Affected by Contamination)
- SP7 (Climate Change and Transport)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 It is also considered that the following Saved Local Plan Policy is relevant to this proposal:

- BE24 (Scheduled Ancient Monuments)
- BE26 (Archaeology)

1.3 Also relevant are the following Supplementary Planning Documents/Guidance:

- SPG on Parking Standards

2. **Relevant Planning History**

13/01776/FUL	Erection of a new purpose built external storage area.	Granted 05.03.2014
13/01248/FUL	Erection of a single storey extension to create	Granted

	additional floor space to existing fitness facility	29.10.2013
12/01616/SCC	New 5m high ballstop fencing at east and west ends of existing artificial turf sports pitch	No objection 10.01.2013
12/00828/SCC	Use of extension to gymnasium without complying with Condition 6 of planning permission reference SP/99/0226 to allow establishment of a one-way vehicular access and exit scheme to and from the gymnasium.	No objection 14.08.2012
07/00815/SCC	Construction of a synthetic all weather pitch for school and community use with perimeter fencing, 8 x 15m floodlight columns, internal paths and 21 new parking spaces	No objection 21.11.2007
SP96/0431	Installation of a multi-use hard surface area and artificial grass pitch with 12 x 3m high floodlight columns and 3m high green chain link fence.	No objection 06.11.1996
<i>Note: Conditions restricted the use of the flood lights from 4pm until 9.30pm Monday to Saturday and 6pm on Sundays</i>		
SP91/283	Erection of 11 pole mounted floodlights	No objection 16.10.1991

3. Description of Current Proposal

Site description and surrounding area

- 3.1 This planning application seeks permission for the construction of a new school building along with the demolition of the existing school building and relocation of sports pitches and associated landscaping.
- 3.2 The Matthew Arnold is a mixed secondary school. The site comprises an area of 92 000 sq. m and has its main access from Kingston Road, to the north, adjacent to residential properties on Kingston Road. Directly opposite the entrance is Christ Church. The school is sited behind these existing residential properties rear gardens, with the access running along the side gardens of nos. 208 and 212 Kingston Road. To the east of the site is the Royal Estate with properties along Edinburgh Drive backing onto the school and the school playing fields. There is an unused vehicular access and gate in the north east corner via Edinburgh Drive. To the south, the playing fields border directly with the road at Elizabeth Avenue, with residential properties on the opposite site of the road. Laleham Methodist Church is located adjacent to the school, in the south east corner of site. To the west is a public footpath with pedestrian access to the school and many residential properties including those along Ash Grove which back onto the footpath. To the north west is a small housing estate at Matthew Arnold Close which was built on part of the school grounds some years ago.

- 3.3 The current site consists of the original 1956 2/3 storey school building in a square shape around an open court yard. This main school building is located directly in front of the access from Kingston Road, in the north western part of the site. There are also other school related buildings including various temporary classroom buildings, drama block, swimming pool and gym, along with hard surfacing for playgrounds and car parking in close proximity to the buildings. Grass playing fields and pitches occupy the south western part of the site. There is also a substation and a caretaker's house to the north of the site, close to the main entrance. To the east of the school buildings are various sports pitches with flood lighting. This includes the large all weather 3G pitch (AWP), providing a full size football pitch, with 5m fencing surrounding it. This large AWP will be retained in this position. In addition there is a smaller AWP in line with this and also a multi-use games area (MUGA) to the north of this, close to the rear boundaries with properties on Kingston Road. All of these pitches have flood lights. These pitches, are used by the school during the school day and then in the evenings and weekends are used by external clubs and groups within the community. There is currently a one way system operating for vehicles entering the site with the playground being used for car parking, out of school hours.
- 3.4 The site is located in the urban area with trees located around the edges of the field adjacent to properties on Kingston Road and Elizabeth Ave. There is a Scheduled Ancient Monument (SAM) beneath the playing fields. Historic England (HE) identify different possibilities for the marks, either a ditched enclosure of Roman or Medieval Period. The open space located towards the rear and side of the existing school building (south and east) is designated Protected Urban Open Space.
- 3.5 Constraints on the site which have an impact on limiting the location of the new school building include; the surrounding residential properties, the location of the existing main school building, the position of the SAM boundary, the location of the existing large AWP along with the fact that there needs to be an access route for third parties to use the gym and sports pitches and use of the existing school building during the construction phase of the new school building. The option chosen takes the constraints into account and allows for the segregation of the east part of the site during construction to build the new school building, before the students are moved out of the old school building and then the segregation of the west part of the site to allow the demolition of the existing building.

Proposal

- 3.6 The proposal is for the erection of a new school building, demolition of the existing main school building and relocation of sports pitches and associated landscaping. Some of the existing satellite buildings will be retained such as the gym, swimming pool, drama block and modular buildings to the north of the site.
- 3.7 Matthew Arnold School is part of the Priority School Building Programme (PSBP) which is a programme of refurbishment and development of existing school sites on the basis of their condition of the existing building stock and its ability to continue to perform as an educational establishment. This is funded

by the Education and Skills Funding Agency (ESFA) which has identified that the school qualifies for partial replacement. As such, an assessment of the school site has been carried out to explore what is required and where the new building would be located on site.

- 3.8 The proposed building will be located to the east of the existing main school building, in an L shaped block over 2/3 storeys. It will be located on the site of the existing MUGA and smaller AWP, with the existing large AWP being retained. This way, the new school building can be constructed while the existing facilities continue to be used. Once completed, the pupils will move across to the new building to allow demolition of the old building. As such, the school can still function without the need for temporary buildings. The applicants state that the new proposed building has been configured to make best use of the site, to create better cohesion between the retained school buildings and improving the legibility of the school campus.
- 3.9 The applicants note that they have worked closely with school representatives from the ESFA to reach the solution of the replacement of the ageing school buildings including fewer phases of construction to limit disruption to the user, a simple building organisation with clearly developed public presence with dining at its heart, creating a building with an enhanced sense of community, logical departmental planning and associated staff areas, highly performing spaces which are day-lit well ventilated and acoustically controlled and which are future proofed with flexibility and adaptable design.
- 3.10 The applicants go on to note that the rebuild would provide a simple 2/3 storey L shaped block that will accommodate the school with the same capacity and therefore number of students, including a replaced school entrance, administration area, main hall, kitchen and dining space. All general teaching, technology, art, science, IT, music and learning resource spaces will also be housed.
- 3.11 Providing a building on site in a different location to the existing building has the primary benefit of avoiding the need for temporary accommodation. The school will remain within the existing building and have continued use of the other satellite blocks through the construction phase. The initial enabling works will allow the relocation of the smaller AWP. Once the new buildings are complete, pupils will move into it and then the old block will be demolished. The final phase will include the landscaping and the relocation of the MUGA. The construction phasing is dealt with in detail within the submitted Construction Method Statement.
- 3.12 The same amount of parking is to be provided at the site as existing. Pedestrian and vehicular access will be made separate with a designated area for deliveries and refuse storage for the school. It will allow access and a turning area for vehicles and for 2 way traffic to the parking area at the rear of the site after school hours. The proposal also includes areas of landscaping, to improve the visual cohesion and 'way finding' at the site. The existing cycle storage structures to the north of the existing building will be retained in that location.
- 3.13 If approval is obtained, the school intend to commence enabling works in December 2018, with the new building construction commencing in February

2019. Demolition and external works in July 2020 and project complete by December 2020.

3.14 Site layout and elevation plans are provided as an Appendix.

4 Consultations

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

Consultee	Comment
County Highway Authority	No objection
Environment Agency	No comment
Head of Street Scene (refuse)	No objection
Local Lead Flood Authority (Surrey County Council)	Requested more detail, Members will be updated at the meeting
County Archaeologist	No objection, subject to conditions
Historic England	Raises concerns about the proposed school building affecting the setting of the ancient monument
Tree Officer	No objection subject to some replacement tree planting
Thames Water	No objection with regard to sewage infrastructure, recommends informative
Surrey Sports Fields Association	No comments received
Sport England	Raises an objection to the loss of the playing pitch.
Environmental Health (Contaminated land)	No objection, recommends conditions
Environmental Health (Air Quality)	No objection recommends condition
Environmental Health (noise/light)	No objection in regards to noise or lighting, subject to conditions

5. Public Consultation

5.1 256 neighbouring properties were notified by the Council of the planning application. Furthermore, statutory site notices were displayed and the application was advertised in the local press. Letters have been received from 27 separate properties regarding the proposal, as well as a letter of support from the Bourne Education Trust. In accordance with normal procedures,

copies of the letters of objection have been uploaded onto the Council's website and will be placed in the Member's room prior to the committee meeting.

5.2 Although most of the letters received support the erection of a new school building, they also have reasons to object, which include the following issues:-

- Overlooking and loss of privacy
- Increase in traffic
- Noise, disruption and pollution during demolition and construction
- Impact on light of nearby properties
- Re-siting of AWP causing noise and light pollution to rear gardens of properties on Kingston Road. Closer to the boundary.
- Re-siting of MUGA and soft play behind existing properties causing noise due to the removal of the existing school building
- Siting of welfare and parking areas for workers will impact on residential properties
- Trees and shrubs must be kept to help shield proposal
- Security light shines in bedroom
- Reduce value of property
- Impact on students – noise during exams/learning and play areas at break times
- Concerns about long term use of side access
- Side access is narrow and access to existing properties must be maintained
- Loss of current view of open field
- Block sunlight
- Construction traffic

5.3 In addition, it should be noted that the applicants carried out a consultation event prior to the submission of the application in June 2018. An additional consultation event was also held on 11 September 2018 for those residents of Kingston Road who had unfortunately been missed from the previous notification of the original consultation process.

6. Planning Issues

- Principle of the development
- Loss of open space
- Loss of existing playing pitch
- Design and appearance.
- Highway issues
- Parking provision
- Flooding
- Renewable energy
- Ecology
- Impact on trees
- Archaeology
- Scheduled Ancient Monument

7. Planning Considerations

Principle of the development

- 7.1 Policy CO1 of the Core Strategy and Policies DPD 2009 (CS & P DPD) seeks to ensure community facilities are provided to meet local needs, as well as resisting the loss of existing facilities except where they are no longer needed or are provided in an alternative location. The policy lists a number of facilities to which it relates, including schools and other educational facilities, clubs, sport and leisure activities
- 7.2 In terms of community facilities, the site is in an educational use and also provides a gym and use of the sports pitches to the wider public and clubs out of school hours; during the evenings and weekends. The proposal is for a new school to accommodate the same number of children and also the relocation of the 2 sports pitches which need to be moved to allow for the new school building. As such, the use of the site will continue to be the same as at present for both educational purposes and also providing the community facilities of the sport pitches. Consequently there is no conflict with Policy CO1 relating to community facilities as the education and most of the community function will continue at the site, even during the construction phase.
- 7.3 Considerable attention has been given to the layout and design with extensive evolution of the proposal. The applicant notes that the aim has been to build a new school building while the existing school and sports pitches are still in use and then to transfer the students to the new building before the existing school is demolished. This has had to be designed around the existing constraints at the site and also to pay due regard to the impact on existing neighbouring properties which border the site.
- 7.4 The principle of the development is therefore acceptable provided all other policy requirements are met satisfactorily, including the impact on archaeology, protected open space and the amenity of neighbouring properties. These and other planning issues are considered below.

Loss of Open Space

- 7.5 The relevant development plan policies for the loss of urban open space are contained in policies SP6, EN4 and CO1 of the CS&P DPD and policy BE14 of the Saved Local Plan.
- 7.6 Policies SP6 and EN4 seek, amongst other matters, to maintain and improve existing provision and to maintain open space in the urban area. The site is Protected Urban Open Space (Site C6) Policy EN4 states that:-

“The Council will seek to ensure there is sufficient open space which is well sited and suitable to meet a wide range of outdoor sport, recreation and open space needs by:

(a) providing additional space where required (see also Policy CO3)

(b) maintaining and improving provision and access to open space through the design and layout of new development, encouraging owners and users of private sites to make improvements and also improving provision on Council owned land,

- (c) *seeking to maintain, improve and where appropriate expand networks of green space and pedestrian and cycle routes with a recreational role,*
- (d) *retaining existing open space in the urban area used, or capable of use, for sport and recreation or having amenity value where*
 - i. *there is a need for the site for sport or recreation purposes, or*
 - ii. *the site as a whole is clearly visible to the general public from other public areas and its openness either:*
 - *makes a significant contribution to the quality and character of the urban area by virtue of its prominence, layout and position in relation to built development in the locality, or*
 - *is of particular value to local people where there is a shortage of open space in the locality.*
 - iii. *the site is of particular nature conservation value, of at least SNCI or equivalent quality.*

Exceptionally, development may be allowed on part of a site within the urban area which should otherwise be maintained for the above reasons where:

- (e) *the remainder of the site is enhanced so its public value in visual and functional terms is equivalent to the original site or better, or*
- (f) *essential ancillary facilities are proposed to support outdoor recreational use of the site, or*
- (g) *the sport or recreational use is relocated to an alternative site of equivalent or greater value in terms of quantity, quality and accessibility to users of the original site, and other factors do not justify retention."*

- 7.7 The application site currently has an area of Protected Open space to the east and south of the school buildings and playground, on the school field and playing pitches. This area is used by the school during the day and although there is no public access, the sports pitches are rented out in the evenings and at the weekends.
- 7.8 In assessing the proposal against Policies EN4 and CO1, under part (d) we have to consider its existing recreational use, visibility and any nature conservation value. The field is currently a school playing field with football pitches marked out on it, as well as the MUGA and large and small AWP. It is not generally open to the public, but is used by the school and clubs. It is visible to the general public from a public place which is the road to the south along Elizabeth Avenue, as well as from the rear of residential properties bordering the site.
- 7.9 The proposed school building and the relocated small AWP will be within the protected urban open space. The re-provided AWP will be located behind the existing large AWP and to the rear of the gardens along Kingston Road. The rest of the field is visible from Elizabeth Ave to the south, which adjoins the southern boundary of the playing field. However the location of the new school

building and the new sports pitch is in line with the existing built form to the north of the site and some distance from the southern boundary, as such there will still be a large expansion of playing fields between the road to the south and the proposed building, which will retain the view of the open space from the public viewpoint. It will also be visible from the rear of neighbouring residential properties which border the site. It should also be noted that the existing school building will be removed from the site. As such the floor area of the new school building will be similar to the existing. The old school building will be removed and replaced with the new MUGA and landscaping, which will maintain the openness of the site as a whole.

- 7.10 The proposed development involves the construction of a school building and a new AWP which will be located on an area of the school playing field resulting in the loss of an existing playing pitch on the open space. This grass pitch is currently used as a small football pitch at the weekends and the relocated AWP will be located on it. This will involve a change in its surface material with a fence and floodlighting and allow it to be used more and retain the recreational use of the site. Overall, it is considered that the proposal is considered to accord with policies CO1 and EN4.

Loss of existing playing pitch

- 7.11 The proposed development involves the loss of an existing playing pitch on the open space. Because this pitch was used within the last 5 years, it has been necessary to consult Sport England as a Statutory Consultee. Sport England has since responded by raising an objection as the policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of their five exceptions stated in its policy apply. Sport England's principal concern relates to the relocated small-sided Artificial Grass Pitch (AGP). Sport England considers that the proposed development of the new school buildings will see the existing small-sided AGP relocated onto the school playing field, leading to the loss of playing field in this part of the site. Sport England notes that this area of playing field, to the north of the large 11x11 AGP, is used and marked out with 2no. football pitches (1no. 9x9 pitch and 1no. 7x7 pitch). The relocated small-sided AGP will therefore reduce the playing field area and affect its ability to be used and marked out for a combination of football pitches.

A summary of Sport England's Exception Policies, and paragraph 97 of the NPPF are set out below:

	Sport England Policy
	Summary of Exceptions
E1	An assessment has demonstrated that there is an excess of playing fields in the catchment and the site has no special significance for sport
E2	The development is ancillary to the principal use of the playing field and does not affect the quantity/quality of pitches
E3	The development only affects land incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch
E4	Playing field lost would be replaced, equivalent or better in terms of quantity, quality and accessibility

E5	The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field
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Paragraph 97 of the NPPF

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- *An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current of former use.”*

7.12 Whilst the comments from Sport England is noted, it is considered that the loss of the existing playing pitch is acceptable in this particular case and complies with paragraph 97 of the NPPF. Each of the bullet points are responded to below:

- The Council carried out a Playing Pitch Strategy for Spelthorne 2013 – 2018 (PPS), which identified that there was a surplus of adult playing pitches in the Borough. There are playing fields available nearby at Staines and Laleham Hockey and Cricket Club on Worple Road, as well as open park land at Staines Park on Commercial Road which has been used for club football in the past. It is also noted that Council pitches are currently available to be booked by clubs within the borough, including , on a Saturday at Ashford Park, Littleton Rec, Long Lane and Cedars Rec (juniors only), as well as junior pitches on a Sunday at Cedars Rec and Shepperton Rec. As such this demonstrates that currently there is a surplus of pitches in the Borough. The Council could mark any of the pitches as mini, junior or 9 v 9 or full size according to demand locally and if not restricted to junior, but at present they are not receiving enquiries for these pitches.
- In addition the applicants have noted that the grass pitches on the school playing field can be reconfigured and as such would result in the loss of a smaller 5 by 5 pitch, only, rather than the 9 by 9 pitch that is currently located in this position. They also note that the school provides in excess of its required outdoor and indoor playing areas (as required by the Building Bulletin 103: Area Guidelines for Mainstream Schools), and also in excess of the soft play areas for educational purposes.
- The loss of the existing grass pitch on the playing field will be clearly outweighed by the provision of a re provided AWP which will allow for an increase in use for recreational purposes compared to a grass pitch, in particular in the winter months when grass pitches can become muddy

and unusable. There is also a very large expanse of playing fields to the south of the site for use by the school and clubs out of school hours. The replacement AWP will be smaller than the pitch it replaces, but other pitches are available on other parts of the playing field some in close proximity. It should also be noted that the relocation of the AWP will allow for the school building to be sited on top of the existing AWP and will provide a significant public benefit in terms of a new educational establishment and the continued use of a synthetic sports pitch which can be used more regularly than the grass pitch it replaces, as well as many other grass pitches being provided on the existing large playing field.

7.13 Following on from the objection by Sport England, the applicants have noted that:

“Their principal concerns relates to the relocated All Weather Pitch. Sport England object to the pitch relocation as it would lead to the loss of a 9v9 playing field in this part of the site. They note that the requirements for outdoor sports areas are set out in Building Bulletin 103: Area Guidelines for Mainstream Schools. Below is a summary of the proposals and how they relate to the requirements under these guidelines. I have enclosed two plans showing the existing and proposed external play areas on the site. In response to Sports England’s objection, the scheme proposes to relocate the 9v9 pitch to the north east, with the two 7v7 pitches being relocated further south along the eastern boundary. As a result, the proposal would involve the loss of the smaller 5v5 pitch, a substantially smaller loss than the 9v9 pitch. Having analysed the existing and proposed pitch provision, the enclosed plans show quantum of the existing and proposed play areas compared with the requirements as set out in Building Bulletin 103: Area Guidelines for Mainstream Schools, outlined below:

- There is a requirement for 1,870sqm of Hard Outdoor PE space. 2,163sqm is proposed in the application scheme. Provision of 2,163sqm results in a surplus of 293sqm for the proposed Hard Outdoor PE.*
- The requirement for Soft Outdoor PE is 40,300sqm. The existing provision is 70,876sqm. The application proposes an area of 66,623sqm. Therefore, despite a minor loss of Soft Outdoor PE from existing, the proposed development results in a surplus of 26,323sqm over the standards.*
- The requirement for Soft Informal space is 2,560sqm. The existing provision is 3,074sqm. The proposed development increases this provision to 8,962sqm resulting in an overall surplus of 6,402sqm. The above demonstrates that the proposed development results in a surplus in sports provision on the site compared to the requirements as set out in Building Bulletin 103: Area Guidelines for Mainstream Schools.*

The applicant also notes that the grassed 9v9, 7v7 and 5v5 pitches are used for school use only and, as identified above, are in excess of the school’s needs. Therefore, the loss of the 5v5 pitch would not have an effect on sports provision for the wider community. The new school building must be placed in this position due to other constraints at the site including the SAM. As such the AWP needs

to be re-provided on the site. The AWP provides benefits over the grass pitch as it can be used more regularly throughout the year.'

- 7.14 In addition, the proposal allows the erection of a new school building whilst the existing one is in use; as such there is a public benefit being gained. Given the above assessment, it is considered that the loss of the grass playing pitch will be outweighed by the benefits of a new school building and most of the pitches can be re-provided by the reconfiguration of the existing large playing field which, as noted by the applicant, provides in excess of the required outside space for schools. As such the proposed loss of the grass pitch is considered to be acceptable despite the objection from Sport England.

Design and appearance

- 7.15 Policy EN1a of the 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."*
- 7.16 The existing main school building consist of the original 2/3 storey block, around a court yard. The 3 storey element is on one side only, positioned parallel to the boundary with properties along Kingston Road, in front of the main access. It is currently set back some 19m from the boundary with the rear gardens of properties located on Kingston Road to the north. Other buildings on site include portable classrooms to the North West corner, swimming pool building drama block, caretaker's house to the north and gym to the south west, all of which are to be retained.
- 7.17 The scale of the proposed school building is similar to the existing; however it will be sited further to the east and be an L shape layout. It will be located some 26m from the northern boundary with the rear gardens along Kingston Road, but this will be behind different properties compared to the existing school building. In addition part of the new building will be located adjacent to the caretaker's house, which will further buffer the proposed building to some of the properties on Kingston Road beyond. There are a number of trees located in the school grounds itself close to the boundary and in particular to the rear of the care taker's house, as well as a number of mature trees shrubs and hedges on the boundary and in the rear gardens of the neighbouring houses on Kingston Road. In addition some of the gardens have outbuildings located at the end of the gardens bordering with the school field. As such these elements will help to reduce the visual impact of the proposed new school building.
- 7.18 The proposed building will have the taller element perpendicular to the boundary. As such, the 2 storey part of the building will be located parallel and closest to the boundary with the neighbouring properties. Therefore the proposed school building will be lower in height and further away (some 7m) from the boundary with neighbouring properties compared to the existing relationship. The proposed building will be of a large modern boxy type design,

as schools often are, and it will not be particularly visible from the public domain, given its set back from the entrance, and from the road to the south. It will be visible from the properties on Kingston Road, although given the design and distance to these dwelling it is considered to be acceptable.

- 7.19 Simple landscaping along with some tree planting will be provided which will help to integrate the existing buildings and the new, provide an attractive and inviting entrance to the new school building and help to provide an easier way around the site, connecting the various uses and buildings.
- 7.20 Much of the parking will be provided in the same place as existing, on the main playground area. As such the proposed development is considered to be acceptable in design terms and conforms to policy EN1.
- 7.21 The AWP and MUGA will be re-provided on the site; they are features which are currently in existence on the school grounds. The MUGA will be further away from the northern boundary than it currently is, in the position of the existing school building, surrounded by landscaped areas. The relocated AWP will be located closer to the northern boundary than it currently is and 1m closer than the existing MUGA. It will be some 24m from the boundary with the residential properties and will have fencing around it of some 3.5m in height on both ends, and 4m in height to the sides. In addition there will be 8 no. 10m tall lighting columns surrounding it, 4 on each side. Given the distance to the boundary and over 60m to the rear of the properties, as well as the open nature of the fencing, the pitch is considered to have an acceptable visual impact when viewed from adjoining residential properties. It will be partly screened by the existing large AWP when viewed from the south. As such the sports pitches are acceptable in terms of design and visual impact according to policy EN1.

Impact on neighbouring residential properties

- 7.22 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.”

- 7.23 The school is already in existence and the proposal does not change the use of the site including its intensity of use. The scale of the development and proximity to the boundaries with existing properties needs to be given consideration to ensure that there is an acceptable relationship and that existing residential properties will not be significantly adversely affected by the proposal. Although the proposal is not for residential development, the Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development 2011 (SPD) sets out policy requirements in terms of separation distances, which acts as a helpful guide in assessing the location and impact of the new building in relation to the existing residential properties.
- 7.24 The SPD in para 3.6 acknowledges that *‘most developments will have some impact on neighbours, the aim should be to ensure that the amenity of adjoining*

occupiers is not significantly harmed. It sets out minimum separation distances for development to ensure that proposals do not create unacceptable levels of loss of light, be overbearing or cause loss of privacy or outlook. These are set as a minimum for 2 storey development of 10.5m for back to boundary distance, and 21m for back to back development. Three storey development has a back to boundary distance of 15m and back to back distance of 30m.

- 7.25 The proposed school building will be 2 storey on the section running parallel with the properties on Kingston Road and will be set back some 26m. The properties on Kingston Road have relatively long gardens of approx. 40m in length from the main 2 storey dwelling. As such the new school building will be located over 60m from the rear of the residential properties along Kingston Road. The proposed building will substantially exceed the distance set out in the SPD for 3 storey residential development of 15m for back to boundary and 30m for back to back development, despite it only being 2 storey in height at this point although as indicated above, the distance is only a guide as the proposal is not residential. In addition, the caretakers house is located between the rear boundary and part of the new school building, which along with some trees, will help to partly shield the proposed new school building from some dwellings. The school will mostly be occupied during the day time. It is considered that the proposal will not lead to a significant loss of light, be overbearing or cause overlooking to the detriment of the occupiers of the closest dwellings.
- 7.26 It is also important to note that this is an improvement to the current situation with the 3 storey school building being some 19m from the boundary with existing properties. The proposed 3 storey element of the new school building will be positioned on the north to south part, further away from the residential properties. Consequently, the part of the building adjacent to the boundaries with these existing dwellings has been designed to be lower in scale and height to ensure an acceptable relationship with these dwellings and their rear gardens.
- 7.27 The removal of the existing school building will allow for soft landscaping and the repositioning of the MUGA pitch in this location. This will remove the school building from behind properties on Kingston Road, which will allow for an improved outlook for these existing properties. The presence of the existing school building may have helped to reduce noise levels from the playground beyond, however the newly positioned MUGA is a use currently on the site and it will be located over 60m from the boundary to the north. The school will also continue to provide education for the same number of pupils so the use of the site is already in existence and it is probable that little or no further noise and disturbance is likely to occur as a result of intensity of use at the site. As such there is no objection to this part of the proposal.
- 7.28 Consequently, it is considered that the proposed new school building will have an acceptable impact on the amenity of occupiers of properties surrounding the site including those on Kingston Road which are located closest. The proposal will not cause a significant loss of light, be overbearing or lead to a loss of privacy. It is also considered that the proposal will have an acceptable impact on the amenity of other residential properties surrounding the site, conforming to Policy EN1.

Impact of the repositioned pitches

a) Position

- 7.29 The new school building will be erected in the position of the existing MUGA and smaller AWP. These pitches will then be re-provided on the site in alternative locations. The MUGA will be relocated in the position of the existing school building and is considered to have an acceptable impact on the amenity of neighbouring properties in particular as it will be located over 60m from the northern boundary, some 35m further than it currently is. The smaller AWP will be relocated to a position to the north of the existing larger AWP, adjacent to the new school building and closer to the northern boundary than its current position, however only 1m closer than the existing MUGA pitch.. The applicants have put forward the reasons why it needs to be located in this position noting that it could not be repositioned south of the larger AWP, *'...which was considered during the design process, however this would not be achievable as the relocated pitch would have an impact on the Scheduled Ancient Monument.'*
- 7.30 It is also noted that moving it further to the east would result in it being closer to other dwellings along Edinburgh Drive and if moved towards the south eastern corner it would be located too far away from the existing facilities such as car parking and changing rooms, and in addition this part of the school playing field is used as a running track during the summer months.
- 7.31 A number of residents had also questioned the relocation of the AWP as they understood, following the approval of the larger AWP in 2007 (ref. 07/00815/SCC), by Surrey County Council that pitches and lighting should be located no closer to the boundary given it showed a buffer zone limiting lighting between the larger pitch and the boundary with the properties on Kingston Road. However having reviewed this planning history and previous planning application and conditions, there are no planning conditions to this effect and in any event, each application needs to be considered on its merits. In addition the applicants have submitted a lighting and noise report with the application which displays the impacts of the current scheme, and this is discussed further below.

b) Noise and Lighting

- 7.32 Policy EN11 (Development and Noise) of the CS & P DPD states that the Council will seek to minimise the adverse impact of noise by a) requiring developments that generate unacceptable noise levels to include measures to reduce noise to an acceptable level, and b) requiring appropriate noise attenuation measures where this can overcome unacceptable impacts on residential and other noise sensitive development proposed in areas with high noise levels.
- 7.33 The Planning Practice Guidance on noise notes that, *... noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment.'*

When discussing how to determine the noise impact it notes that, '*...Local planning authorities' plan-making and decision taking should take account of the acoustic environment and in doing so consider:*

- *whether or not a significant adverse effect is occurring or likely to occur;*
- *whether or not an adverse effect is occurring or likely to occur; and*
- *whether or not a good standard of amenity can be achieved.*

In line with the Explanatory note of the noise policy statement for England, this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level [This is the level of noise exposure above which significant adverse effects on health and quality of life occur].and the lowest observed adverse effect level for the given situation. As noise is a complex technical issue, it may be appropriate to seek experienced specialist assistance when applying this policy,'

- 7.34 The applicant has submitted a noise assessment to identify the overall effect of the noise exposure in line with the above guidance. This noise assessment concludes that the proposal would have a negligible impact on noise compared to existing. The report also concludes that, '*...based on considerations given to operational noise due to the scheme proposal, the proposed development is likely to have a negligible operational noise impact. The potential noise impact on the MUGA and AWP relocation has been considered and is assessed to be a low risk with respect to adverse noise impact on the nearest noise sensitive receptors.'*
- 7.35 In the report the impact on the relocation of the MUGA and AWP are assessed. It also notes Sports England document Artificial Grass Pitch (AGP) Acoustics – Planning implications 2015 which provides guidance on noise level for artificial pitches and MUGAs, including provision of typical noise levels, which notes a typical noise level at certain distances for the side line, as representative of AGP. The report notes that the nearest dwellings to the new MUGA pitch are some 80m along Ash Grove to the west and will have a minimal increase in noise levels which would amount to a 'slight impact', in particular given it is relocated from elsewhere on the site.
- 7.36 In terms of the impact on the relocated AWP, the report notes that it is marginally closer (by 1m) than the existing MUGA to neighbours and the existing MUGA will be removed from that position, as well as the fact that the new AWP will be located next to the larger AWP which is to be retained. It should also be noted that the entrance gates to the new AWP have been positioned on the western elevation facing the new school building which will help to reduce noise impact of the gates being opened and closed and also stop people having to walk around the pitch to enter it.
- 7.37 The Council's Environmental Health Officer (EHO) has been consulted and has raised no objection subject to a number of noise conditions, including an hours of use condition to restrict the use of the pitches until 9pm during the week and 5pm at weekends. It is acknowledged that the AWP is likely to have a more intense use compared to the grass pitch it replaces and also the existing MUGA which is to be removed from its current position, however any pitch could be

used within the hours permitted and this needs to be taken into account. As such it is considered that provided the hours of use of the pitches are conditioned, the re-provided AWP and MUGA will not cause an unacceptable noise level that would justify refusal and therefore accords with Policy EN11.

7.38 Policy EN13 (Light Pollution) seeks to minimise the adverse impact from light pollution on the environment, It states that the Council will seek to reduce light pollution by a) encouraging the installation of appropriate lighting including that provided by other statutory bodies, b) only permitting lighting proposal which would not adversely affect amenity or public safety and requiring the lights to be i) appropriately shielded, directed to the ground and sited to minimise any impact on adjoining areas, and ii) or a light and illumination level of the minimum required to serve their purpose.

7.39 The Planning Practise Guidance (PPG) on light notes that, '*...Artificial light provides valuable benefits to society, including through extending opportunities for sport and recreation, and can be essential to a new development. Equally, artificial light is not always necessary, has the potential to become what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations.*'

7.40 It goes on to note that in sensitive locations, such as adjacent to other sites, lighting needs to be designed to take account for light intrusion by considering where, when and how much the light shines. It states that, '*...Light intrusion occurs when the light 'spills' beyond the boundary of the area being lit. For example, light spill can impair sleeping, cause annoyance to people, compromise an existing dark landscape and/or affect natural systems (e.g. plants, animals, insects, aquatic life). It can usually be completely avoided with careful lamp design selection and positioning:*

- *Lighting near or above the horizontal is usually to be avoided to reduce glare and sky glow (the brightening of the night sky).*
- *Good design, correct installation and ongoing maintenance are essential to the effectiveness of lighting scheme.'*

It goes on to note the use of planning conditions is usually required to control the hours of use to ensure they do not become a nuisance.

7.41 It should be noted that the existing MUGA pitch is flood lit and located some 25m from the boundary with properties on Kingston Road. The caretaker's house is located between this pitch and the residential properties to the north. The proposed relocated AWP will be re-sited adjacent to the current position of the existing MUGA and will be some 24m from the rear boundary with properties on Kingston Road, closer than the existing MUGA by 1m, but further along to the east. The proposed lights will be more modern than the existing lighting and as such will be more efficient. The proposal is for 8 no. 10m columns with LED heads with low light spill. The report clearly shows that light spill from the relocated AWP will not reach residential areas to the north of the site. The applicants have submitted an amended light impact assessment. It is considered that the applicant has demonstrated that there are no unacceptable adverse impacts as a result of the lighting. The applicant has noted that, '*...Concerning lighting, the proposed lighting is built to a better*

specification than on the existing pitches. We have commissioned an additional lighting report which compares the lighting impact of the existing MUGA with the relocated All Weather Pitch (AWP). The report demonstrates that there would be no greater impact on neighbouring residents than there is from the existing MUGA.’ This would be subject to hours of use controlled by condition.

- 7.42 The Council’s Environmental Health section was consulted and has raised no objection on lighting grounds. As such subject to conditions for hours of use, the impact of light on the neighbouring properties is considered to be acceptable and not a reason to refuse the scheme. The proposal is considered to minimise the adverse impact from light pollution on the environment, by providing appropriate lighting to serve their purpose and would not adversely affect the amenity of neighbouring residential properties according to policy EN13

Highway and Parking provision

- 7.43 Strategic Policy SP7 of the CS & P DPD states that:

“The Council will reduce the impact of development in contributing to climate change by ensuring development is located in a way that reduced the need to travel and encourages alternatives to car use. It will also support initiatives, including travel plans, to encourage non car-based travel.”

- 7.44 Policy CC2 of the CS & P DPD states that:

“The Council will seek to secure more sustainable travel patterns by: ... (d) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account: (i) number and nature of additional traffic movements, including servicing needs; (ii) capacity of the local transport network; (iii) cumulative impact including other proposed development; (iv) access and egress to the public highway; and (v) highway safety.

- 7.45 The County Council was consulted as the Highway Authority (CHA) and has no objection to the proposal recommending a number of conditions.
- 7.46 The proposal itself provides the same number of car parking spaces as existing and given the uses will remain the same, this is acceptable. The cycle parking facilities will remain within the existing covered bike store to the north of the site, which will continue to be used.
- 7.47 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.
- 7.48 It is relevant to note that the roads in the surrounding area are subject to some on-street parking restrictions (i.e. single and double yellow lines), which limit the scope for on-street parking demand. However surrounding residential roads allows for pupils to be dropped off and collected from school if required.

- 7.49 The CHA does not object to the use of the access from Edinburgh Drive to provide access to the proposed contractor parking area. The CHA states that:

“It is considered that this route would be unacceptable as a delivery access, and HGVs or machinery should not be permitted to access the site via this route. However, the proposed Construction Method seeks only to allow contractors to park their vehicle in the compound served by the Edinburgh Drive access. Providing a dedicated contractor parking facility will help to reduce the impact of the construction phase on the local road network. It is acknowledged that the access via Edinburgh Drive is narrow, and can facilitate only one-way traffic. Generally, it is considered that contractor arrivals and departures will be fairly tidal – most contractors will arrive in the morning and leave in the afternoon, so there is unlikely to be a significant conflict of movements. In addition, Edinburgh Drive is a lightly trafficked residential road, and any driver required to wait in the carriageway for a vehicle to exit the site is unlikely to result in a material safety issue.”

- 7.50 Therefore the CHA has raised no objection to the proposed scheme on highway safety grounds or parking provision. As such it is considered that the scheme is acceptable in terms of policies CC2 and CC3 on highway and parking issues.

Flooding

- 7.51 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 requiring all development proposal within Zones 2, 3a and 3b and development outside the area (Zone1) on sites of 0.5ha or of 10 dwellings or 1000sqm of non-residential development or more, to be supported by an appropriate Flood Risk Assessment (FRA).
- 7.52 The site is located within Flood Zone 1, which has a low probability of flooding with a less than 1 in 1000 year chance of flooding, and no uses are precluded on flooding grounds. The applicant has submitted a Flood Risk Assessment & Surface Water Drainage Strategy, as is required by Policy LO1 of the CS & P DPD. The proposal is for the same use as existing and the proposal will involve building a new school following the demolition of the existing, for the same number of pupils. Therefore, the proposal is acceptable on flooding grounds
- 7.53 With regards to surface water drainage, the applicant is proposing to implement infiltration drainage devices to discharge surface water to the underlying soil in the form of soakaways and permeable paving to provide much improved surface water drainage than currently on site. The proposal also includes the provision of more soft landscape areas which will improve the permeability of the site.
- 7.54 The Environment Agency (EA) was consulted but have replied stating that they need not be consulted on this application. The Lead Local Flood Authority at Surrey County Council has requested further detail about the proposed sustainable drainage scheme, and this matter will be updated at the meeting.

Renewable Energy

- 7.55 Policy CC1 of the CS & P DPD states that the Council will require residential development of one or more dwellings and other development involving new building or extensions exceeding 100 sq. m to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources unless it can be shown that it would seriously threaten the viability of the development. The applicants have not provided details to show how they intend to provide this, however it is likely that photovoltaic panels on the roofs of the proposed buildings will be able to achieve at least 10% energy reduction. Accordingly, a renewable energy condition will be imposed to ensure that the 10% requirement is achieved on the site.

Ecology

- 7.56 Policy EN8 of the CS and 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.
- 7.57 The proposed new school building will be located on existing sports pitches and hard surfacing areas. With one of these being relocated to the position of the existing building and one being relocated to the northern part of the school field, which adjacent to the retained AWP, The rest of the playing field is open grassland which has been managed. There are also a number of existing trees, mostly located around the edges of the site which are likely to have some ecological value most of these will be retained. The trees that are being removed are justified in particular due to the presence of existing trees/hedges and due to the proposed planting of replacement trees, to which the Councils Tree Officer has raised no objection. As such the proposal has an acceptable impact on Ecology.

Archaeology/Scheduled Ancient Monument

- 7.58 As noted previously, there is a Scheduled Ancient Monument (SAM) beneath the playing fields. Historic England identify different possibilities for the marks, either a ditched enclosure of Roman or Medieval Period and the site is in an Area of High Archaeological Potential. Consequently the applicant has submitted an Archaeological Assessment as required by Saved Local Plan Policy BE25.
- 7.59 Saved Local Plan Policy BE24 notes that there are four scheduled ancient monuments within Spelthorne which are by definition of national importance and which the Council will seek to preserve from any development adversely affecting its site or setting. It notes that an application for scheduled ancient monument consent must be made for any proposal affecting those sites (this has been submitted separately to the Historic England) It states that:-

'There will be a presumption against any development which would adversely affect a scheduled or other nationally important ancient monument or its setting. Development adversely affecting a site or monument of County archaeological importance will not normally be permitted.'

7.60 Paragraph 90 of the NPPF states that *‘Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of the proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal’*

7.61 Paragraph 192 goes on to note that in determining applications Local Planning Authorities (LPAs) should take account of:-

- a) The desirability of sustaining and enhancing the significant of heritage assets and putting them to viable uses consistent with their conservation*
- b) The positive contribution that conservation of heritage assets can make to sustainable communities including other economic vitality and*
- c) The desirability of new development making a positive contribution to local character and distinctiveness.*

7.62 The NPPF goes on to consider the potential impacts. It states that: *‘...great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*

Para 196 notes that ‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The NPPF goes on to note that, ‘... Local Planning Authorities should look for opportunities for new development within conservation areas and World Heritage Sites and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.’

7.63 The County Archaeologist was consulted on the application and has recommended that further archaeological works are required which can be imposed by condition. He notes that:

“The development site is largely within an Area of High Archaeological Potential defined around the wider environs of the Scheduled Monument and the possible presence of prehistoric and Romano-British or Roman features...There is clearly the potential for archaeology to be present within the site and as such, there is a need for further archaeological work in order to properly assess the nature and extent of any archaeology that may be present. I agree with the recommendations contained within the report

- 7.64 In addition and due to the presence of the SAM, Historic England (HE) was also consulted. As already noted, most of the school playing field has the scheduled monument (National Heritage List no 1005919) beneath it.
- There is some discrepancy in the actual location of the SAM, it would appear from crop marks visible from aerial photographs that the remains are in fact partly outside the area de-marked as a constraint. HE note that, *'... The enclosure identified on crop marks should be considered at this stage as of equal significance to archaeology included within the scheduling, and should therefore be considered subject to the same NPPF policies. It is likely that a review of the scheduling will be required and this may include the additional remains of the enclosure.'*
- 7.65 The monument was thought to be a Roman marching camp (Caesars camp) and is scheduled as such. However, more recent investigations indicate it may be of medieval date; in either respect the monument can be classed as a nationally important heritage asset. Following concerns raised by Historic England, the applicant has provided additional information consisting of a construction schedule and a Heritage Impact Assessment by Wessex Archaeology, to supplement the Historic Environment Desk Based Assessment.
- 7.66 HE note the following:-
'In the new Heritage Impact Assessment an updated scale drawing has been provided ...indicating the proposed new building will be positioned almost 10m (8.5m) to the north of the undesignated enclosure. If this is the case, the applicant has addressed our concerns regarding direct physical impacts to previously identified remains that may directly relate to the scheduled monument.'
- 7.67 However the HE still raise concern about the setting of the SAM noting that,
'Our view remains that having a relatively open area around the monument and its associated features is important with regard to preserving the significance of the site, and do not therefore agree with the conclusion that there is no harm to the designated asset from this proposed development.... We note however that the setting back of the building by 8.5 metres from the identified enclosure, is a positive improvement as compared to the previous iteration of the design plan we had seen.'
- 7.68 HE does, however, note that the associated landscaping changes that remove the AWP and revert part of the scheduled area to turf is a positive improvement to the monument and the HE encourages the suggestions for enhancement and interpretation opportunities to explain that the monument is there and what is actually is.
- 7.69 HE consider that the proposed building will cause some harm to the setting of the heritage asset, however the HE does note that it is up to the LPA to decide the level of harm, taking into account other requirements and constraints'
'...We agree ... that construction of a new building to the north of the designated heritage asset and its associated archaeological features does constitute change within the setting of a designated heritage asset, and that a

building here would be more prominent to the north of the monument than the current level of development in this area. We suggest that this change would constitute some harm to a designated heritage asset through development within its setting, but think that harm would be of a lower level and not substantial. Had there been an opportunity during development of the scheme for us to comment in detail on the design proposals, we would have sought to try and reduce this harm even further. It will be for your authority to decide therefore if the applicant has sufficiently avoided and minimised harm, through the design and configuration presented in their application, taking into account the range of other constraints and requirements that the site and its function as a school imposes.'

- 7.70 The applicants state in their Heritage Impact Assessment that they consider the proposal will result in a minor change to the setting of the scheduled monument, which is considered to be minor in terms of its impact. The building has been designed to take account of the position of the actual monument rather than just the Scheduled Monument shown on the maps. As such they consider the Council should not object to this aspect of the proposal and in particular great weight should be given to the proposal as it is for a new school building which has a wider public benefit.
- 7.71 It is considered that the proposal will not directly affect the SAM, however it will have an impact on its setting. The SAM is of national importance given it is a Scheduled Ancient Monument and as such, great weight should be given to its conservation. In terms of the harm caused by the proposal, it is agreed that because the monument is within the school grounds and surrounded by urban development, the significance of the Scheduled Monument lies in its archaeological interest, and this does not depend upon the visual contribution from setting. It is located beneath the school playing field and there is no evidence of its presence to anyone using the site. The proposed building will be some 8.5m from the crop marks and 20m from the actual designated asset. It will be no closer to the SAM than the existing structures of sports pitches and fencing. As such this is considered to be far enough away in this instance to be a minor impact on the setting of the SAM, causing less than substantial harm to the significance of the designated heritage asset, Due to the requirements of the school building being in this location, given the other constraints at the site and the need for a new school of a certain size, to replace the existing, while it is still operating, the proposed design and location cannot be further amended to be located further away from the SAM.
- 7.72 As such, and as noted by HE. if a proposal cannot be amended to avoid all harm, then if the proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal as set out in para 196 of the NPPF.
- 7.73 The public benefits of this scheme which include the provision of a new up to date educational facility to accommodate the same number of pupils as existing, while the existing school is still in use. This, along with the community use of the facilities on the site will be of great public benefit to the local community and should be offered great weight. Therefore it is considered that the public benefits of the scheme would weigh in favour of the application and when weighed against the less than substantial harm to the setting of the SAM

caused by the new school building, would, on balance result in an acceptable impact on the heritage assets in this instance, which will conform with Saved Local Plan Policies BE24 and BE26 and the NPPF, in particular paragraph 196. As such the proposal is considered to have an acceptable impact on the heritage assets at the site.

Impact on Trees/Landscaping

- 7.74 A soft landscape plan has been submitted which show areas of landscaping. Existing trees along the site boundaries will mostly be retained to provide screening and complement the proposed building, however a total of 11 trees and one group trees will be removed either due to operational constraints or because of the health of the tree. An Arboricultural Impact Assessment has been provided and this includes measures to protect trees during construction.
- 7.75 The loss of the existing trees, some located behind the caretaker's house, is acceptable as the main trees in this group are to be retained and there is already some screening with high hedges and some established trees. The proposal will be subject to a landscaping condition, and many existing trees on the boundary will be retained. It is proposed to provide replacement trees which will sufficiently mitigate the tree losses. This will help provide some screening benefit to the proposal from neighbouring residential properties. The Council's Tree Officer has been consulted and raises no objection subject to the replacement planting to enhance the tree cover in the long term, as such the scheme is acceptable.

Contaminated Land and dust

- 7.76 The applicant has submitted a Phase 1 Contaminated Land Assessment which recommends that further ground investigation is required in order to carry out a quantitative risk assessment. The investigation is expected to require testing of soil and groundwater samples, and ground gas and groundwater monitoring. Therefore in accordance with paras. 178, 179, and 180 of the new NPPF and Council Policy EN15, the Council's Pollution Control Officer has raised no objection but requested standard conditions to be imposed requiring a further investigation to be carried out to refine risks and remediation measures. Subject to these conditions, the proposal is considered acceptable.
- 7.77 The proposal involves substantial demolition which comprises the entire main school building. Given the close proximity of sensitive receptors, particularly the school children (as the demolition of the existing building will take place once the new building is complete) and surrounding dwellings, there is a high potential for the demolition phase to have an impact on local amenity through noise and dust impacts. The Environmental Health Officer (EHO) was consulted and raises no objection, recommending conditions for a demolition method statement. The EHO notes that the applicants have submitted a comprehensive Construction Method Statement, and that its implementation should be secured by condition.
- 7.78 The submitted Construction Method Statement is detailed and provides the working methods for the staged construction to allow the segregation of the

school from the construction site of the proposed new building before moving the pupils over and segregating the site for demolition of the old building, while retaining the function as a school and gym. It will ensure noisy works take place at times to cause least disruption to neighbours and pupils, as well as deliveries to ensure they do not coincide with school start and end times. The proposal includes the use of the existing side access for construction workers to gain access to the site. As noted before, the CHA has raised no objection to this and the access is already there, so its use is the most efficient way of providing an alternative access to the site apart from the main school entrance. It will allow the construction workers to be kept separate from the main school entrance from pupils, staff and deliveries while the school is continuing to function.

- 7.79 The plans show a welfare building which would provide an office and welfare facilities and parking for the workers during the day. This is located towards the north eastern corner of the site, close to the access within easy reach of the location of the new school building. It should be noted that this would be for a limited period only, and in this particular case there is a deadline to provide the new school building by September 2020. As such the end date is known, which is often not the case with development sites. Although it is acknowledged that most construction/demolition works at any site will result in some noise and disturbance to neighbouring properties, this is not a reason to refuse planning permission. It would be unreasonable for the Council to object to this part of the proposal or require the applicant to relocate the access or location of the parking/welfare area in particular given the temporary nature of this element and the fact that it is not considered that it would cause highway safety issues or a significant loss of amenity to neighbouring properties.
- 7.80 The Council's Pollution Control section was consulted on the application and has raised no objection, subject to conditions. As such subject to these conditions, the proposal is acceptable in regards to dust and contaminated land.

Refuse Storage and Collection

- 7.81 The layout of the site has been designed to ensure that delivery and refuse collection vehicles can enter and exit from the main entrance and manoeuvre and turn on site to leave in a forward gear. A refuse storage area has been provided to the north of the new school building to allow for efficient collection process. This is located approx. 12m from the boundary with the closest Kingston Road garden and is considered to be acceptable, in particular as the use of the site will continue as existing and the level of refuse will remain as existing.
- 7.82 The Council's Head of Street Scene has raised no objection to the arrangement now proposed. Furthermore, the County Highway Authority has raised no objection on this particular issue. Accordingly, the proposed refuse storage and collection facilities are considered acceptable.

Other Matters

- 7.83 It was unfortunate that some residents of Kingston Road were not notified about the original consultation event by the applicant, but this was carried out at a

later date by the applicant. The publicity carried out by the Council, as part of the planning application itself, has been carried out in the correct manner and a number of letters have been received as a result. It should also be noted that house price value is not a planning issue that can be taken into consideration.

Conclusion

- 7.84 With most planning applications there are a range of issues which have to be weighed up in the overall consideration of the proposal. There will be some which add weight in favour of the scheme, some weigh to some degree against it and some may be neutral. These factors need to be considered alongside those elements that weigh strongly in favour of the development. The proposal will secure a new modern up to date educational facility while the existing site building continues to be used to allow the least disruption to the use of the school as possible.
- 7.85 The proposal will make a positive contribution overall to its immediate locality providing public benefit for the local community of a new modern school building. The school and the relocated pitches are considered to have an acceptable impact on the amenity of neighbouring residential properties. The application is recommended for approval.
- 7.86 Following the objection raised by Sport England in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application will need to be referred to the Secretary of State, via the National Planning Casework Unit. The recommendation below is worded accordingly.

8. Recommendation

- 8.1 In accordance with the Town and Country Planning (Consultation) (England) Direction 2009, refer to the Secretary of State with a recommendation to approve subject to the following:

- 8.2 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:
138765-PL1-ZZ-ZZ-DR-1-0001 P03,
138765-PL1-ZZ-ZZ-DR-1-0002 P02
138765-PL1-ZZ-ZZ-DR-1-0003 P03
138765-PL1-ZZ-ZZ-DR-1-00021 P03
138765-PL1-ZZ-ZZ-DR-1-00022 P04
138765-PL1-ZZ-ZZ-DR-1-00023 P04
138765-PL1-ZZ-ZZ-DR-1-00024 P03

138765-AHR-ZZ-ZZ-VS-A-A500 D5 P3
138765-AHR-ZZ-ZZ-VS-A-A501 D5 P3
138765-AHR-ZZ-ZZ-VS-A-A502 D5 P3
138765-AHR-ZZ-ZZ-VS-A-A505 D5 P2

138765-AHR-ZZ-ZZ-VS-A-2031 D5 P1
138765-AHR-ZZ-ZZ-VS-A-1000 D5 P1
138765-AHR-ZZ-ZZ-VS-A-1010 D5 P1
138765-AHR-ZZ-ZZ-VS-A-1011 D5 P1
138765-AHR-ZZ-ZZ-VS-A-1012 D5 P1

138765-AHR-E00-DR-A 1000 D5 P1
138765-AHR-E01-DR-A 1000 D5 P1
138765-AHR-E02-DR-A 1000 D5 P1
138765-AHR-E03-DR-A 1000 D5 P1

138765-AHR-XX-00-DR-A-9200 D5 P2
138765-AHR-XX-00-DR-A-9201 D5 P3

138765-AHR-L00-DR-A-2002 D5 P
138765-AHR-L01-DR-A-2002 D5 P
138765-AHR-L02-DR-A-2002 D5 P

138765-AHR-L-22-DR-A-2012 D5 P1
138765-AHR-L-22-DR-A-2013 D5 P1
138765-AHR-L-RF-DR-A-2002 D5 P1

Received on 26 July 2018

138765-PL1-ZZ-ZZ-DR-9002 P02
138765-PL1-ZZ-ZZ-DR-9003 P02
33820-MET-XX-00-DR-E-6321 S2-P01

Received on 17 October 2018

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

3. No development above damp-proof course level shall take place until details of the materials and detailing to be used for the external surfaces of the building are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the 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.

4. No development shall take place until:-

(i) 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.

(ii) 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 occupants 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. Following construction of any groundworks and foundations, no construction on the buildings 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 the proposed building to meet the requirement for the scheme. The agreed measures shall be implemented with the construction of the building and thereafter retained.

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 commence 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
 - (f) HGV deliveries and hours of operation
 - (j) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.00 am and 14.30 and 16:00 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Kingston Road, Warwick Avenue, Petersfield Avenue, Fenton Avenue, Chestnut Grove or Woodthorpe Road during these times
 - (k) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the 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 accord with the National Planning Policy Framework 2012 and policies CC2 and CC3

8. 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 the approved plans, 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.

9. Prior to the occupation of the building hereby 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 be implemented prior to the occupation of the building and shall at all times accord with the approved details.

Reason: - To safeguard the amenity of neighbouring residential properties.

10. The development shall accord with the details submitted in the Construction Method Statement dated July 2018 by Wates construction

and only the approved details shall be implemented during the development.

Reason: The condition above is required in order that the development should not prejudice highway safety and have an acceptable impact on other highway users and the amenity of neighbouring residential properties to accord with policy CC2 and EN1 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

- 11 Before the commencement of the construction of the development 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.

12. 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 Urban Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System is built to the approved designs.

13. No demolition, site clearance or building operations shall commence until a demolition method statement has been submitted to and approved in writing by the Local Planning Authority. The demolition works shall be carried out strictly in accordance with the approved method statement.

Reason: - To safeguard the amenity of neighbouring properties.

14. The rated noise level from any plant, together with any associated ducting shall be at least 10 dB (A) below the background noise level at the nearest noise sensitive property as using the guidance contained in BS414292015)..

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

15. That the use of the MUGA and AWP hereby approved, as well as the use of the flood lighting serving these pitches shall not be used for the purposes hereby permitted before 8.00am or after 9.00pm on any week day or before 9am and after 6pm on Saturday or Sunday and at no time during a bank holiday.

Reason: To safeguard the amenity of neighbouring properties.

16. The proposed tree protection measures shall be carried out strictly in accordance with the details provided in the Arboricultural Survey, Arboricultural Impact Assessment and Method Statement dated September 2018 by Thomson Ecology

Reason:- To prevent damage to the trees in the interest of the visual amenities of the area, in accordance with policies SP6 and EN1 of the Spelthorne Core Strategy and Policies Development Plan Document 2009.

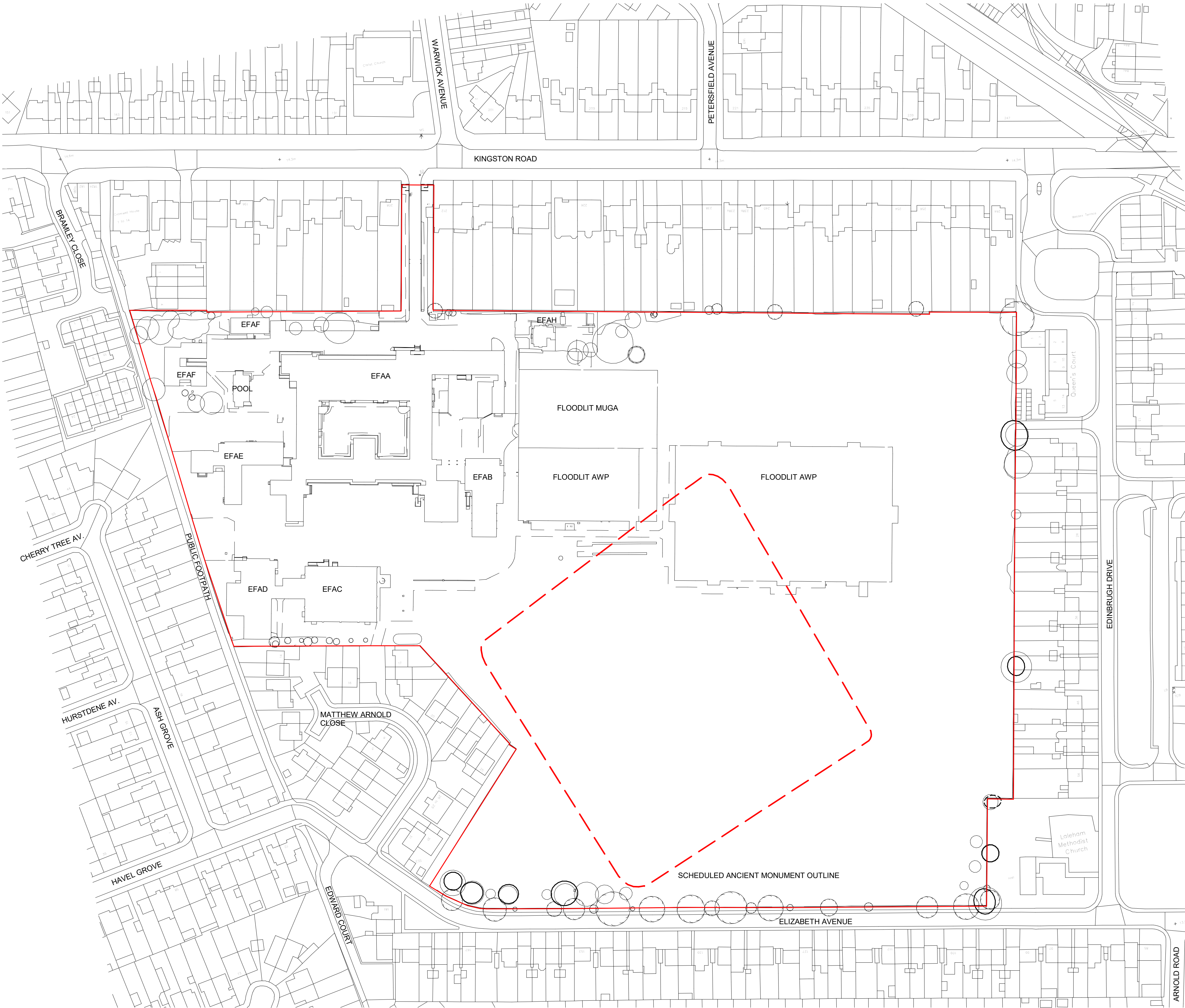
- 17 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: - To prevent damage to any archaeological remains which may be present on site, in accordance with saved Local Plan policies BE24 and BE26

Informatives to be attached to the planning permission

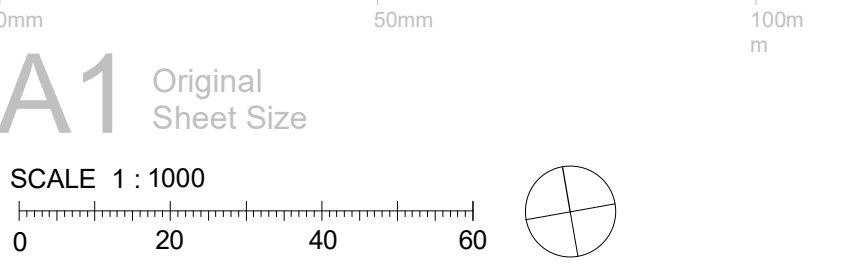
1. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority 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.
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).

8. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
9. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc., may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.



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- Building Key
- EFAA - Main Teaching Block
 - EFAB - Drama
 - EFAC - Sports Hall
 - EFAD - Fitness
 - EFAE - Design Technology
 - EFAF - SEN

23/07/2018 P2 ON AS Issued for Planning
05/06/2018 P1 P1 mas AS Pre-App Planning meeting issue pre CEM05

date	rev	name	chk	note
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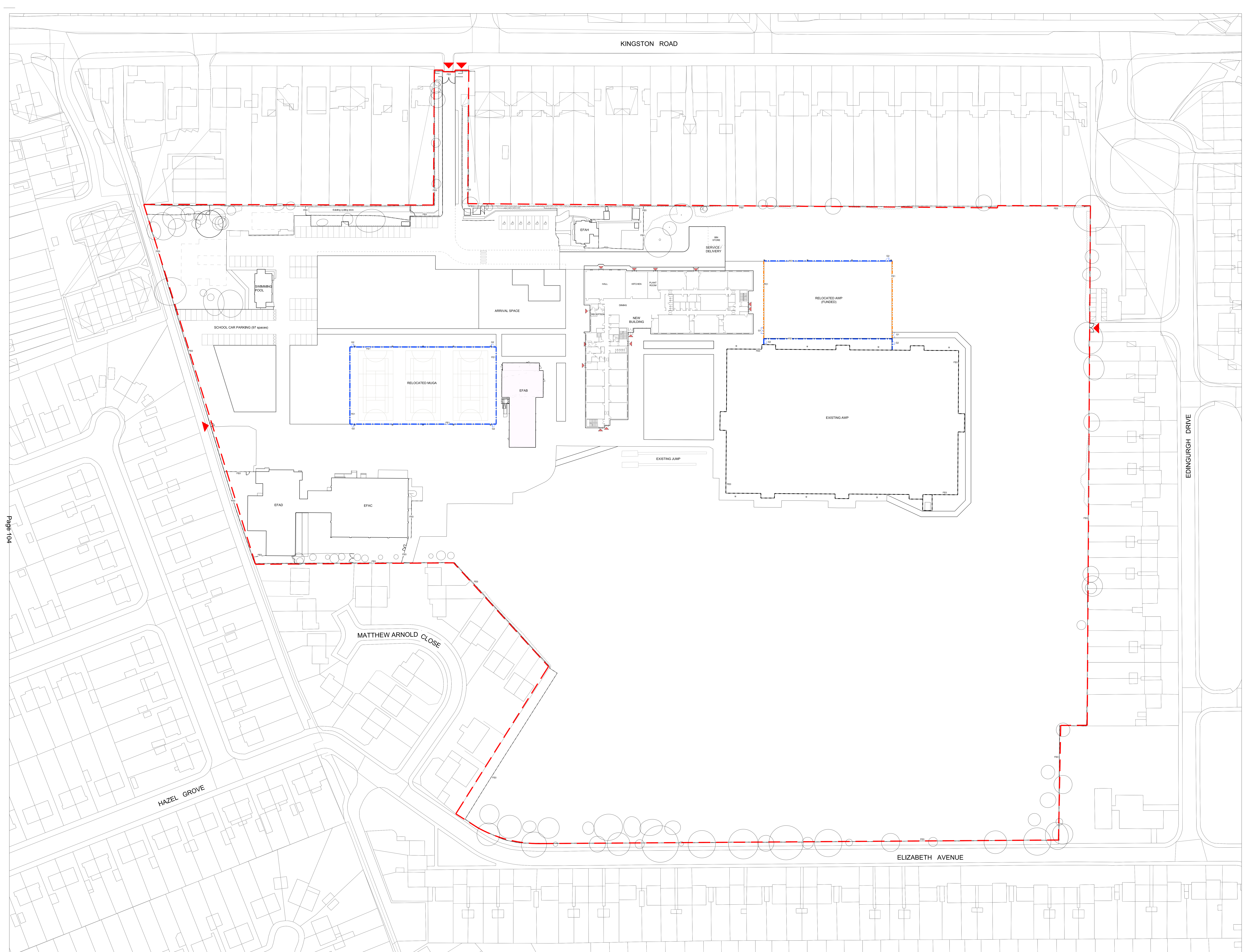
PROJECT
Matthew Arnold School
Kingsgton Road
Staines-upon-Thames
Middlesex
TW18 1PF

DRAWING TITLE
Existing Site and Location Plan

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
06/05/18	1 : 1000	mas	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-XX-00-DR-A-9200	D5 - P2



GENERAL NOTES:

- DO NOT LOCATE FROM THIS DRAWING UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS SHALL BE GIVEN IN METERS UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS SHALL BE GIVEN IN METERS UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS SHALL BE GIVEN IN METERS UNLESS OTHERWISE SPECIFIED.

CDM:

IN ADDITION TO THE HAZARD'S RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

ITEM NO. RISK REGISTER DETAILS

KEY:

- Site Entry
- Site Boundary
- Existing Fence to be Retained
- 3.0m HT WELDMESH FENCE
- 4.5m HT WELDMESH FENCE
- G1 SINGLE LEAF GATE TO MATCH WITH FE1 FENCE
- G2 DOUBLE LEAF GATE TO MATCH WITH FE1 FENCE

GATE SCHEDULE

NO	HT	TYPE	CO	FENCE
G1	3000	SL	1200	FE1
G2	3000	DL	2400	FE1

NOTE:

To be read in with conjunction with Outline External Works Schedule (138765-PL1-ZZ-SH4-0001) and Specifications.

REV	CP Issue - Notes comments incorporated	16.09.27	SS	OK
REV	CP Issue	16.09.27	SS	OK
REV	REVISED	DATE	OWN	CHK

plincke.
landscape urbanism design
London +44 (0)207 739 3330
Manchester +44 (0)161 237 8223

Project:
Matthew Arnold School

Drawing:
Fencing Plan

Date: 18.09.21	Scale: 1:500		
Status: STAGE 3 - CP	Subsidiary: S2	Drawn: SS	Asp'd: CK
Drawing No: 138765-PL1-ZZ-DR-L-9003	Rev: P02		



18/07/2018	P3	CN	AS	Issued for Planning
20-06-2018	P2	SL	AS	Drawing content moved to A502 Aerial View and replaced with approach view sketch. Final Issue ITT
05/06/2018	P1	mas	AS	Pre-App Planning meeting issue pre CEM05

date	rev	name	chk	note
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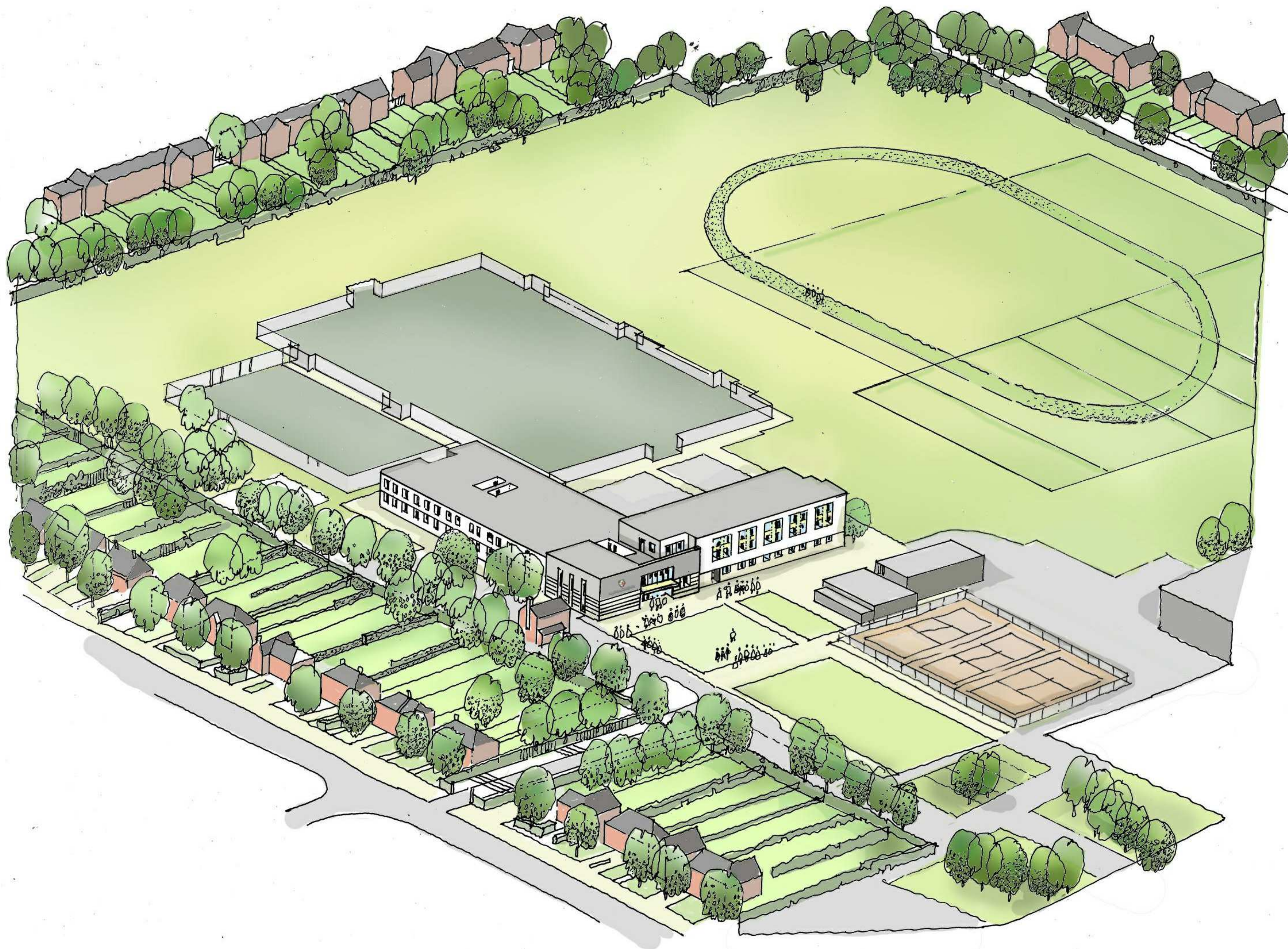
PROJECT
Matthew Arnold School
Kingston Road

DRAWING TITLE
Artists Impression Academy
Approach View

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
19/06/18	1 : 10	SL	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-ZZ-ZZ-VS-A-A500	D5 - P3



18/07/2018 P3 ON AS Issued for Planning
06/07/2018 P2 IA AS Revised to CEM 06 layout for ITT submission
20-06-2018 P1 SL AS Final Issue ITT

date	rev	name	chk	note
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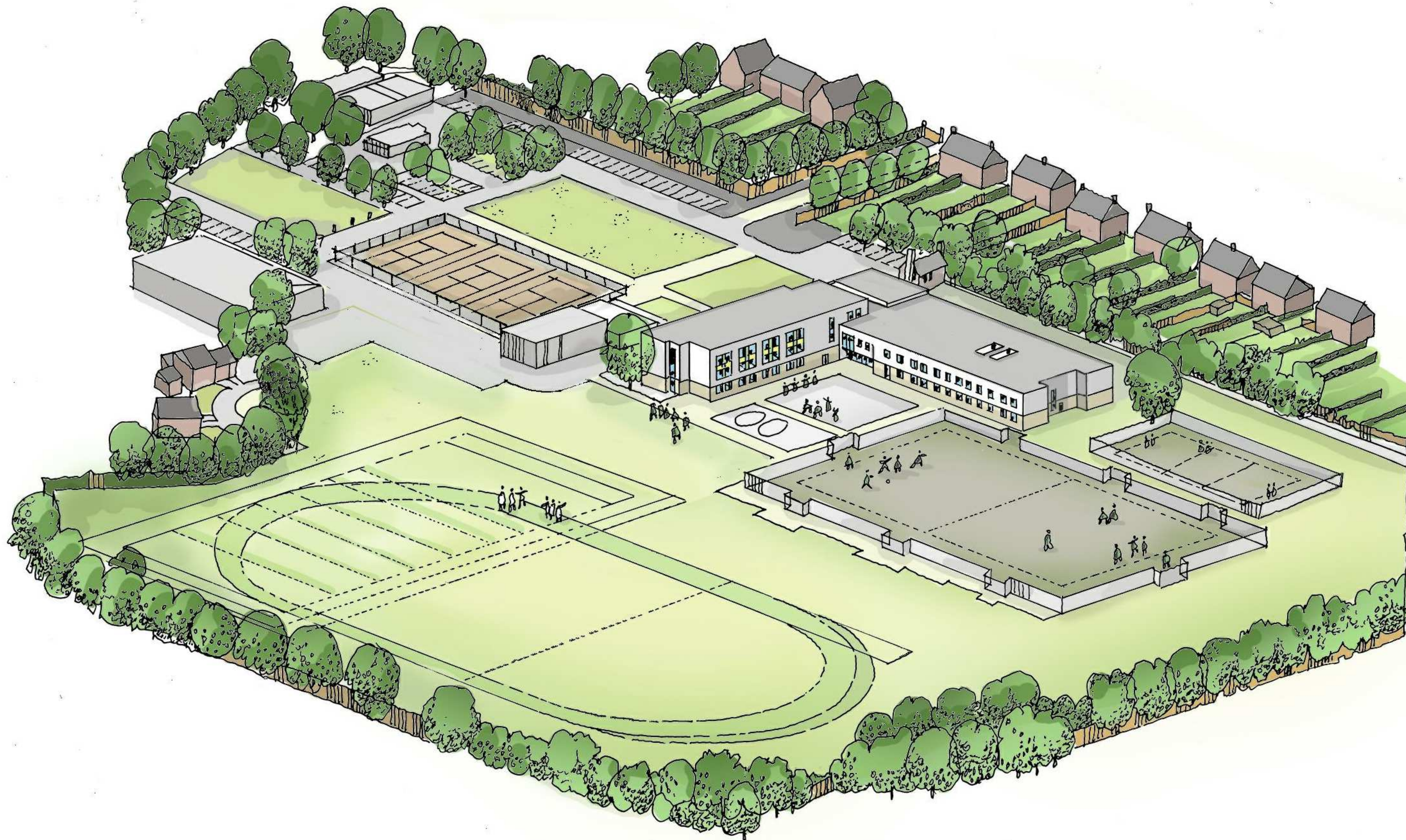
PROJECT
Matthew Arnold School
Kingston Road

DRAWING TITLE
Artist Impression from North-West

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
06/20/18		SL	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-ZZ-ZZ-VS-A-A502	D5 - P3



18/07/2018 P2 ON AS Issued for Planning
06/07/2018 P1 IA AS Revised to CEM 06 layout for ITT submission

date	rev	name	chk	note
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Wates
CONSTRUCTION

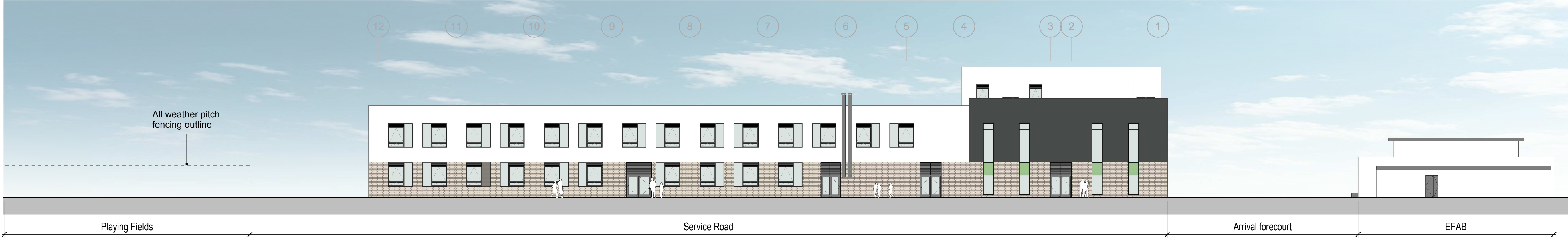
PROJECT
Matthew Arnold School
Kingston Road

DRAWING TITLE
Artist impression from South-East

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
07/06/18		IA	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-ZZ-ZZ-VS-A-A505	D5 - P2



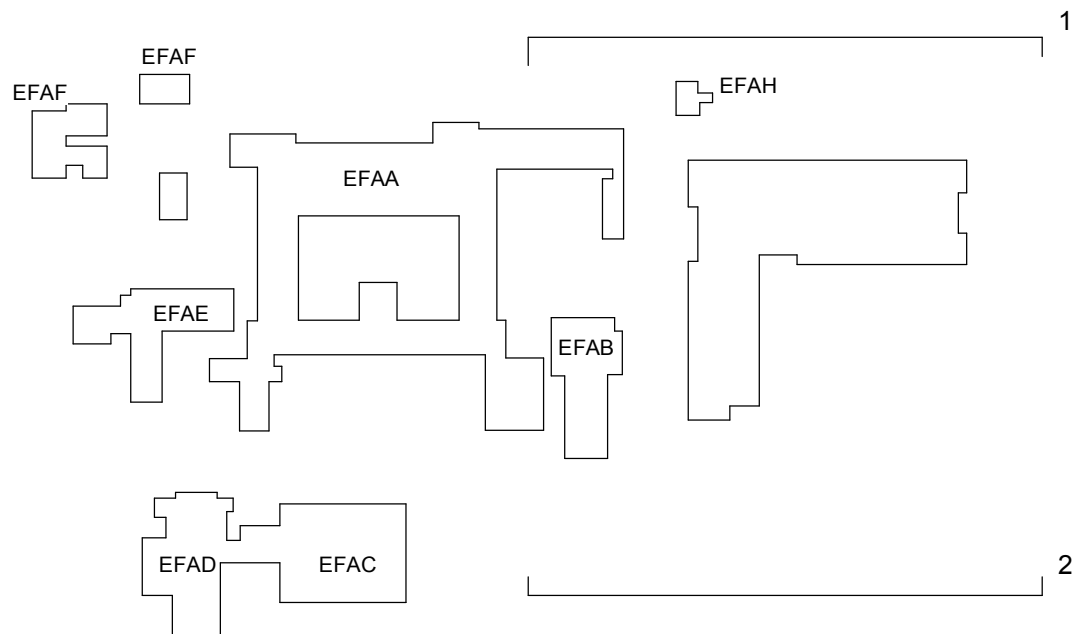
1 North Context Elevation
1 : 200



2 South Context Elevation
1 : 200

Materials Key

- Brickwork (Buff/Multi)
- Insulated Render (Dark Grey)
- Insulated Render (White)
- Insulated Aluminium Panel (Green)
- Insulated Aluminium Panel (Yellow)



18/07/2018 P1 ON AS Issued for Planning

date	rev	name	chk	note
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PROJECT
Matthew Arnold School
Kingston Road

DRAWING TITLE
North & South Context Elevation

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
07/17/18	As indicated	ON	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-L-ZZ-DR-A-2013	D5 - P1

SCALE 1 : 200
0 4 8 12



1 East Context Elevation
1 : 200



2 West Context Elevation
1 : 200

18/07/2018	P1	ON	AS	Issued for Planning
date	rev	name	chk	note



PROJECT
Matthew Arnold School
Kingston Road

DRAWING TITLE
West & East Context Elevations

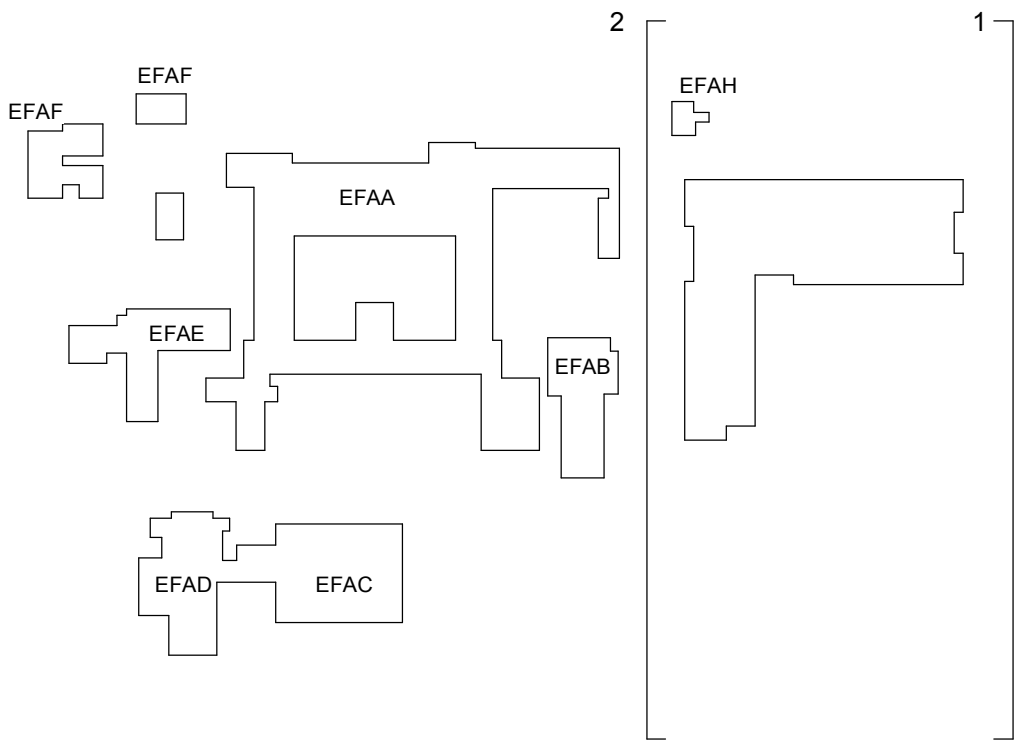
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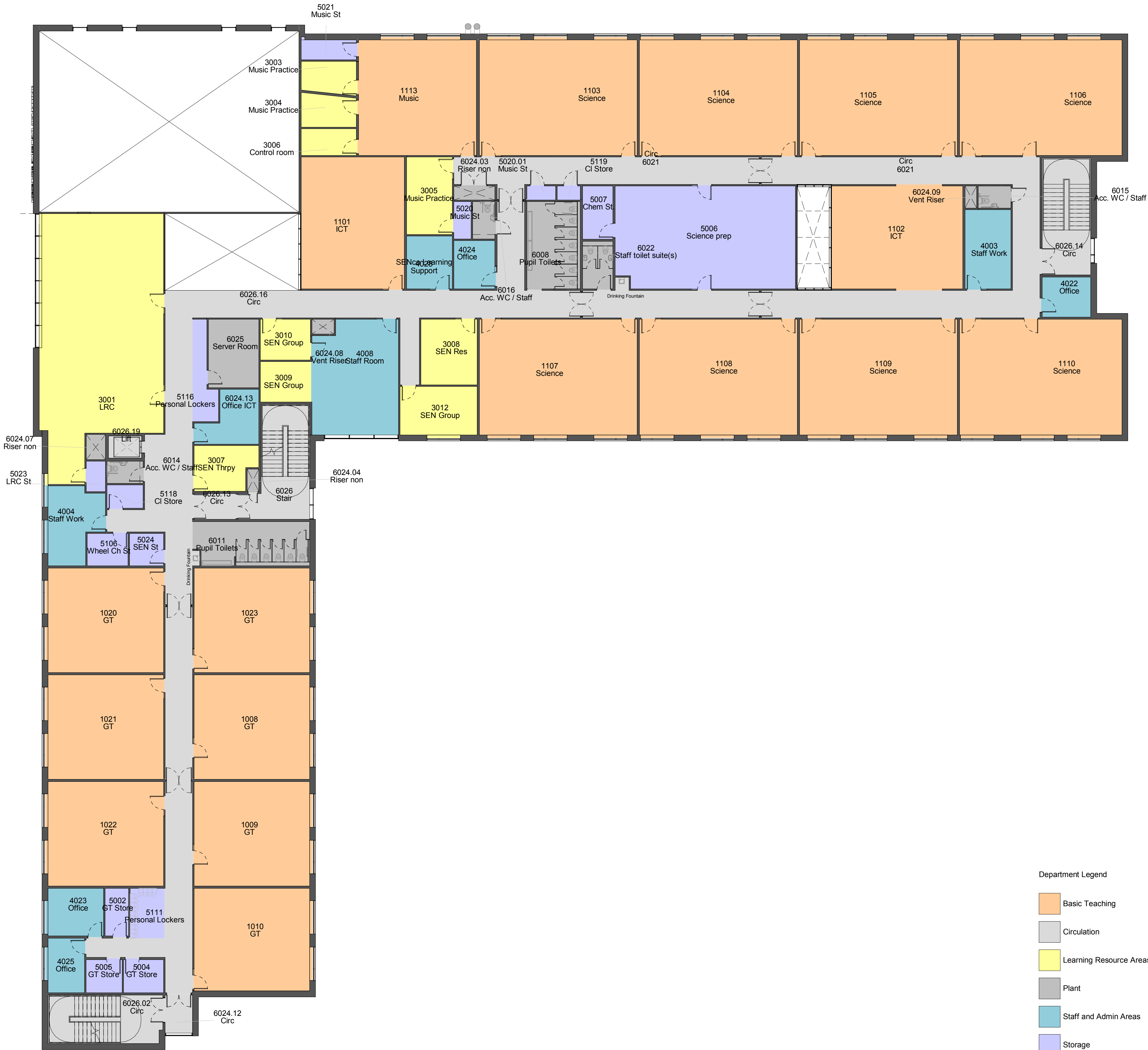
DATE	SCALE	DRAWN BY	CHECKED BY
07/17/18	As indicated	ON	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-L-ZZ-DR-A-2012	D5 - P1

SCALE 1 : 200
0 4 8 12

- Materials Key
- Brickwork (Buff/Multi)
 - Insulated Render (Dark Grey)
 - Insulated Render (White)
 - Insulated Aluminium Panel (Green)
 - Insulated Aluminium Panel (Yellow)

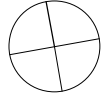




Department Legend

- Basic Teaching
- Circulation
- Learning Resource Areas
- Plant
- Staff and Admin Areas
- Storage
- Toilets

SCALE 1 : 150
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18/07/2018 P1 ON AS Issued for Planning

date	rev	name	chk	note
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PROJECT
Matthew Arnold School
Kingston Road

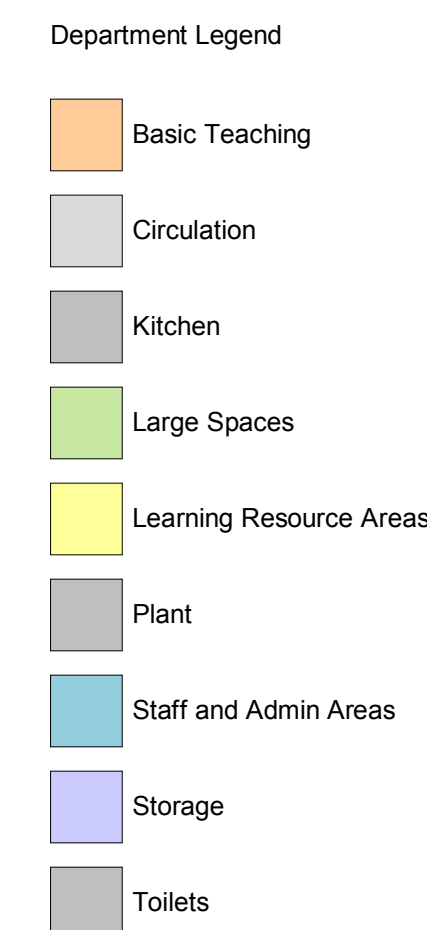
DRAWING TITLE
GA First Floor Plan - Planning

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
20/07/18	1 : 150	ON	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-L-01-DR-A-2002	D5 - P1

A1 Original Sheet Size



date	rev	name	chk	note
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PROJECT

Matthew Arnold School
Kingston Road


DRAWING TITLE

GA Ground Floor Plan - Planning

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
20/07/2018	1 : 150	ON	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-L-00-DR-A-2002	D5 - P1

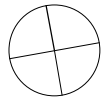




Department Legend

- Basic Teaching
- Circulation
- Plant
- Staff and Admin Areas
- Storage
- Toilets

SCALE 1 : 150
0 3 6 9



18/07/2018 P1 ON AS Issued for Planning

date	rev	name	chk	note
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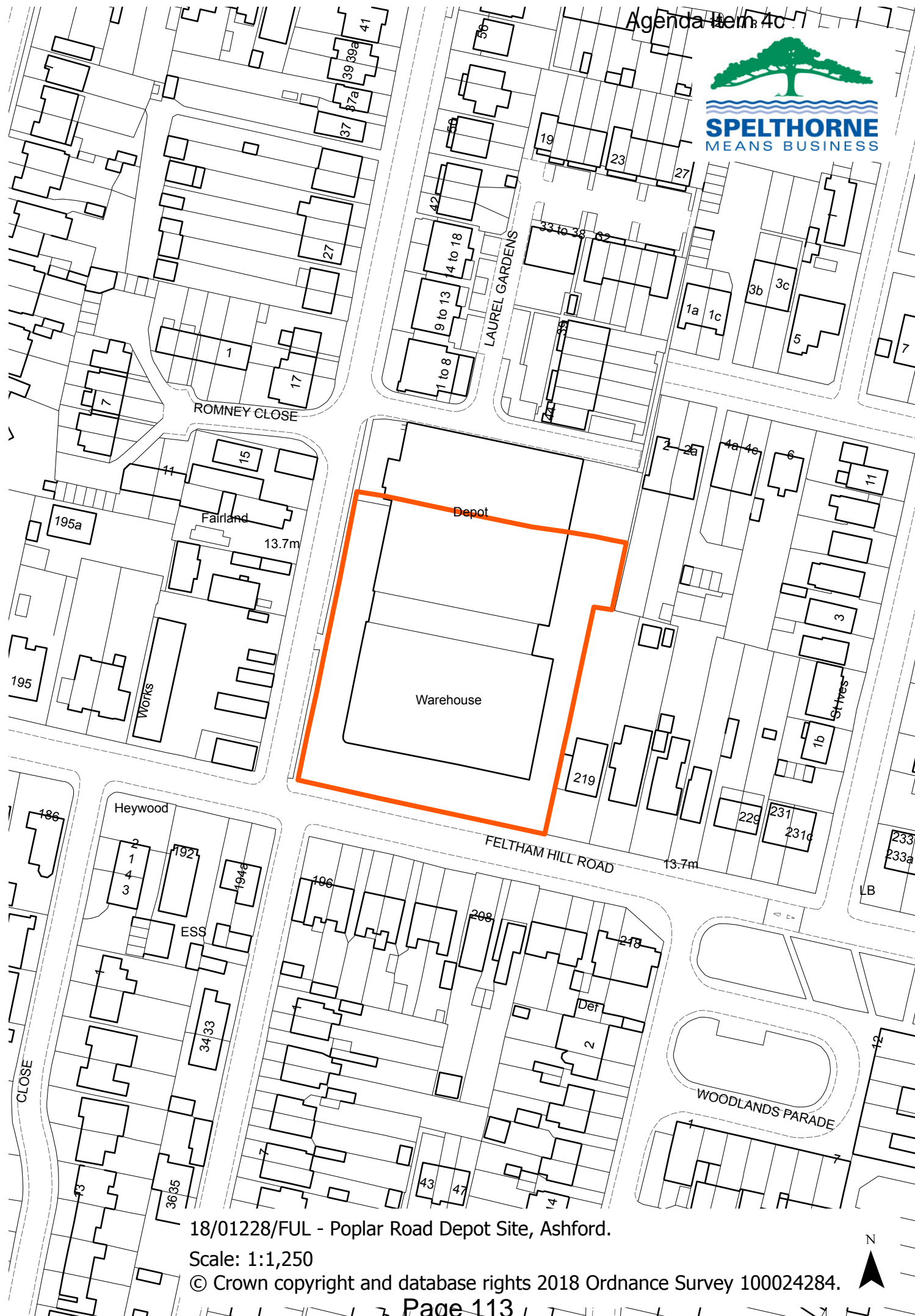
PROJECT
Matthew Arnold School
Kingston Road

DRAWING TITLE
GA Second Floor Plan - Planning

STATUS
D5 - FOR PLANNING

DATE	SCALE	DRAWN BY	CHECKED BY
20/07/18	1 : 150	ON	AS

DRAWING NUMBER	REVISION NO.
138765-AHR-L-02-DR-A-2002	D5 - P1



18/01228/FUL - Poplar Road Depot Site, Ashford.

Scale: 1:1,250

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Planning Committee

14 November 2018



Application No.	18/01228/FUL		
Site Address	Ashford Depot, Poplar Road, Ashford		
Proposal	Planning application for the demolition of existing building, creation of a new residential development comprising 37 dwellings with associated access road, car and cycle parking and amenity and landscaping areas. (Amendment to planning application ref 17/01890/FUL to allow a change in mix of units and one additional unit)		
Applicant	Regional Land Holdings Limited		
Ward	Ashford Common		
Call in details	N/A		
Case Officer	Kelly Walker		
Application Dates	Valid: 22/08/2018	Expiry: 21/11/2018	Target: Under 13 weeks.
Executive Summary	<p>This planning application seeks an amendment to a previously approved scheme for the demolition of the existing buildings on site comprising the original warehouse buildings of the Ashford Depot and the redevelopment of the site for 37 dwellings, including 6 houses and 31 flats in 2 blocks with parking, landscaping and amenity space provision, along with the creation of a new access along Feltham Hill Road. This proposal has a change in the mix of the size of some of the units in Block 2, to provide 4 no. 1 bed units opposed to the previously approved 3 no. 2 bed units, resulting in an additional flat. The design remains the same as previously approved except for the removal of a first floor window.</p> <p>The site (together with land to the north) has been allocated for housing in the Council's Allocations Development Plan Document 2009 and the principle of redeveloping the site for residential is considered to be acceptable and has already been approved for 36 units under ref 17/01890/FUL. It will provide an attractive form of development which is in character with the surrounding area and is acceptable on design grounds. It will be an efficient use of land providing a good standard of housing, with amenity space provision and parking. It is also considered to conform to policies on highway issues, parking provision, housing, flooding, renewable energy, ecology, open space, archaeology and air quality.</p>		

Recommended Decisions	This planning application is recommended for approval, subject to the prior completion of a S106 agreement.
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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)
- 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)
- EN8 (Protecting and Improving the Landscape and Biodiversity)
- EN11 (Development and Noise)
- EN13 (Light Pollution)
- EN15 (Development on Land Affected by Contamination)
- SP7 (Climate Change and Transport)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 The following policy of the Allocations Development Plan Document December 2009 is considered relevant to this application:

- Site Allocation A3 for land adjoining Feltham Hill Road and Poplar Road, Ashford

1.3 It is also considered that the following Saved Local Plan Policy is relevant to this proposal:

- BE26 (Archaeology)

1.4 Also relevant are the following Supplementary Planning Documents/Guidance:

- SPD on Design of Residential Extensions and New Residential Development
- SPG on Parking Standards

2. Relevant Planning History

17/01890/FUL	Demolition of existing building and erection of 2 buildings to provide 30 flats (1 no. 1 bed and 29 no. 2 bed) and erection of 6 no. houses (comprising 3 no. 2 bed; 1 no. 3 bed and 2 no. 4 bed dwellings) with associated access road, parking and landscaping.	Approved 21.06.2018
06/00547/FUL	Change of use to D2 for use as a gymnasium and associated parking.	Approved 29.02.2008

Also relevant is the site to the north which formed part of the allocation site along with the subject site.

09/00873/REM	Demolition of existing buildings and creation of a new residential development comprising 51 dwellings with new access road, amenity areas and car parking (Reserved Matters)	Approved 12.03.2010
08/0681/OUT	Demolition of existing buildings and creation of a new residential development comprising 51 dwellings with new access road, amenity areas and car parking (Outline Application).	Approved 12.11.2008

3. Description of Current Proposal

3.1 The site comprises an area of 0.56ha and is located to the northern side of Feltham Hill Road on the junction with Poplar Road, Ashford. The site comprises disused commercial buildings and large areas of hardstanding around the buildings. There is a 3 storey element on the corner with this part of the building fronting Feltham Hill Road built of brick but boxy in appearance. The buildings behind have pitched roofs with 2 sides at differing angles which is visible from Poplar Road. The application site does not include the warehouse building currently used by the Post Office which immediately abuts the site to the north. This will be retained and continue its current use.

- 3.2 The site is located within the urban area and together with the site to the north containing the existing commercial building and the housing development beyond, has been identified as an allocation site for housing in the Spelthorne Development Plan Allocation DPD April 2009. The site further to the north has previously been developed for housing (ref 09/00973/REM and 08/00681/OUT).
- 3.3 The area is characterised by residential uses (except to the north as noted above). To the east of the site are detached dwellings along Feltham Hill Road with long rear gardens behind. To the north east are semi-detached dwellings along Junction Road which also have long rear gardens, backing onto the rear gardens of the properties on Feltham Hill Road. Located to the south are residential properties along Feltham Hill Road, although there is a former dwelling in a commercial use opposite the site. To the north beyond the warehouse building used by the Post Office is a more recent development which was built on a similar site to this application site which was also previously occupied by warehouse buildings. These residential units are mainly houses with some flats and have a 3 storey development on the corner with pitched roofs and are traditional in design and use of materials. Directly opposite the site, on the other side of Poplar Road is a travelling show people's site with tall green hoarding bounding the site on Poplar Road and Feltham Hill Road.
- 3.4 The common height of buildings fronting Feltham Hill Road is 2 storey. Properties along Poplar Road including the recent redevelopment of the site to the north mostly being 2 stories, with some taller 3 storey elements, including on the corner with the Post Office warehouse building.
- 3.5 There are a number of highway trees located on the public footpath along both Poplar Road and Feltham Hill Road bordering the application site. Many of these trees are substantial in size and add to the visual amenity of the locality.
- 3.6 Previously planning permission ref 17/01890/FUL was granted for the demolition of the existing disused commercial buildings and erection of 2 buildings to provide 30 flats (1 no. 1 bed and 29 no. 2 bed) and erection of 6 no. houses (comprising 3 no. 2 bed 1 no. 3 bed and 2 no. 4 bed dwellings) with associated access road, parking and landscaping. This current proposal seeks an amendment to that approved scheme to provide a change in the mix of units in Block 2 from 4 no. 2 bed units, to 5 no. 1 bed units, providing one additional unit, 37 units in total.
- 3.7 The proposal continues to be for the erection of 2 blocks of flats over 3 floors, one located on the corner of Poplar Road and Feltham Hill Road and the other to the north of the site, facing towards one another. There will be 3 no. link detached houses fronting Feltham Hill Road and 3 no terraced dwellings located behind, backing onto the side of the existing rear garden at no. 219 Feltham Hill Road. There will be an access road from Feltham Hill Road located between the block of flats and the houses to parking area and landscaping centrally within the site. There will be further parking to the rear of the northern block of flats adjacent to the existing commercial building that will

remain. There will be a communal amenity space with pedestrian access to the site from Poplar Road. Landscaping will be provided to soften the car parking areas and buildings including along the road frontages. There will be parking provided for 57 cars (the same number as the approved scheme), as well as refuse storage facilities within the proposed flats.

3.8 The proposed site layout and elevation plans are provided 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
Environment Agency	No comments made
Group Head Neighbourhood Services (refuse)	No objection
Valuation Advisor	Considers the use of Vacant Buildings Credit to be acceptable and consequently no affordable housing is required.
Sustainability Officer	No objection
Local Lead Flood Authority (Surrey County Council)	Currently raises an objection and has required more information to be submitted. It is anticipated that further information will be submitted, and that a subsequent further response from the Local Lead Flood Authority, will be received prior to the meeting. Members will be updated on this issue at the meeting.
County Archaeologist	No objection.
Crime Prevention Officer	No objection. Makes a number of detailed security related comments. Requests a condition to require the development to achieve the Secure by Design award.
Natural England	No comments made
Surrey Wildlife Trust	No objections to previous scheme, where they recommended a condition to ensure all recommendations in the submitted report are carried out. Any further comments will be updated verbally at the Committee Meeting.
Tree Officer	No objection. Recommend conditions
Thames Water	No objection with regard to sewage infrastructure, recommends informative
National Grid	No objection

Environmental Health (Contaminated land)	No objection. Recommends conditions
Environmental Health (Air Quality)	No objection. Recommends conditions
Environmental Health (construction/dust)	No objection. Recommends conditions
Leisure Services	No objection. Requests the contribution of £40,000 to provide improved play equipment at local park.

5. Public Consultation

5.1 A total of 43 neighbouring properties were notified of the planning application. Furthermore, statutory site notices were displayed and the application was advertised in the local press. Two letters of objection have been received.

5.2 Reasons for objecting include:-

- Lack of amenity space and parking provision
- Road already difficult to get out of and manoeuvre – highway safety issues
- Difficult for the large vehicles to manoeuvre into and out of the site opposite.
- Pedestrian access onto Poplar Road will encourage visitors to park on road causing issues with access to site opposite
- Double yellow lines should be installed.

6. Planning Issues

- Principle of the development
- Housing density
- Design and appearance.
- Residential amenity
- Highway issues
- Parking provision
- Affordable housing
- Flooding
- Renewable energy
- Ecology
- Open space
- Dwelling mix
- Impact on trees
- Archaeology
- Air quality

7. Planning Considerations

Need for housing

7.1 In terms of the principle of housing development regard must be had to paragraphs 59-61 of the National Planning Policy Framework (NPPF) which state the following:-

“Para 59. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para 60. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

Para 61. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”

- 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 policies set out in the National Planning Policy Framework (NPPF).
- 7.3 Para 11 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 noting that:
“...Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”
- 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). In September 2017, the government produced a consultation paper on planning for the right homes in the right places which included proposals for a standard method for calculating local authorities’ housing need. A figure of 590 dwellings per annum for Spelthorne was proposed by the application of this new approach. The draft methodology has yet to be formally adopted by the Government and therefore the figure is still provisional. Nevertheless it provides the most

recent calculation of objectively assessed housing need in the Borough and is therefore the most appropriate for the Council to use in the assessment of the Council's five-year supply of deliverable sites.

- 7.5 In using the new objectively assessed need figure of 590 as the starting point for its calculation of its five year supply it must be borne in mind that this does not represent a target as it is based on unconstrained need. Through the Local Plan review the Borough's housing supply will be assessed in light of the Borough's constraints which will be used to consider options for meeting need. The Council has now published its Strategic Land Availability Assessment (SLAA) which identifies potential sites for future housing development over the plan period.
- 7.6 The sites identified in the SLAA as being deliverable within the first five years have been used as the basis for a revised 5-year housing land supply figure. Using the draft Objectively Assessed Need figure of 590 for the five year period from 1 April 2019 to 31 March 2024 the Council is satisfied that it can demonstrate a five year supply of deliverable housing sites.
- 7.7 Taking into account the above and adopted policy HO1, which encourages new housing development, it is considered that particular weight should be given to the use of this urban site for housing.

Principle of the development

- 7.8 As noted above, Policy HO1 of the Local Plan is concerned with new housing development in the Borough. HO1 (c) encourages housing development on all sustainable sites, taking into account policy objectives and HO1 (g) states that this should be done by:

“Ensuring effective use is made of urban land for housing by applying Policy HO5 on density of development and opposing proposals that would impede development of suitable sites for housing.”

- 7.9 As referred to above, the NPPF paragraphs 59-61 emphasise the government's overall housing objective to significantly boost the supply of housing.
- 7.10 The site is located within the urban area and is a brownfield site within an accessible location close to local facilities and some public transport links. It is not located within a high flood risk area or the Green Belt. The area is characterised by residential properties and indeed the site has been identified in the Allocations DPD for residential development. As such the proposed use of the site for residential purposes is considered to be an acceptable use of the site in principle, provided other policies requirements are met as discussed further below.

Housing density

- 7.11 Policy HO5 in the Core Strategy Policies DPD 2009 (CS & P DPD) sets out density ranges for particular context but prefaces this at paragraph 6:25 by stating:

“Making efficient use of potential housing land is an important aspect in ensuring housing delivery. Higher densities mean more units can be provided on housing land but a balance needs to be struck to ensure the character of areas is not damaged by over-development.”

- 7.12 Policy HO5(b) states that within existing residential areas that are characterised by predominately family houses rather than flats new development should generally be in the range of 35 to 55 dwellings per hectare. In addition the Site Allocations Document notes that the site should be developed with a housing density of approx. 50 dph.
- 7.13 The current proposal is for 37 units (1 more than before) and is on a site of some 0.56 ha, equating to 66 dwellings per hectare (dph). Whilst the proposed density is above the recommended 35-55 dph range stipulated in Policy HO5, the policy states that, *‘Higher density developments 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.’* 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 91% of the units are 1 bed or 2 beds and accordingly it is possible to accommodate many more small units within a given floor space and an acceptable numerical density can be much higher. Therefore, whilst the development is above 55 dph, it is considered that the proposed density is acceptable in this particular location. The proposal is considered to comply with the Policy EN1 which is explained in the following paragraphs.

Design and appearance

- 7.14 Policy EN1a of the 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.”*
- 7.15 The existing commercial buildings on the site are large and boxy in appearance and described as warehouse type buildings with very little in the way of architectural design, or breaks in the built form. As previously noted, the building directly to the north of the application site will be retained, however beyond this along Poplar Road is the rest of the original allocation site with a relatively new housing development (ref 09/00973/REM and 08/00681/OUT). This is traditional in design and materials, with bricks and rendered walls, with pitched tiled roofs. This development is mainly 2 storey with some 3 storey elements including the corner of the development fronting Poplar Road, and adjacent to the commercial building. There is also traditional 2 storey housing to the north along the western side of Poplar Road.

- 7.16 Properties to the south and east along Feltham Hill Road are detached and semi-detached with many displaying traditional design features and materials, such as pitched sloping roofs with tiles and bricks. The adjacent properties to the east are chalet style bungalows, some have first floor accommodation in the roof with first floor windows in the front gable facing Feltham Hill Road and side facing dormers.
- 7.17 To the west of the site across Poplar Road is a travelling show people's site. This has a large fence around the site and as such views into it are restricted. However, it is possible to see the top of vehicles and fair grounds rides from the street, and into the site when the main gates are open.
- 7.18 The current proposal does not result in a change to the external design of the scheme which was considered to be acceptable previously. The only difference is the removal of a window at first floor level in Block 2. As such, the scale of the proposed buildings across the site varies depending on the location and relationship with neighbouring properties. The proposal is for 2 blocks of flats, one on the corner fronting Feltham Hill Road and one behind in a 'T' shape fronting Poplar Road and running adjacent to the commercial building to the north. These blocks will face one another with landscaping and parking provided between. To the east of the site fronting Feltham Hill Road will be 3 no. linked detached houses of traditional design with sloping hipped roofs and gable features with mock tudor features fronting the road. This displays design features of the existing neighbouring property at No. 219 Feltham Hill Road adjoining the site. Whilst the proposed houses are taller, they act as a link between the existing houses and the proposed 3 storey block on the corner. These dwellings will have integral garages and parking to the front with landscaping and rear gardens behind. Beyond this will be 3 no. terraced dwellings sited perpendicular, whose rear gardens will back onto the side of the rear garden at 219 Feltham Hill Road.
- 7.19 On the corner will be the tallest block at 3 stories in height and reducing in height away from the corner, in particular to the east along Feltham Hill Road. It will be traditional in appearance with pitched roofs, small pitched roof dormers and traditional materials including bricks, tile hanging and wooden Tudor style features in the gable roofs fronting the road. This block will reduce in height to be similar in design and height to the proposed houses to the east. Although it has a flat roofed section on top, this will not be particularly evidence when viewed from the street, given the design of the roof sloping in from all sides. Overall, the proposed design continues to be an attractive feature on the corner of the plot, which will be visible from a number of directions, improving the appearance of the site.
- 7.20 The proposed rear block of flats will be mainly 3 storey with much of the second floor accommodation provided in the roof and served by dormers inset in the roof. The southern elevation facing into the site will have 2 large bay features with tile hanging and mock Tudor wooden features and additional roofs at ground floor level over doorways. The elevation facing Poplar Road will reduce in height towards the site boundary to the north and will be 2 storey in height, with a smaller bay feature, echoing the pitched roof design and materials of neighbouring sites. The long elevation has a range of materials and a number of features appearing articulate and in keeping the

character of the area. In regards to disabled access, the applicant has noted that, *'I would confirm that all of the dwellings will meet the Building Regulations requirements of M4 (1), 'visitable dwellings', with step-free approach.'*

- 7.21 A new access road will be created from Feltham Hill Road between the proposed block of flats and the houses, leading to the parking area centrally within the site. The road then goes beneath the rear block of flats to the parking area to the north of the site, adjacent to the commercial unit and the rear gardens of 219 Feltham Hill Road and 2 Junction Road.
- 7.22 Landscaping is to be provided, which will complement the proposed built form and visual amenities of the area. It will provide a pedestrian access from Poplar Road into the site to be used by residents and soften the areas of hardstanding and parking. The scheme provides areas of landscaping which are visible from public areas and will add to the visual amenity of the area. Much of the parking has been provided to the rear of the site and as such limits views of it from the public domain. As such the proposed development continues to be acceptable in design terms, making a positive impact on the street scene and conforms to policy EN1.

Impact on neighbouring residential properties

- 7.23 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."

- 7.24 The Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development 2011 (SPD) sets out policies requirements in order to ensure this is met.
- 7.25 The SPD in para 3.6 acknowledges that *'most developments will have some impact on neighbours, the aim should be to ensure that the amenity of adjoining occupiers is not significantly harmed.'* It sets out minimum separation distances for development to ensure that proposals do not create unacceptable levels of loss of light, be overbearing or cause loss of privacy or outlook. These are set as a minimum for 2 storey development of 10.5m for back to boundary distance, and 21m for back to back development. Three storey development has a back to boundary distance of 15m and back to back distance of 30m. There is also a minimum distance for back to flank elevations of 13.5m (2 storey) and 21m (3 storey).
- 7.26 As noted above, the design of the approved scheme has not changed and as such the relationship with neighbouring properties will continue to be acceptable. The site directly adjoins the 2 detached dwellings to the east of the site, no. 219 Feltham Hill Road and 2 Junction Road, which back onto one another. Both dwellings are set in from the site boundary, with the property to the north located some 20m from the application site, and both have long rear gardens. The proposed terraced houses back onto the side of the garden at

no. 219 Feltham Hill Road and have a distance of 11.5m from the back of the dwelling to the rear boundary and as such they meet the minimum requirement of 10.5m as set out in the SPD. It should be noted that no. 2 Junction Road is further away from the proposed houses. Therefore the proposal will have an acceptable relationship with the existing dwellings and garden area ensuring it will not cause a significant overlooking, loss of privacy or overbearing/overshadowing or loss of light impact.

- 7.27 The proposed link detached dwellings facing Feltham Hill Road will back onto the side of the proposed terraced houses. There will be a distance of some 13.5m from the back to the flank, which meets the minimum requirement as set out in the SPD. As such the proposed dwellings will have an acceptable relationship with one another.
- 7.28 The block to the north will be set back some 13.5m from the northern boundary with the commercial building. The commercial building will not cross the 25 degree line when taken from a height at 2m above ground from the rear elevation of the proposed flats, which will ensure that the outlook to the north for the future occupants is acceptable. Notwithstanding this, the main outlook from these flats is to the south, towards the parking and landscaped areas.
- 7.29 The proposal continues to have an acceptable relationship with and therefore an acceptable impact on the amenity of existing neighbouring residential properties, conforming to the SPD and Policy EN1.

Amenity Space

- 7.30 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 sqm per unit for the first 5 units, 10 sqm for the next 5 units and 5 sqm per unit thereafter. On this basis some 330 sq m would be required for the 31 flats, (an additional 5 sqm). The 6 houses have their own private gardens and the policy requires this to be a minimum of 60 sq m. for terraced dwellings and 70 sq m for the larger houses, (which they conform to).
- 7.31 As noted above private amenity spaces will be provided in the form of private gardens for the houses and communal areas for residents. There will be a garden area to the rear and side of the northern block of flats of over 100 sq. m in area and also a pleasant landscaped area fronting Poplar Road of some 250 sq. m. This amounts to over 350 sq. m of useable private amenity space for residents. This exceeds the minimum SPD standard of 330 sq. m and is therefore acceptable. In addition the site has many landscape areas to the front of the properties which will add to the visual amenities of the locality and benefit not only the future occupants but improve the street scene. As noted below a monetary contribution has also been agreed to be paid to provide upgraded play equipment at a local Park along Feltham Hill Road.

Proposed dwelling sizes

- 7.32 The SPD on the Design of Residential Extensions and New Residential Development 2011 sets out minimum floorspace standards for new dwellings. These standards relate to single storey dwellings including flats, as well as to 2 and 3 storey houses. For example, the minimum standard for a 1-bedroom flat for 2 people is 50 sqm.
- 7.33 The Government has since published national minimum dwelling size standards in their “*Technical Housing Standards – nationally described space standard*” document dated March 2015. These largely reflect the London Housing Design Guide on which the Spelthorne standards are also based. The standards are arranged in a similar manner to those in the SPD and includes minimum sizes for studio flats. This national document must be given substantial weight in consideration of the current application in that it adds this additional category of small dwellings not included in the Council’s Standards.
- 7.34 All of the proposed dwelling sizes comply with the minimum standards stipulated in the national technical housing standards and the SPD. Therefore, it is considered that their standard of amenity overall to be acceptable.

Highway and parking provision

- 7.35 Policy CC2 of the CS & P DPD states that:
- “The Council will seek to secure more sustainable travel patterns by: ... (d) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account: (i) number and nature of additional traffic movements, including servicing needs; (ii) capacity of the local transport network; (iii) cumulative impact including other proposed development; (iv) access and egress to the public highway; and (v) highway safety.*
- 7.36 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.
- 7.37 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).
- 7.38 The proposed parking provision for the residential properties is 57 spaces. The Councils Parking Standards as set out in the Supplementary Planning Guidance requires 1.25 spaces per 1 bed unit and 1.5 spaces per 2 bed units. As such the current proposal to replace the approved 3 no 2 bed units (which would require 4.5 car parking spaces), with 4 no. 1 bed units (which would require 5 car parking spaces), is comparable. This results in 56.75 required spaces opposed to the previous 56.25 spaces, which are both rounded up to

57. As such the proposed parking provision is acceptable and meets the current parking standards.

- 7.39 The proposal itself has more parking than currently exists at the commercial site and is for a residential use rather than commercial use being accessed with large vehicles. The County Highway Authority (CHA) has noted that the level of on-site parking provided as part of this development is in-line with the Spelthorne Borough Council Parking Standards. It is therefore likely that all development related traffic can be accommodated on site. As a result, the Highway Authority does not think it is appropriate to object to the proposal based on parking concerns, or reasonable to condition that parking restrictions on Poplar Road be funded at this stage when it is likely the issue will not arise.
- 7.40 As with the previous application, the CHA has recommended a Parking Survey condition because it is considered that given the location of the pedestrian accesses on Poplar Road, some residents of the site, and any visitors they have, may find it more convenient to park on Poplar Road than to negotiate the development site. Whilst it is unlikely that this will occur to a level that causes an issue, the condition was recommended to ensure parking associated with the development does not impact on the usability of the access for the Travelling Show People opposite. However with the previous application it was considered that a condition requiring this is not reasonable or necessary and as such does not meet the test of imposing planning conditions in the NPPF. Therefore, as with the previous scheme, it is not considered reasonable to impose such a condition particularly when the proposed parking provision complies with the Council's minimum Parking Standards. It should also be noted that permission was approved without this condition previously.
- 7.41 When the previous application, 17/01890/FUL, was determined on 04/04/2018, it was resolved by the Planning Committee that concern should be raised to Surrey County Council Highways raised by the travelling show people, over possible on-street parking at Poplar Road opposite their site and that Surrey County Council should give consideration to providing a parking order in this area. In response to this, the County Highway Authority have stated that this particular part of Poplar Road is on their list for the next 'Spelthorne Parking Review'. This will involve laying double yellow lines on the junction with the lines extending opposite the yard entrance. The next parking review is due to be heard in March 2019.
- 7.42 Therefore the proposed parking provision for the housing is acceptable. The CHA has raised no objection to the proposed scheme on highway safety grounds or parking provision. As such it is considered that the scheme continues to be acceptable in terms of policies CC2 and CC3 on highway and parking issues.

Affordable housing

- 7.43 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 Council seeks 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. Negotiation is conducted on an 'open book' basis.

- 7.44 In regards to affordable housing, as with the previous application, the applicants have submitted details of the Vacant Building Credit (VBC) which is a new government policy intended to encourage housing development of previously developed land. The Government Planning Policy Guidance (PPG) on planning obligations notes that national policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into lawful use or is demolished to be replaced for a new building, the developer should be offered a financial credit equivalent to the existing gross floor space of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floor space. It also states that the existing floor space of a vacant building should be credited against that of the new development. For example, where a building with a gross floor space of 8,000 sq. is demolished as part of a proposed development with a gross floor space of 10,000 sq. m, any affordable housing contribution should be a fifth of what would normally be sought.

- 7.45 It notes that the VBC applies where the building has not been abandoned and that...

'The policy is intended to incentivise brownfield development including the reuse or redevelopment of empty or redundant buildings. In considering how the vacant building credit should apply in a particular development, local planning authorities should have regard to the intention of national policy.

In doing so it may be appropriate for authorities to consider:

-whether the building has been made vacant for the sole purpose of re-development

-whether the buildings is covered by an extant or recently expired planning permission for the same or substantially the same development '

- 7.46 It also states that the VBC applies to on-site affordable housing as well as financial contribution to offsite provision. 'Abandonment' follows the interpretation in general planning law and depends on factors such as the condition of the building, length of non-use, whether there has been any intervening use and evidence of the owners intentions.

- 7.47 Although the subject building is in a relatively poor state of repair and has been unused for some time, it is not considered that it has been abandoned. The applicants acknowledge that the building is redundant and has been unoccupied for a few years, but they note that this would not warrant the use to be the considered abandoned, and that whilst the building is currently not in use, subject to refurbishment it could be re-occupied and used. In addition they note that the building has been vacant for approx. 4 years only, the

redevelopment of the site has been a relatively recent proposal, with all previous uses of the site are in accordance with the intended permitted use.

- 7.48 The redevelopment of the site for housing has been identified and explored for some time, with the site being identified as an allocation site and pre-application advice having been sought for a scheme of this nature, along with planning permission already being approved for 36 units. Although part of the site identified in the allocations DPD has been developed for housing, it was not possible to incorporate the current application site due to presence of the Post Office, segregating the northern and southern parts. Even now not all of the site is part of the proposed application with the northern building being retained for its current commercial use. As such it is not considered that the building has been abandoned or made vacant for the sole purpose of the redevelopment proposed.
- 7.49 The applicants have provided detail about the building including its initial condition, along with a gross external floor (GEA) area calculation and plans. The existing footprint of the building on the site is 3227sq m, however this does not include the first and second floors of the corner part of the building which have an additional floor area of 166.3 sq. m. Consequently, there is a total of some 3393.3 sq. m of floor area to be removed from site. The proposed development has a floor area of some 3340.5 sq. m (as with the previous scheme) and this is less than the amount to be removed. As such this means that more floor area is to be removed than being built, which results in a zero value. This means that there will be no requirement for affordable housing when using the VBC.
- 7.50 This approach has been reviewed by the Council's valuation advisor and is considered to be acceptable, as it was with the previous scheme.

Flooding

- 7.51 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 requiring all development proposal within Zones 2, 3a and 3b and development outside the area (Zone 1) on sites of 0.5ha or of 10 dwellings or 1000sqm of non-residential development or more, to be supported by an appropriate Flood Risk Assessment (FRA).
- 7.52 The site is located within Flood Zone 1, which has a low probability of flooding with a less than 1 in 1000 year chance of flooding, and no uses are precluded on flooding grounds. The applicant has submitted a Flood Risk Assessment & Surface Water Drainage Strategy, as is required by Policy LO1 of the CS & P DPD.
- 7.53 In terms of flood risk, given the development site is located outside of the high flood risk area and as displayed in the FRA there is no risk to the future occupants of the site from flooding.
- 7.54 The Lead Local Flood Authority at Surrey County Council has been consulted in regards to the SUDS and have made no objection subject to conditions.

- 7.55 The Environment Agency (EA) was consulted but has made no comments.

Renewable Energy

- 7.56 Policy CC1 of the CS & P DPD states that the Council will require residential development of one or more dwellings and other development involving new building or extensions exceeding 100 sqm to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources unless it can be shown that it would seriously threaten the viability of the development.
- 7.57 The applicant has submitted two potential options of solar voltaic or air source heat pumps and confirms that a total energy reduction of at least 10% can be achieved. The Council's Sustainability Officer has been consulted and raises no objection. Accordingly, the renewable energy proposals are acceptable but would be subject to condition to put forward the preferred option.

Ecology

- 7.58 Policy EN8 of the CS and 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."*
- 7.59 The site consists of a number of warehouse style buildings which have been unused for a number of years. The buildings are surrounded by hardstanding which has little ecological value.
- 7.60 An Ecological Appraisal was submitted with the previous application, which included a bat survey. This current scheme has provided an updated survey which has a similar outcome which sets out measures to safeguard these features and makes recommendations for ecological enhancements at the site.
- 7.61 The Surrey Wildlife Trust (SWT) was consulted and has raised no objection to the previous scheme on ecological grounds subject to a condition requiring the proposed mitigation measures during the demolition phase set out in the submitted ecological assessment to be carried out. Consequently, the proposed development is considered acceptable on ecological grounds and there will be no adverse impact on protected species. Any further comments received from SWT will be reported verbally.

Open space

- 7.62 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. The Council will require either the provision of new on-site space or a financial contribution towards the cost of new offsite provision. If on or off site provision is not feasible, the Council will require a contribution in the form of a commuted payment to improve existing sites to enhance their recreational value and capacity. In addition, new housing development 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 the policy includes 2 bed flats as family houses. The proposal now includes 32 x 2 bed or larger units. It should be noted that there are communal areas proposed within the scheme which can be used by the residents of the proposed site.

- 7.63 The Council's Leisure Services Department was consulted and has again requested a payment of £40,000 towards the cost of improving the play equipment at the Feltham Hill Road Recreational Ground some 340m to the east of the application site. The applicants have agreed to pay this once again and it will be secured by a legal agreement. As such the proposal continues to be acceptable.

Dwelling mix

- 7.64 Policy HO4 of the CS & P DPD (Housing Size and Type) states that the Council will ensure that the size and type of housing reflects the needs of the community by requiring developments that propose four or more dwellings to include at least 80% of their total as one or two bedroom units.
- 7.65 The proposal complies with the requirements of Policy HO4 with 34 of the 37 units being one and two bedroomed, which represents 92% of the total units.

Archaeology

- 7.66 Whilst the site is not located within an Area of High Archaeological Potential it is more than 0.4 hectares in size and consequently the applicant has submitted an Archaeological Desk-Based Assessment as required by Saved Local Plan Policy BE26.
- 7.67 The County Archaeologist was consulted on the application and has recommended that no further archaeological works is required and the impact of the development on archaeology is considered acceptable.

Impact on Trees/Landscaping

- 7.68 An updated Arboricultural Impact Assessment and Method Statement, a Tree Report and a landscape masterplan have been submitted. The landscape plan shows tree planting, paths and decorative railings and hedgerows to the frontages of the site, including the amenity area with pedestrian access along Poplar Road. This will provide a pleasant visual amenity to the locality and complement the proposed buildings. Existing trees along on the public footpath will be retained and protected during construction.

- 7.69 Private amenity spaces will also be landscaped with ornamental trees. Ornamental planting and trees will be used around car park areas to help break up hardstanding and add visual interest.
- 7.70 The retention of the highway trees and planting of additional trees, along with planting and landscaping, will help to enhance the proposed development and is considered to be acceptable.

Contaminated Land

- 7.71 The applicant has submitted a Phase 1 desk top environmental report and an updated Detailed Quantitative Risk Assessment Report. This is particularly important as the proposal introduces new residential development onto the site and reflects our standard precautionary approach to contamination risk. The Council's Pollution Control Officer has raised no objection but has requested conditions to be imposed requiring a further investigation to be carried out to refine risks and remediation measures. Subject to these conditions, the proposal is considered acceptable. Some details pursuant to the condition on the previous application have been submitted by the applicant in order to discharge this condition.

Air quality

- 7.72 The applicant has submitted an Air Quality Assessment (AQA), as is required by Policy EN3 of the CS & P DPD. The AQA assesses the impact of both construction and operational impacts of the proposed development and recommends further details which should be included in a Dust Management Plan be submitted for the demolition and construction phase. It is considered that this and the requirement for a demolition method statement can be brought to the attention of the applicant by the imposition of an informative, as with the previous scheme.
- 7.73 The Council's Pollution Control section was consulted on the application and has raised no objection, but has recommended conditions.

Refuse Storage and Collection

- 7.74 The layout of the site has been designed to ensure that delivery and refuse collection vehicles can enter and exit the site in a forward gear. Refuse storage areas have been located across the site and designed to be within the block of flat building, within reach of the refuse collection vehicles and easily accessible by residents
- 7.75 The Council's Head of Street Scene has raised no objection to the arrangement. Furthermore, the County Highway Authority has raised no objection on this particular issue. Accordingly, the proposed refuse storage and collection facilities continues to be acceptable.

Crime and Design

- 7.76 With regard to the Crime Prevention Officer's comments, as with the previous scheme, I do not consider it is appropriate to impose a condition, as

requested, relating to “Secured by Design”. Many of the requirements are very detailed (e.g. standards of windows, doors and locks), elements which are not normally covered and enforced under the planning regulations and it is recommended that this is brought to the attention of the applicant by adding an informative.. Conditions are to be imposed requiring an external lighting scheme to be implemented and full details of cycle parking facilities to be submitted, partly for security purposes.

Financial Considerations

- 7.77 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. In consideration of S155 of the Housing and Planning Act 2016, the proposal is a CIL chargeable development. It will generate a CIL Payment based on a rate of £40 per sq. metre of net additional gross floor space and no reduction can be obtained from the removal of the existing buildings because they have not been occupied for a period of 6 months in the last 3 years. This amounts to a CIL payment of approx. £166 000, which is a material consideration in the determination of this planning application. Provision of open space monetary contribution of £40,000 has been agreed to be paid by the applicant as noted above which is also a material consideration. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

Conclusion

- 7.78 The proposal will secure the redevelopment of an unused site, make effective use of urban land in a sustainable location, and meet a need for housing. The amendment to provide 37 units by altering 3 no 2 bed units to 4 no 1 bed units is considered to be acceptable.
- 7.79 The NPPF requires permission for housing to be granted unless the impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole. The proposal will make a positive contribution to the area, as such the application is recommended for approval.

8. Recommendation

- 8.1 (A) Subject to the applicant first entering into an appropriate legal agreement in respect of the following:

A financial contribution of £40,000 towards the refurbishment and upgrade of the Feltham Hill Road Recreation Ground in lieu of an on-site play space and equipment.

In the event that the Section 106 Agreement is not completed

In the event that the Section 106 agreement is not completed to the satisfaction of the Local Planning Authority and/or the applicant does not agree an extension of time for the determination of the planning application, delegate to the Planning Development Manager in consultation with the Chairman of the Planning Committee the following:

REFUSE the planning application for the following reason:

1. The development fails to provide a satisfactory provision of open space to provide for a children's play area, contrary to Policy CO3 of the Core Strategy and Policies DPD 2009.

- 8.2 (B) In the event that the Section 106 agreement is completed to the satisfaction of the Local Planning Authority; 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

051502-B1-P1, P2, P3, E1, E2, E3, E4, E5
051502-B2-P1 A, P2 A, P3, E1, E2, E3 A, E4
051502-T1-E1, E2, P1, P2
051502-T2-E1,P1,P2
TELE20786 – 10C and 03A
051502-TELE05, SS02, 01,
LF848 Existing Layout Plan

SWEPT PATH ANALYSIS SP01

TELE-01 B, 02 B, 03 B, 04 B, 05, 06 B received on 22.08.2018

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

3. No development above damp-proof course level shall take place until details of the materials and detailing to be used for the external surfaces of the buildings and surface material for parking areas are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials.

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" 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. Following construction of any groundwork and foundations, no construction of the development above damp-proof course level shall take place until a report is 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 the building and thereafter retained.

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. Details of a scheme of both soft and hard landscaping works shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of the development hereby approved. The approved scheme of tree and shrub planting and other associated works shall be carried out prior to first occupation of the buildings and/or site. 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.

8. Prior to the occupation of the buildings hereby 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 agreed external lighting shall be implemented prior to the occupation of the buildings and 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.

9. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Feltham Hill Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction measured from 1m above the road surface.

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. The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Feltham Hill Road, the depth measured from the back of the footway and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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 The development hereby approved shall not be first occupied unless and until existing vehicular accesses from the site to Feltham Hill Road and Poplar Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

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

- 12 No development shall commence 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) provision of boundary hoarding behind any visibility zones
 - (e) measures to prevent the deposit of materials on the highway
 - (f) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the 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 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 for 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: - This condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and 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.
- 14 The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles have been provided in accordance with the approved plans. Thereafter the approved cycle parking facilities shall be retained and maintained to the satisfaction of the Local Planning Authority for their designated purpose.
- Reason: This condition is required in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012, and to accord with policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.
- 15 The development shall be carried out in accordance with the submitted ACD Arboricultural Impact Assessment and Method Statement Rev A dated 27 February 2018 and the Tree Protection Plan no. TELE20786-03A received 22.08.2018 unless otherwise agreed in writing with the LPA.
- Reason:- To prevent damage to the trees in the interest of the visual amenities of the area, in accordance with policies SP6 and EN1 of the Spelthorne Core Strategy and Policies Development Plan Document 2009.
- 16 Details of any proposed surgery to trees on site which are shown to be retained shall comply with best arboricultural practice as set out in British Standard 3398 2010 and be submitted to and approved by the Local Planning Authority prior to the work to the trees being carried out.
- Reason:- To prevent damage to the trees in the interest of the visual amenities of the area, in accordance with policies SP6 and EN1 of the Spelthorne Core Strategy and Policies Development Plan Document 2009.
- 17 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 safeguard the amenity of neighbouring properties.

- 18 The development hereby approved shall not be first occupied unless and 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.

19. The refuse and recycling facilities hereby approved shall be provided prior to the occupation of the development hereby approved and retained thereafter.

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.

20. The proposed demolition and development works shall be carried out strictly in accordance with the constraints and opportunities mitigation and enhancement actions set out in WYG Bat Survey Report October 2016, including the installation of bat boxes and the updated walkover survey dated 29 August 2018 by WYG.

Reason:- To ensure an acceptable impact on the ecology and biodiversity of the site.

21. No new development shall be occupied until three parking spaces have 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 five dual fast charging points for electric vehicles. The scheme shall include details of criteria for laying out of two additional adjacent spaces as a charging bays in the future. The charging points shall be retained exclusively for its designated purpose."

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

- 22 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.

Informatives to be attached to the planning permission

1. If it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
2. 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.
3. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
4. 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.
5. 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).
6. 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.

- 7 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.
8. 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.
9. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
10. 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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
11. 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.

- 12 You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

- a) A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- b) Site perimeter automated noise and dust monitoring;
- c) Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- d) Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.)
- e) A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
- f) To follow current best construction practice BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites',
- g) BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration,
- h) BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting,
- i) Relevant EURO emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999,
- j) Relevant CIRIA practice notes, and
- k) BRE practice notes.
- l) Site traffic – Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- m) Site waste Management – Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations.
- n) Noise mitigation measures employed must be sufficient to ensure that the noise level criteria as outlined in BS8233:2014 and WHO guidelines is achieved.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

13. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as:
 - (a) How those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme;
 - (b) How neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them;
 - (c) The arrangements that will be in place to ensure a reasonable telephone response during working hours;
 - (d) The name and contact details of the site manager who will be able to deal with complaints; and

- (e) How those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
- 14 The applicant is advised that all gas fired boilers should meet a minimum standard of less than 40mgNO_x/kWh. All gas-fired CHP plant should meet a minimum emissions standard of 50mgNO_x/Nm³ for gas turbines - note other limited apply for spark or compression ignition engines. Where biomass is proposed within an urban area it is to meet minimum emissions standards of: Solid biomass boiler 275 mgNO_x/Nm³ and 25 mgPM/Nm³

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.

Proposed layout



Feltham Hill Road proposed street perspective



Previously approved elevation



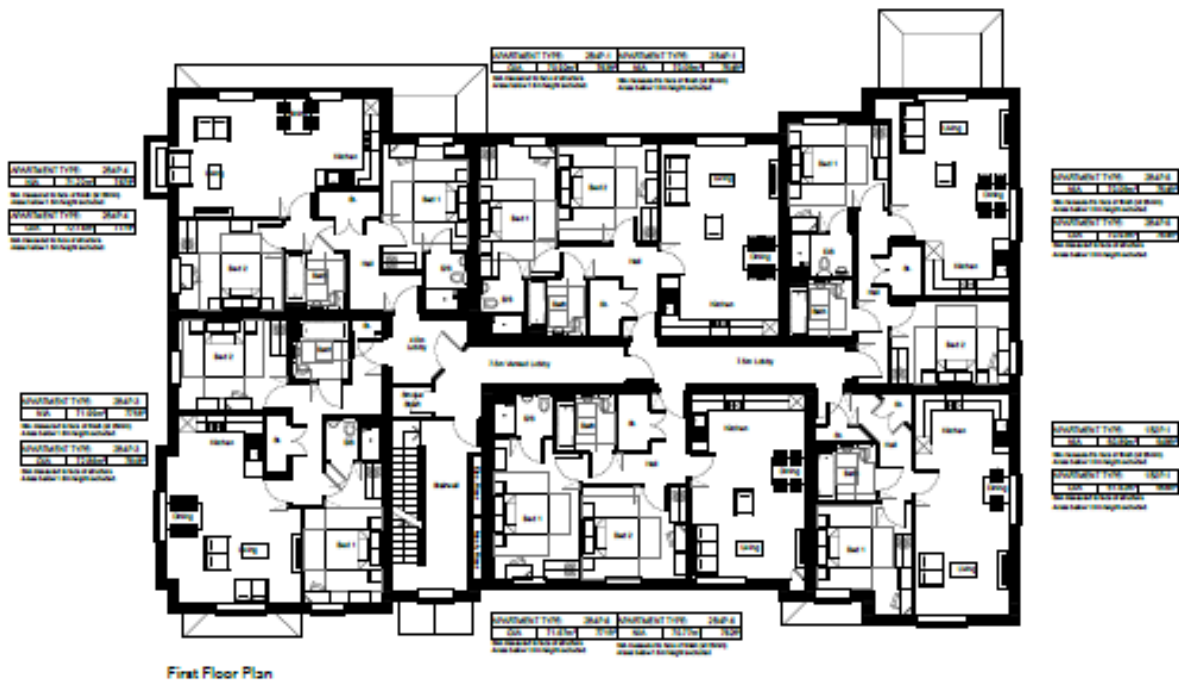
Rear North Facing Elevation

Proposed elevation



Rear North Facing Elevation

Previously approved floor plan



Proposed floor plan





18/01270/HOU - 9 Stanhope Way, Stanwell

Scale: 1:1,250

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Planning Committee

14 November 2018



Application No:	18/01270/HOU		
Site Address:	9 Stanhope Way, Stanwell, Staines-upon-Thames, TW19 7PJ		
Proposal:	The erection of a two storey side extension, and a part single storey, part two storey rear extension, and new porch.		
Applicant:	Mr Gongga		
Ward:	Stanwell and Stanwell Moor		
Call in details:	The application has been called in by Councillor Flurry on the grounds that the size would be overbearing and would not fit with the overall street view, and that the development would detract from the character of the area.		
Case Officer:	Matthew Churchill		
Application Dates:	Valid: 03.09.2018	Expiry: 29.10.2018	Target: Over 8 weeks (Extension of time agreed until 16.11.2018)
Executive Summary:	<p>The application is seeking a two storey side extension, a part single storey, part two storey rear extension, and the erection of a new front porch and shed/storage area.</p> <p>There are a number of recent planning permissions at the property including a permission for Prior Approval Notification for a single storey rear extension measuring 6 metres in depth (17/00069/PDH), which has commenced on site but has not yet been completed.</p> <p>A Certificate of Lawfulness for the proposed development of loft alterations including a hip-to-gable alteration and the installation of a rear facing dormer (17/00068/CPD), was also granted consent at the property and has been constructed.</p> <p>A further planning application for a two storey side extension, a part single storey, part two storey rear</p>		

	<p>extension and the creation of a new front porch (17/01731/HOU), has been also granted planning permission but has not been constructed.</p> <p>It is no longer possible to construct the extension granted within planning permission 17/01731/HOU, as since determination the applicant has constructed a hip-to-gable alteration and installed a rear dormer, meaning the roof granted within this permission cannot be implemented. The present application is similar in terms of floor area to the previous permission although contains a gable roof over the first floor side element and projects some 0.5 metres closer to the north-western flank boundary. It also has a different relationship visually with the host dwelling, which contained a hipped roof at the time planning application 17/01731/HOU was determined, and now contains a dormer and gable roof following the implementation of 17/00068/CPD .</p> <p>On planning balance, the present application is considered to have an acceptable visual impact, and is viewed to have an acceptable relationship with neighbouring and adjoining properties.</p> <p>The proposal would therefore comply with the relevant policies of the Core Strategy and Development Plan Document and is considered to be acceptable.</p>
Recommended Decision:	The 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:

- EN1 (Design of New Development)
- CC3 (Parking Provision)

- 1.2 Also relevant is the Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development, 2011, and the National Planning Policy Framework (NPPF), 2018.

2. Relevant Planning History

17/00068/CPD

Certificate of lawfulness for the proposed development of loft

Grant Cert Lawful

	alterations that would include a hip to gable alteration and the installation of a rear facing dormer.	Prop Use/Dev 08.06.2017
17/00069/PDH	Prior approval notification for a single storey rear extension measuring 6 metres in depth beyond the rear wall of the original dwelling house, measuring a maximum height of 3.498 metres and a height of 2.438 metres to the eaves.	Prior Approval Not Required 03.05.2017
17/01731/HOU	Erection of a two storey side extension and a part single storey, part two storey rear extension and the creation of a new front porch.	Grant Conditional 30.01.2018
18/00793/HOU	Erection of single storey front extension, two storey side extension and part single part two storey rear extension (Following demolition of existing garage).	Withdrawn 26.07.2018

3. Description of Current Proposal

- 3.1 The application site is occupied by a two storey semi-detached dwelling, located within an irregular shaped plot that is situated in the south-western corner of Stanhope Way. The property is located within the Heathrow Safeguarding Heights (All) Area, as well as the Heathrow Actual Noise Contours Area 60-63 (16hour LAEQ). A hip-to-gable roof alteration has recently been constructed at the site through permitted development legislation, which has also included the installation of a rear facing dormer (17/00068/CPD). At the time of writing, a Certificate of Lawfulness for an existing rear outbuilding is also presently pending consideration at the property under the reference 18/01378/CLD.
- 3.2 The application proposes the erection of a part single storey, part two storey side extension, together with a part single storey, part two storey rear extension. The scheme also proposes the erection of a new front porch and a single storey store/shed at the side of the dwelling.
- 3.3 Copies of the site layout and elevations are provided as an Appendix.

4. Background

- 4.1 It is worth noting that there have been a number of recent planning applications at the property.

- 4.2 On the 5th May 2017, Prior Approval Notification was not required for a single storey rear extension that would have measured 6 metres in depth beyond the original rear elevation of the dwelling. It was evident during the site visit for the present application that works had commenced on this extension, although had not been completed.
- 4.3 On the 8th of June 2017, a Certificate of Lawfulness was granted at the property under the reference 17/00068/CPD, which related to the proposed development of loft alterations that would have included a hip-to-gable alteration and the installation of a rear facing dormer.
- 4.4 Planning permission was also granted at the property on the 30th of January 2018, under the reference 17/01731/HOU, which related to the erection of a two storey side extension, a part single storey, part two storey rear extension and the creation of a new front porch. At the time this application was determined, the roof alterations granted within the Certificate of Lawfulness (17/00068/CPD) had not been constructed, and this permission incorporated a hipped roof form. The Local Planning Authority initially had concerns over the design of the scheme largely as a result of bulk and massing of the works and the design of the proposed roof. A revised scheme was successfully negotiated during the application process and was considered to be acceptable.
- 4.5 A further planning application was then validated at the site on the 29th of May 2018, under the reference 18/00793/HOU. This application proposed the erection of single storey front extension, a two storey side extension and a part single, part two storey rear extension, which was larger in width and depth (at the northern-western flank) than the extension approved within planning permission 17/01731/HOU. This application contained a hipped roof over both the proposed extension and the existing dwelling. The Local Planning Authority initially had concerns over this scheme, and it was established during the application process that works had commenced on the roof alterations granted within the Certificate of Lawfulness (17/00068/CPD). As this involved alterations to the roof, namely a hip-to-gable alteration and the installation of a rear facing dormer, it would no longer be possible to construct either the works proposed within planning application 18/00793/HOU, or the extension granted within planning permission 17/01731/HOU. This was drawn to the applicant's attention and planning application 18/00793/HOU was withdrawn.
- 4.6 The present application was then validated at the site on the 3rd of September 2018.

5. Consultations

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

Consultee	Comment
Environmental Health	No comments

Heathrow Safeguarding	No objections, requests informative relating to cranes.
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6. **Public Consultation**

The occupiers of 7 neighbouring properties were notified of the planning application, and at the time of writing nine letters of representation have been received, which object to the proposal on the following grounds:

- A number of planning applications have previously been submitted.
- The extension would be overbearing and would impact neighbouring views.
- The side access would be inadequate.
- The location of the boundary is incorrect (Officer Note: this is a civil matter).
- Concerns over footings (Officer Note: this is not a planning matter).
- The scheme would be 'out of keeping'.
- Concerns over parking.
- Precedents within the immediate street scene are more relevant than those shown within the plans.
- Works have been taking place outside of normal hours (Officer Note: this is not a planning matter).
- The extension would be over-dominant due to size and massing and would have a detrimental impact upon visual amenity.
- The extension is not in accordance with policy EN1.
- The roof would be complex.
- The scheme would result in overlooking.
- The house would be turned into flats or an HMO or a 'buy to let' property.
- Concerns over the existing dormer.
- The owners of the site live at another property.
- The scheme would be a 'mismatch' of designs.
- Concerns over the roof form and the colour of roof tiles.
- The proposal would impact upon the light of a neighbouring property.
- The design may have been acceptable in other boroughs (Southall and Hounslow) but not Spelthorne.
- The proposal would result in a reduction in neighbouring house prices. (Officer Note: this is not a planning matter).
- A block built wall has been constructed at the rear of the house (Officer Note: this is part of planning permission 17/00069/PDH).

The Council has also received 29 letters in support of the application on the following grounds:

- The view of the property would be improved.
- A number of other residents in the area have built large extensions.
- The extension would enhance the neighbourhood.
- The majority of houses have a side extension that is not set back.
- The applicants have the need for a larger house to accommodate their growing family.

In addition the Council has received a further letter of representation from one of the occupiers of the application property raising the following points:

- The planning application is for a family home and the applicants intend to stay.
- The extension will not be for an HMO or flats.
- The number of bedrooms and bathrooms should not be an issue.
- The plans have not been designed to be overbearing.
- The roof tiling at a neighbouring property does not match those in the street scene.
- House prices in neighbouring boroughs are generally higher than Stanwell on average. (Officer Note: this is not a planning matter).
- The most favourable roof option has been submitted.
- Gable roofs are a common design.
- Window positions were not a concern within a previous planning application (17/01731/HOU).
- There would not be a negative impact upon sunlight to any neighbouring properties.

7. Planning Issues

- Design and appearance.
- Amenity of the occupiers of neighbouring and adjoining residential properties.
- Parking provision.

8. Planning Considerations

Design and Appearance

- 8.1 Policy EN1 of the CS & P DPD states that the Local Planning Authority will require a high standard of design and layout of new development. Proposals 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. Also of relevance is the Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development, 2011.
- 8.2 When considering the design and appearance of the extension, it is important to give significant weight to the existing planning consent at the site (17/01731/HOU). The most notable difference between the existing planning consent and the present proposal, is the hip-to-gable alteration to the host building, and the incorporation of the rear facing dormer. Such alterations have already been constructed at the property through permitted development legislation (17/000/68/CPD), over which the Local Planning Authority can exercise no planning control. In addition to these existing roof alterations, the present application also proposes a gable roof over the first floor side extension (a hipped roof was proposed within planning permission 17/01731/HOU), and at first floor level, the extension would project approximately 0.5 metres closer to the north-western flank boundary. However, much like the existing consent, the present application proposes that a hipped roof would be contained over the first floor rear extension. The

Local Planning Authority must give careful consideration as to whether the alterations in comparison to existing planning permission 17/01731/HOU, would result in significant and demonstrable harm, to an extent that a recommendation for refusal could reasonably be justified.

- 8.3 The Council's Supplementary Planning Document (SPD) on the *Design of Residential Extensions and New Residential Development* (April 2011) states that the type of roof over an extension is critical to successful design and should match the existing angle of slope and design in terms of hipped or gable ends. In terms of views from Stanhope Way, it is accepted that the application dwelling forms one of a pair of semi-detached properties, and the roof over no.10 Stanhope Way incorporates a hipped design, as do the majority of properties within the wider street scene (although a gable is present over the extension to no.6). The gable roof incorporated over the application property does not match the hipped design over no.10, and the dwellings have a poor level of symmetry in this regard. However, as the gable roof has already been constructed to the host building and constitutes permitted development (17/00068/CPD) the Council has no design control over this.
- 8.4 The first floor side extension would incorporate a gable roof that would successfully 'tie in' with the existing gable roof over the host building. The first floor side extension would be subordinate to the host dwelling as is encouraged within the Council's guidance, and would be set back some 2.95 metres from the front elevation. The ridge over the side extension would also be some 0.85 metres lower than the existing ridge, which is considered to further contribute towards a subordinate and subservient appearance. The side extension would also project approximately 4 metres beyond the existing north-western flank elevation, and would marginally exceed two-thirds of the width of the host dwelling (5.95 metres), although not to an extent (0.05 metres) that a recommendation for refusal could reasonably be justified, particularly given the 2.95 metre set back distance from the front elevation.
- 8.5 The overall scale of the side extension is also not considered to be over-dominant or out of proportion with the host building. In terms of views from Stanhope Way, the proposed front porch is further considered to have an acceptable impact upon the character of the area and the prevailing building line, owing to its siting and scale. The ground floor side extension is also considered to be acceptable in visual terms, particularly given the existing planning permission at the site. On balance, given the overall dimensions and proportions of the extension, together with the subordinate appearance and the incorporation of a gable roof at first floor level (to match the existing gable roof), it is considered that the scheme would have an acceptable impact upon the visual amenity of Stanhope Way.
- 8.6 The side and rear elevation of the extension would also have visual impact upon properties within Selwood Gardens and Heath Close, as well as upon adjoining properties, particularly when viewed from their rear garden areas. The Local Planning Authority gives significant weight to this impact, particularly given the Inspector's comments on an appeal decision in February 2015 at no.10 Stanhope Way, which was dismissed

(APP/Z3635/D/14/2229855) and was assessed against the Council's present planning guidelines and policies. Whilst each application is determined on its own merits, within this decision the Inspector acknowledged that views of the dwelling were limited until the approach into Stanhope Way, but the side elevation of the property would be seen in views across Stanhope Heath. The Inspector noted that the visual impact was not therefore confined to the area directly in front of the appeal property. Given the layout of the plot, and the relationship with properties within Selwood Gardens and Heath Close, the visual impact of the proposed rear elevation is also considered to need careful consideration.

- 8.7 As the proposed rear extension would contain a hipped roof, the proposal would not be fully compliant with the Council's SPD on design, which as highlighted above, encourages that the roof form over an extension matches the design of the existing roof, in terms of hipped or gable ends. The mixture of hipped and gable roofs is not viewed to be ideal in design terms. It is also noted within the above-mentioned appeal decision at no.10 Stanhope Way (APP/Z3635/D/14/2229855), the Inspector commented that the roof in that instance was out of keeping with the simpler roof form of the existing house. However, within the present application, the Local Planning Authority has no planning control over the hip-to-gable alteration to the existing dwelling or the rear facing dormer, as this has already been constructed through permitted development legislation. As noted above, there are also no objections visually, to the gable roof over the first floor side extension. The Local Planning Authority must therefore undertake a balancing exercise as to whether there would be significant visual harm as a result of the relationship between the first floor rear extension and the existing dormer and the proposed first floor side extension.
- 8.8 The first floor rear extension would project 3 metres beyond the existing rear elevation and would span a width of some 7.2 metres. The first floor rear extension granted within planning permission 17/01731/HOU, would have also projected 3 metres beyond the existing rear elevation, although would have spanned a width of 6.7 metres. The consented rear extension would have also incorporated a hipped roof, albeit with a small area of flat roof. Whilst the present proposal would project some 0.5 metres closer to the north-western boundary, it is not considered that an objection could be sustained for this reason, as there would not be a 'terracing effect' upon no.8 Stanhope Way, particularly as a detached garage is located alongside the boundary of this property with a relatively large visual gap maintained at first floor level. The principal of a similarly sized first floor rear extension (albeit some 0.5 metres lesser in width) in this location containing a pitched roof, has already been established within the previous permission. The Council must therefore consider whether the relationship of the rear extension with the existing dormer, and the gable over the proposed first floor side extension, would be demonstrably harmful visually to an extent that a recommendation for refusal could be reasonably justified.
- 8.9 The first floor rear extension would not be visible from the highway of Stanhope Way, and had the rear extension incorporated a gable like the side extension and host dwelling, it would have been bulkier and greater in scale. The relationship between the first floor rear extension and the existing

dormer is not viewed to be ideal. However, the dormer is existing and the Council has no control over its design. The Council has also previously accepted that a hipped roof over a first floor rear extension is acceptable in this location. On balance, whilst the rear elevation is not ideal on design terms, given the above, it is considered that there would not be sufficient and demonstrable visual harm for a recommendation for refusal.

- 8.10 The proposal also incorporates a single storey rear extension, which would project some 6 metres beyond the existing rear elevation of the dwelling. The property benefits from prior approval notification for a single storey rear extension measuring 6 metres in depth, which was granted planning consent in May 2017, under the reference 17/00069/PDH. At the time of the site visit for the current application, works had commenced on the extension but had not been completed. It is noted the existing north-western flank wall would need to be removed to implement the present proposal. The Council's SPD on design indicates that single storey rear extensions to semi-detached dwellings of up to 4 metres in depth are normally regarded as acceptable. However, whilst the extension would exceed the Council's guideline depth by 2 metres, no.10 Stanhope Way, contains an existing rear extension measuring some 4 metres in depth. Taking this in to consideration, together with the existing consent at the site for a 6 metre rear extension, it is not considered that an objection could be sustained on the basis of the depth of the ground floor element of the scheme. The shed/storage at the rear of the dwelling is also considered to be acceptable in design terms.
- 8.11 The Council has received a number of letters of representation raising concerns over the scale and massing of the scheme, and on the grounds the extension would be over-dominant in the street scene. For the reasons highlighted above, the extension is considered to be acceptable in design terms.

Amenity of neighbouring and adjoining properties

- 8.12 Policy EN1 of the CS & P DPD states that new development should achieve a satisfactory relationship with 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.
- 8.13 It is considered that the proposal would have an acceptable impact upon the light, privacy and residential amenity of no.10 Stanhope Way, particularly in view of the existing planning permission at the site (17/01731/HOU). The Council has received a letter of representation raising concerns over the impact of the scheme upon this property. The extension would not breach the Council's 45° Horizontal or Vertical Guides when measured from the ground floor windows within the rear elevation of this dwelling. Such guides are designed to ensure that extensions to either side of a property do not lead to an unacceptable impact upon light. The first floor side extension would also be situated some 2.3 metres from the boundary, and taking this distance into consideration alongside the single storey rear extension to no.10, this is not considered to have an overbearing impact. The extension would also have an acceptable impact upon the privacy of no.10 given the orientation and location of the proposed windows. Additionally the extension

would not have an adverse impact upon first floor rear windows at no.10, and is not considered to have a material impact upon the roof light within the rear extension of this property.

- 8.14 The extension is also considered to have an acceptable impact upon the residential amenity of no.8 Stanhope Way. The Council has received a letter of representation raising concerns that the extension would have an overbearing impact upon this property. At its closest point the extension would be situated approximately 0.85 metres from the boundary with no.8. However, at this point no.8 Stanhope Way contains a garage, which is considered to mitigate any adverse impacts. Indeed at the rear elevation of the garage, the extension would be located some 1.5 metres from the boundary. In any event, given the irregular layout of the plot of no.8 and the application site and the orientation of both the application dwelling and no.8, it is not considered that there would not be a materially overbearing impact, particularly in view of the existing planning permission (17/01731/HOU). Furthermore the extension would not breach the Council's 45° Horizontal and Vertical guides when measured from windows in the rear elevation of this property (the garage contains a rear window but this is not considered to serve a habitable room). In addition, given the layout and orientation of the plots, together with the scheme granted within planning permission 17/01731/HOU, it is not considered that the extension would have an adverse impact upon the amenity of the rear garden of no.8.
- 8.15 It is noted the extension would contain a first floor window opening within the western flank elevation. Given this would not serve a habitable room, in the interests of privacy it is recommended that a condition is attached to the decision notice requiring this window to be contain obscure glazing. It is not considered that an objection could be sustained on privacy grounds against the ground floor windows, particularly given the fence and garage at the boundary.
- 8.16 The scheme is further considered to have an acceptable impact upon properties within Selwood Gardens and Heath Close situated to the rear of the application site owing to distance and orientation.

Other Matters

- 8.17 It is noted that parking provision would be lost at the site through removal of the existing garage. It was evident during the site visit that there was adequate opportunity for parking the front of the site, and as such, whilst parking provision would be lost through removal of the garage, it is not considered that an objection could be sustained on this basis. The proposal would therefore be in accordance with policy CC3.
- 8.18 In total the Council has received 9 letters of representation in objection to the proposal. Of the objections not already covered within the above report, this application relates to the extension of a residential dwelling and no other proposals are under consideration at the site other than the Certificate of Lawfulness for the existing outbuilding (18/01378/CLD). The present application does not relate to the creation of flats or an HMO and this is not under consideration. Any proposal to split the property into flats

would require planning permission, as would an HMO with more than 6 occupants. The colour of the roof tiles is considered to be satisfactory in the context of the wider street scene. The Local Planning Authority also has no planning control over the present dormer and the occupation of the applicants is not a planning matter. The views from neighbouring gardens and the impact upon footings would also not be a planning reason to recommend the application for refusal nor would neighbouring house prices or potential renting out of the property in future. Additionally the application is being determined against national planning policies and guidance as well as Spelthorne's planning policies. It is not being determined against other borough's policies. The location of the boundary is a civil matter outside of planning legislation and the applicant has completed Certificate A of the application form stating on the day 21 days before the date of the application nobody except the applicant was the owner of any part of the land or building to which the application relates.

- 8.19 The application site is located within the Heathrow Safeguarding Heights (All) Area. As such Heathrow Safeguarding were consulted, who requested that an informative was attached to the decision notice in regards to cranes. The site is also situated within the Heathrow Actual Noise Contours 60-63, and as the proposal is for a residential extension it is not viewed that an objection could be sustained on this basis.

9. Recommendation

- 9.1 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; D101 Revision B, D102 Revision B, D103 Revision A, D104 Revision B, D105 Revision B, D106 Revision B, D107 Revision A, S01 Revision -, S04 Revision -, S02 Revision A, S03 Revision A S04 Revision – (Received 03.09.2018)

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.

4. Prior to the occupation of the development hereby permitted the first floor window(s) on the western flank elevation(s) shall be obscure glazed and be non-opening to a minimum height of 1.7 metres above internal floor level in

accordance with details/samples of the type of glazing pattern to be submitted to and approved in writing by the Local Planning Authority. The(se) window(s) shall thereafter be permanently retained as installed.

Reason:-.To safeguard the privacy of the adjoining property(ies) in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. That no further openings of any kind be formed in the eastern and western flank elevation(s) of the extension hereby permitted without the prior written consent of the Local Planning Authority.

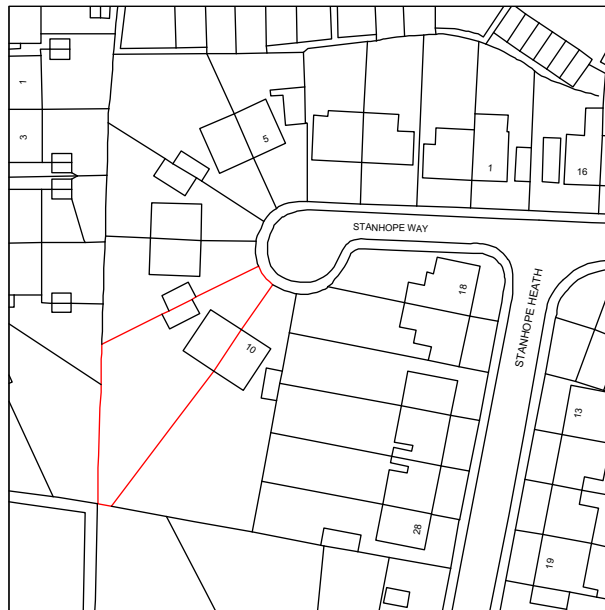
Reason:-.To safeguard the amenity of neighbouring residential properties in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

Informatives

1. The applicant's attention is drawn to the requirements of the Party Wall Etc. Act 1996 in relation to work close to a neighbour's building/boundary.
2. 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/policy-campaigns/operations-safety/>)

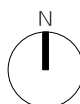
Notes

Site Area: 482.5m²



-	-	-	-
Revision notes			

0 10 20 30 40 50 M



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client
Mr M Gogna

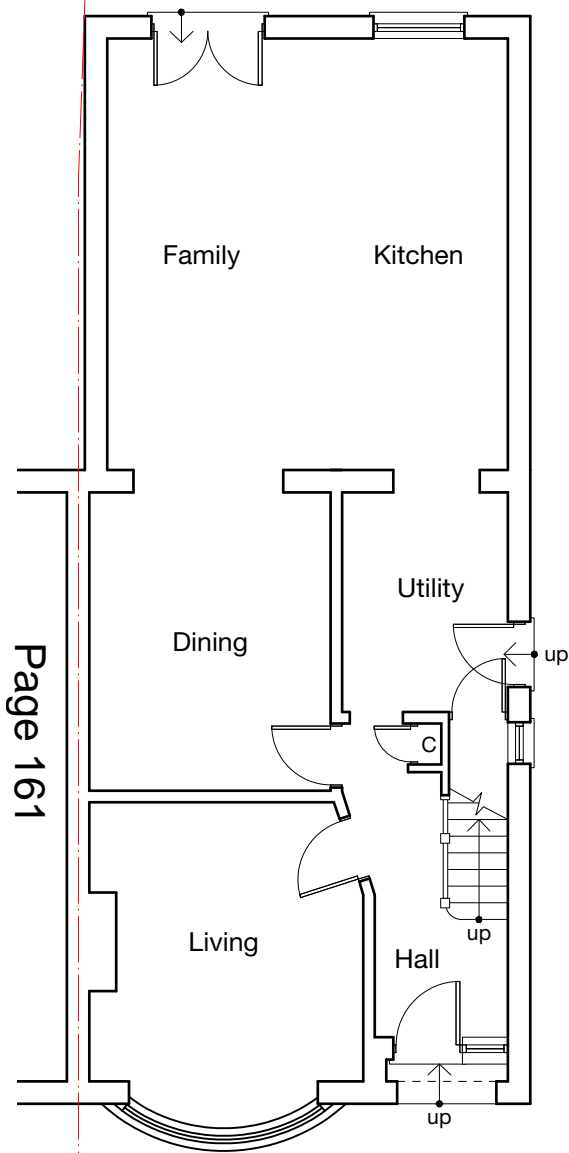
project
9 Stanhope Way Stanwell TW19 7PJ

drawing SITE LOCATION PLAN

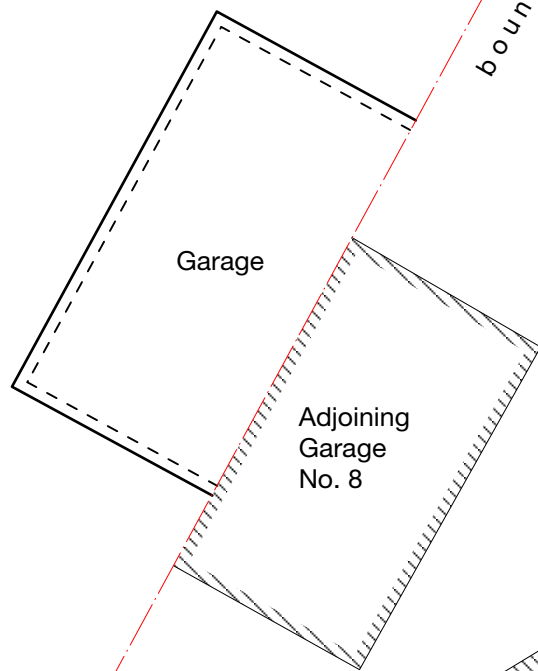
date
June 2017
work stage
1

scale
1:1250 at A4
drawing no
S01

project no
2017.009
revision
-

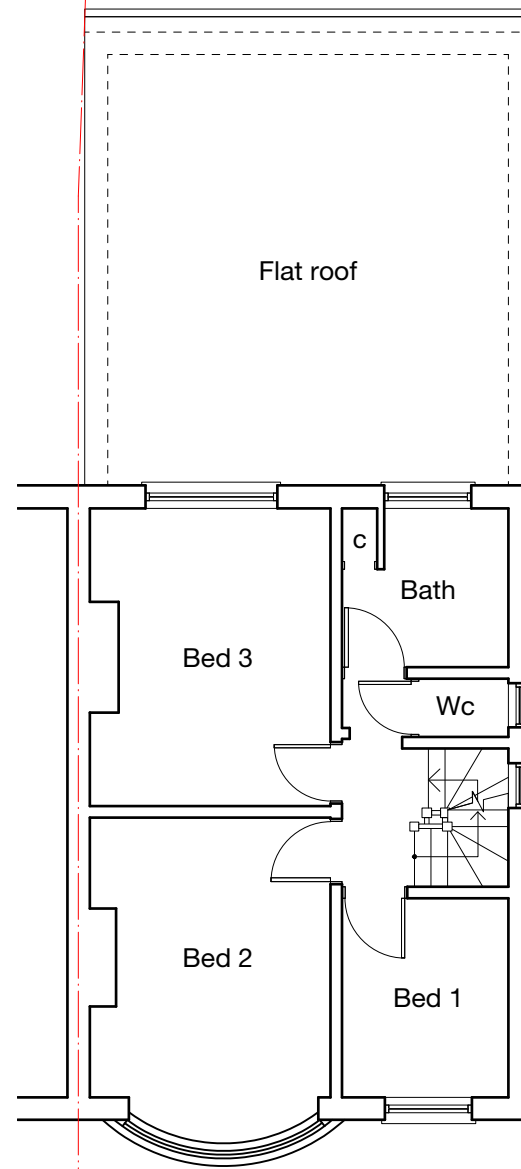


GROUND



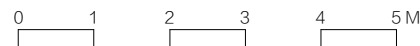
Adjoining
Garage
No. 8

No. 8



FIRST

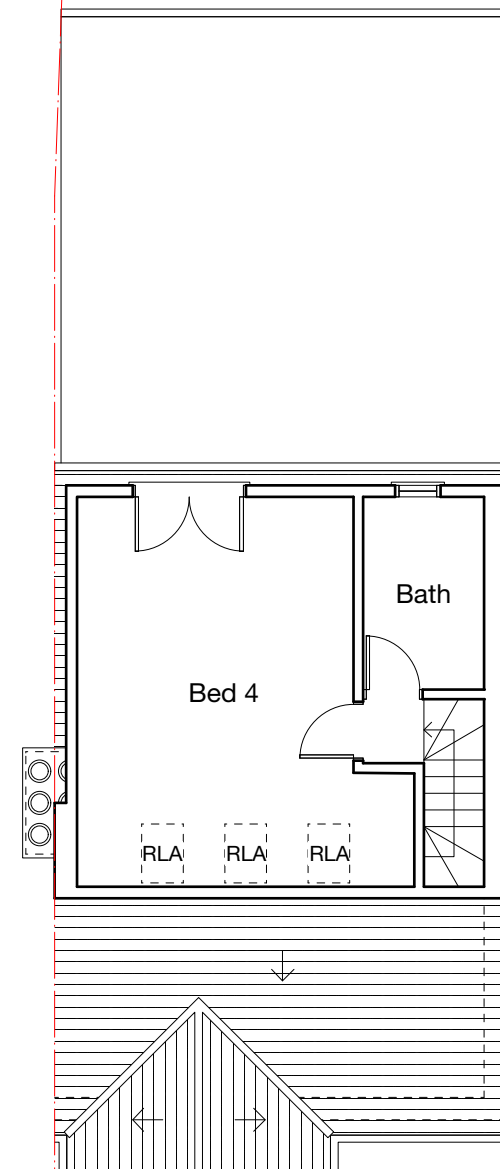
A	22/08/18	G	Further information added
Revision notes			



Notes

C Cupboard
RLA Rooflight above

Survey completed by others



SECOND



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client
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drawing EXISTING FLOOR PLANS

date June 2017	scale 1:100 at A3	project no 2017.009
work stage 1	drawing no S02	revision A

Notes

C Cupboard

Survey completed by others



NORTH-EAST (FRONT)



NORTH-WEST (FLANK)



NORTH-WEST (FLANK)

A	22/08/18	G	Further information added
Revision notes			



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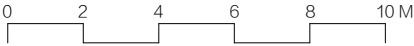
client
Mr M Gogna

project
9 Stanhope Way Stanwell TW19 7PJ

drawing EXISTING ELEVATIONS

date June 2017	scale 1:100 at A3	project no 2017.009
work stage 1	drawing no S03	revision A





Notes

C Cupboard

Survey completed by others

-	-	-	-	-
Revision notes				



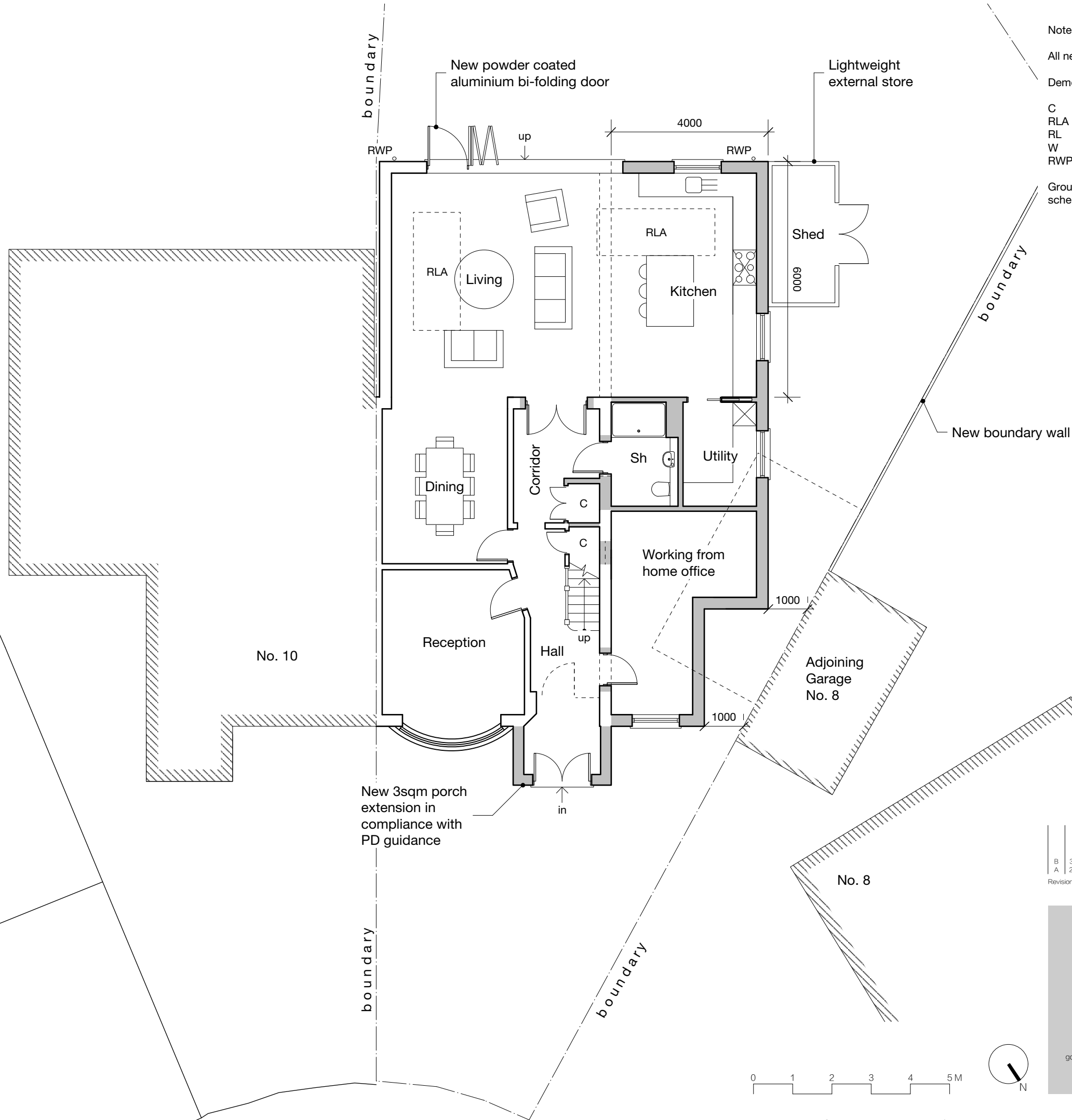
gcarchitecture@hotmail.com
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client
Mr M Gogna

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drawing EXISTING ROOF PLAN

date June 2017	scale 1:100 at A3	project no 2017.009
work stage 1	drawing no S04	revision -



Notes

All new work shown shaded

Demolition generally shown dotted

C Cupboard
RLA Roof light/lantern above
RL Roof light
W Wardrobe
RWP Rain water pipe

Ground floor layout is the same as per the previously consented scheme, application reference: 17/01731/HOU

B	31/08/18	GSC	Amended as per clients comments
A	28/08/18	GSC	Amended as per clients comments

Revision notes



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client
Mr M Gogna

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drawing
PROPOSED GROUND
FLOOR PLAN

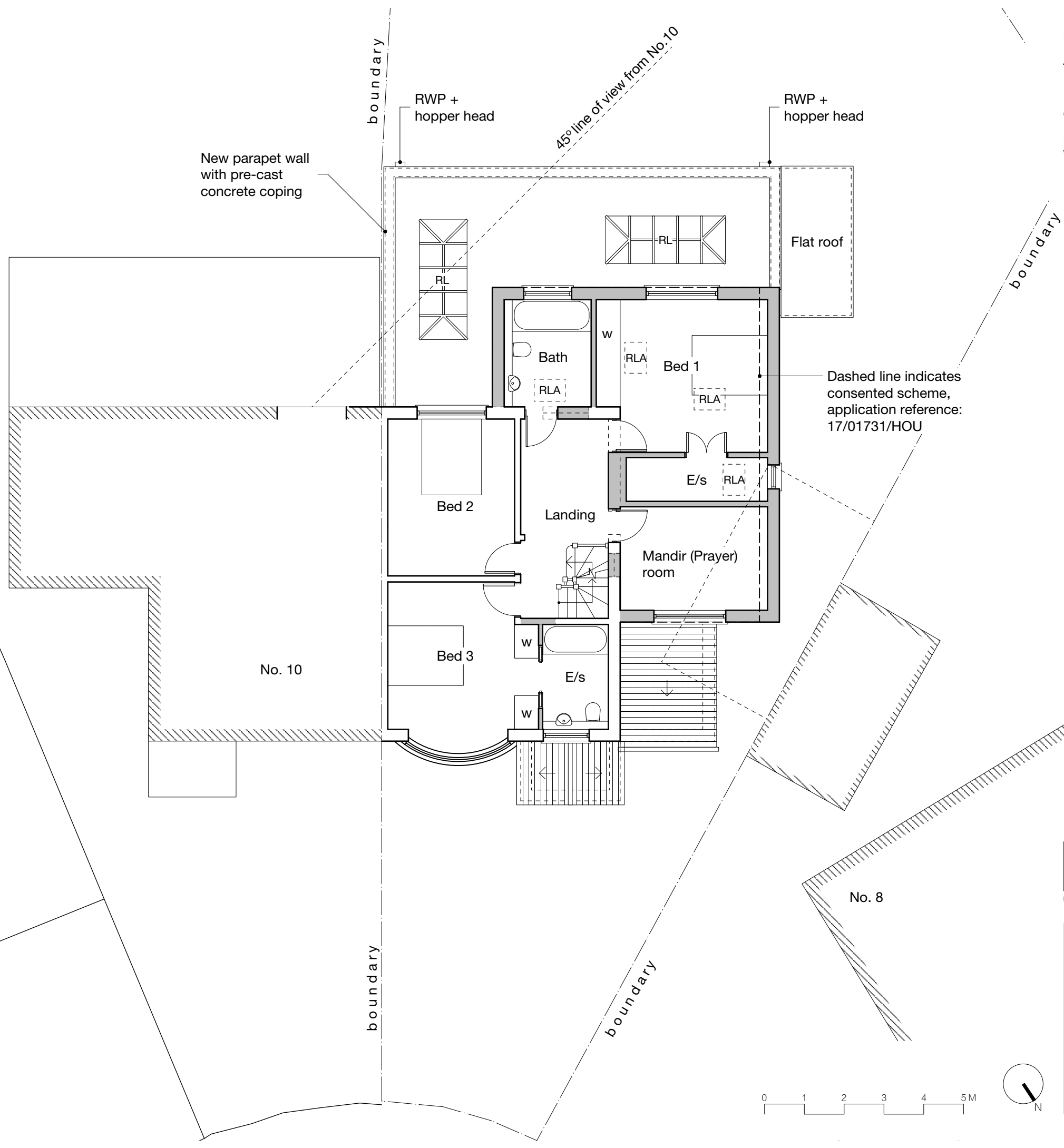
date
Aug 2018

work stage
3

scale
1:100 at A3

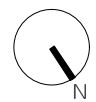
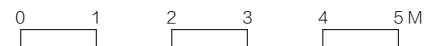
project no
2017.009

revision
B



- Notes
- All new work shown shaded
- Demolition generally shown dotted
- | | |
|-----|------------------|
| C | Cupboard |
| RLA | Roof light above |
| RL | Roof light |
| W | Wardrobe |
| RWP | Rain water pipe |

B	31/08/18	GSC	Amended as per clients comments
A	28/08/18	GSC	Amended as per clients comments
Revision notes			





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client
Mr M Gogna

project
9 Stanhope Way Stanwell TW19 7PJ

drawing
PROPOSED FIRST FLOOR PLAN

date
Aug 2018

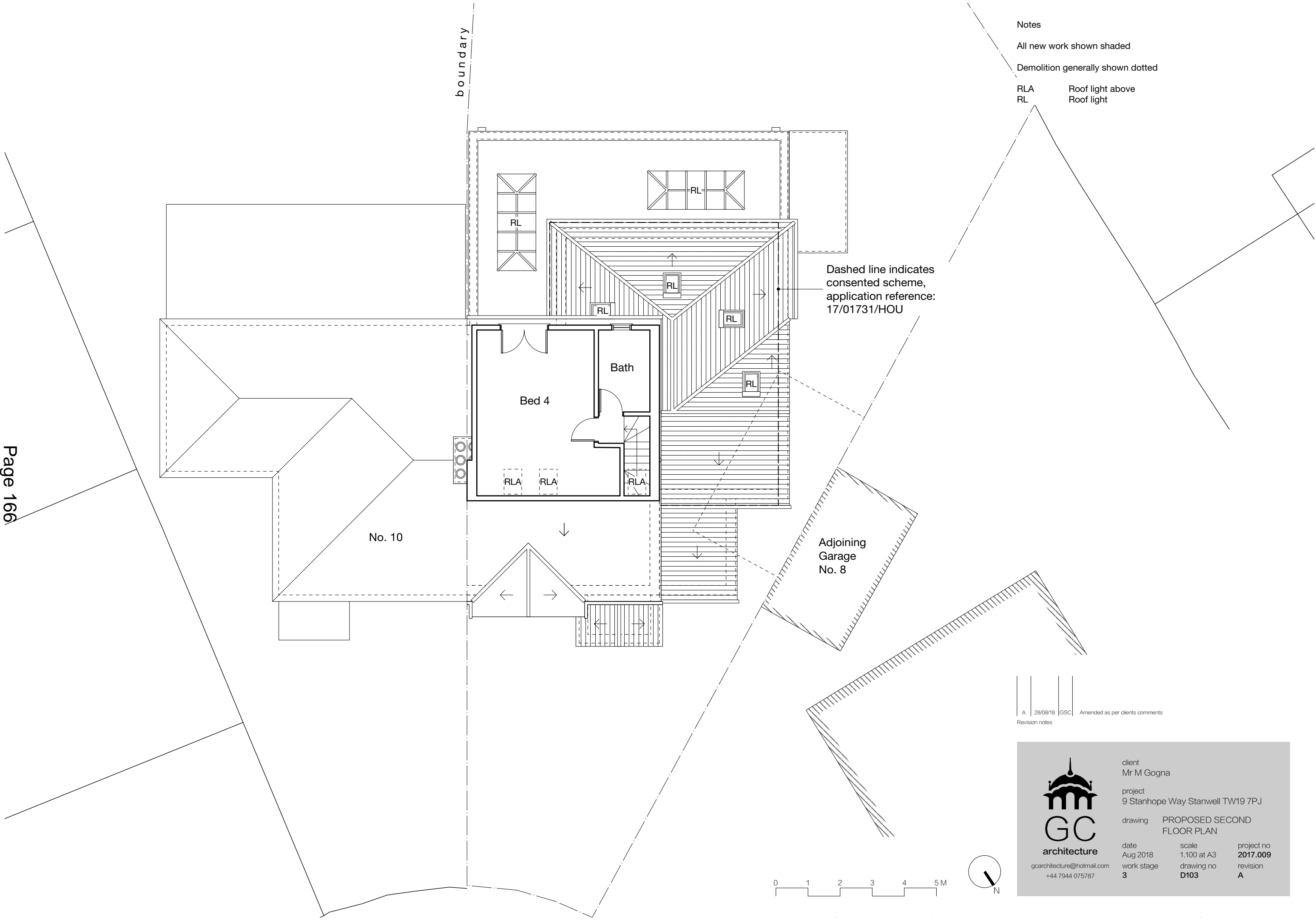
work stage
3

scale
1:100 at A3

drawing no
D102

project no
2017.009

revision
B



A	28/08/18	GSC	Amended as per clients comments
Revision notes			



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client
Mr M Gogna

project
9 Stanhope Way Stanwell TW19 7PJ

drawing
PROPOSED SECOND FLOOR PLAN

date
Aug 2018

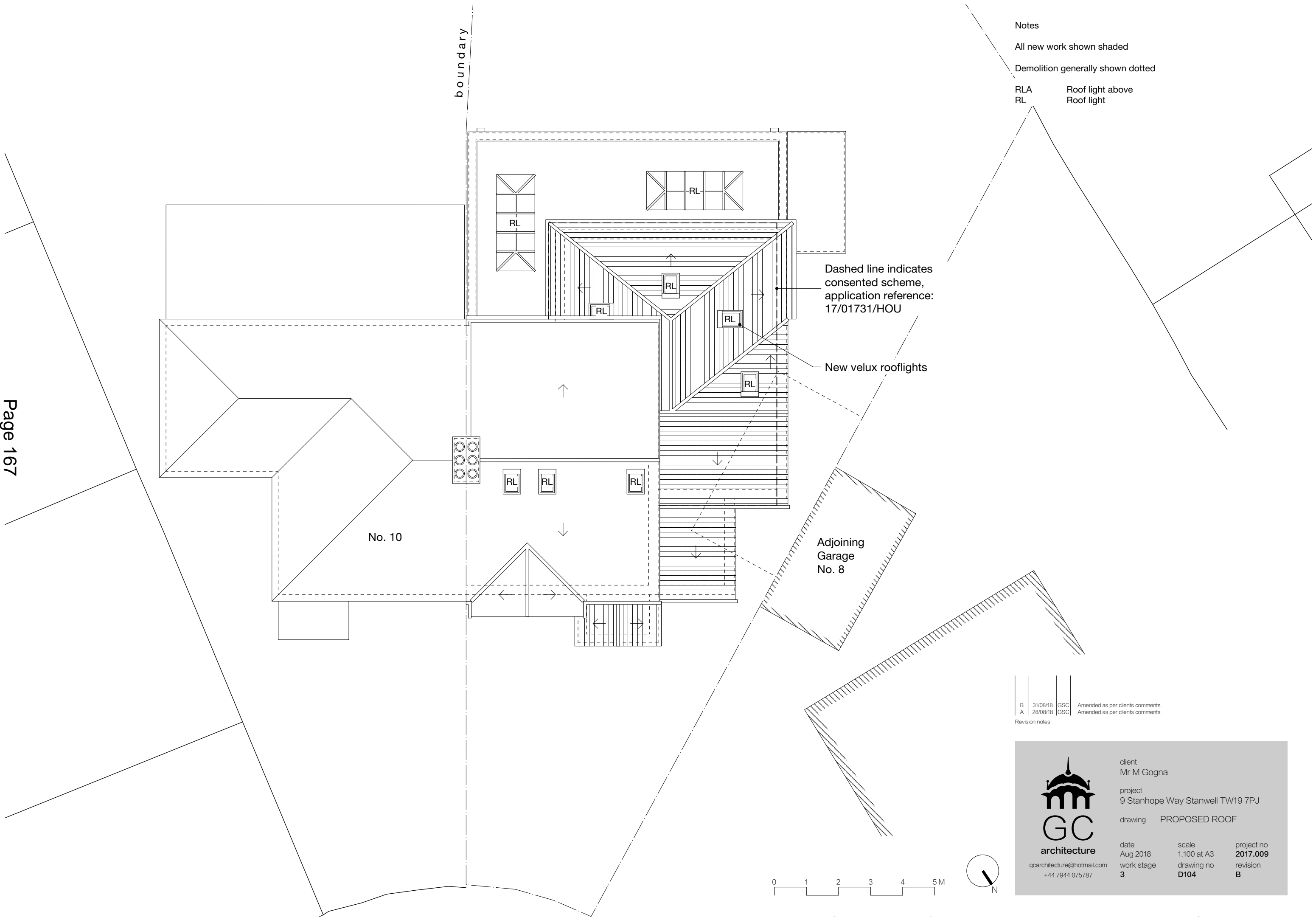
work stage
3

scale
1:100 at A3

drawing no
D103

project no
2017.009

revision
A



Notes

All new work shown shaded

Demolition generally shown dotted

RLA Roof light above
RL Roof light

Dashed line indicates
consented scheme,
application reference:
17/01731/HOU

New velux rooflights

Adjoining
Garage
No. 8

No. 10

B	31/08/18	GSC	Amended as per clients comments
A	28/08/18	GSC	Amended as per clients comments
Revision notes			



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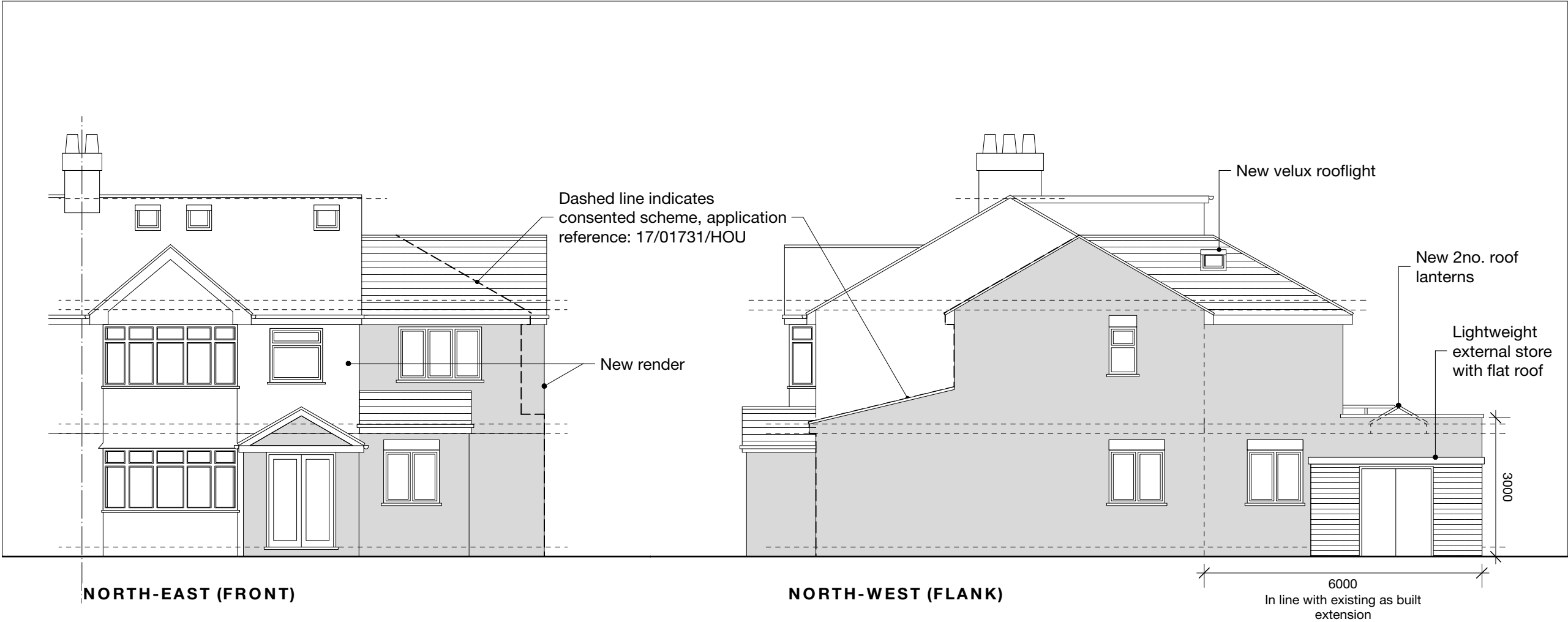
drawing PROPOSED ROOF

date Aug 2018	scale 1:100 at A3	project no 2017.009
work stage 3	drawing no D104	revision B

- Notes
- All new work shown shaded
- Demolition generally shown dotted
- RLA

Roof light above
- RL

Roof light



B	31/08/18	GSC	Amended as per clients comments
A	28/08/18	GSC	Amended as per clients comments
Revision notes			





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client

Mr M Gogna

project

9 Stanhope Way Stanwell TW19 7PJ

drawing

PROPOSED ELEVATIONS

date

Aug 2018

work stage

3

scale

1:100 at A3

drawing no

D105

project no

2017.009

revision

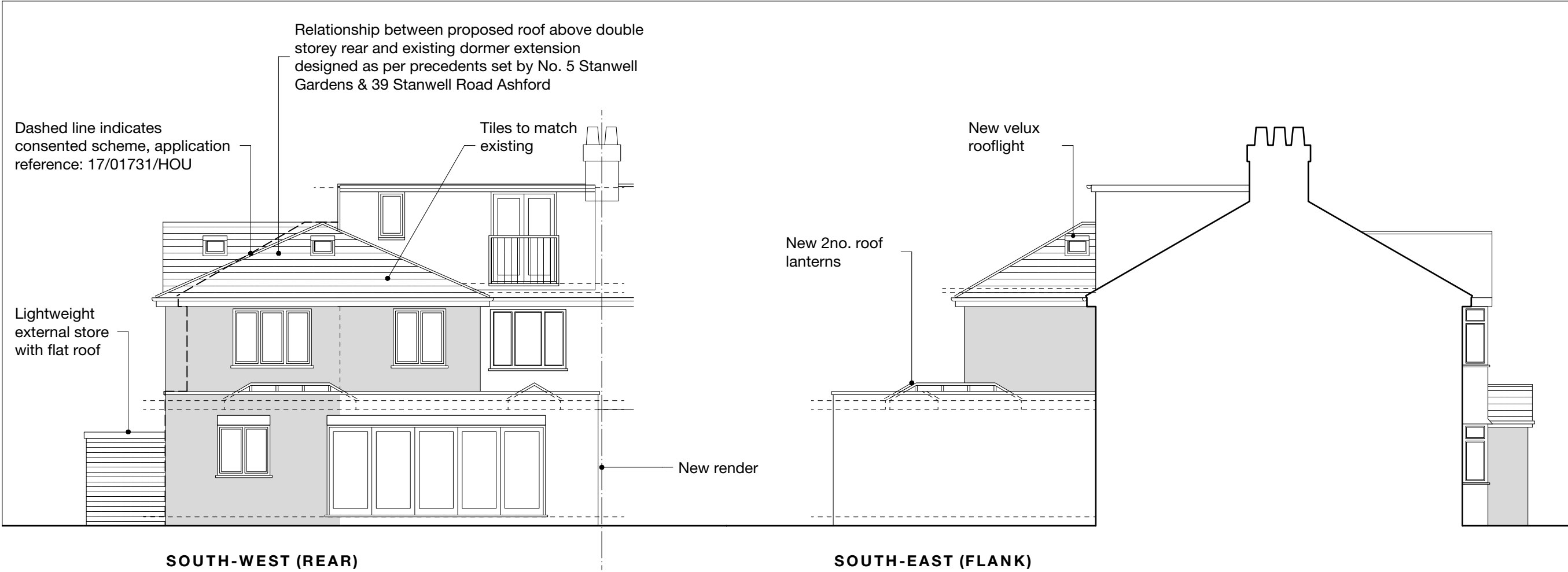
B

Notes

All new work shown shaded

Demolition generally shown dotted

RLA Roof light above
RL Roof light



B	31/08/18	GSC	Amended as per clients comments
A	28/08/18	GSC	Amended as per clients comments

Revision notes





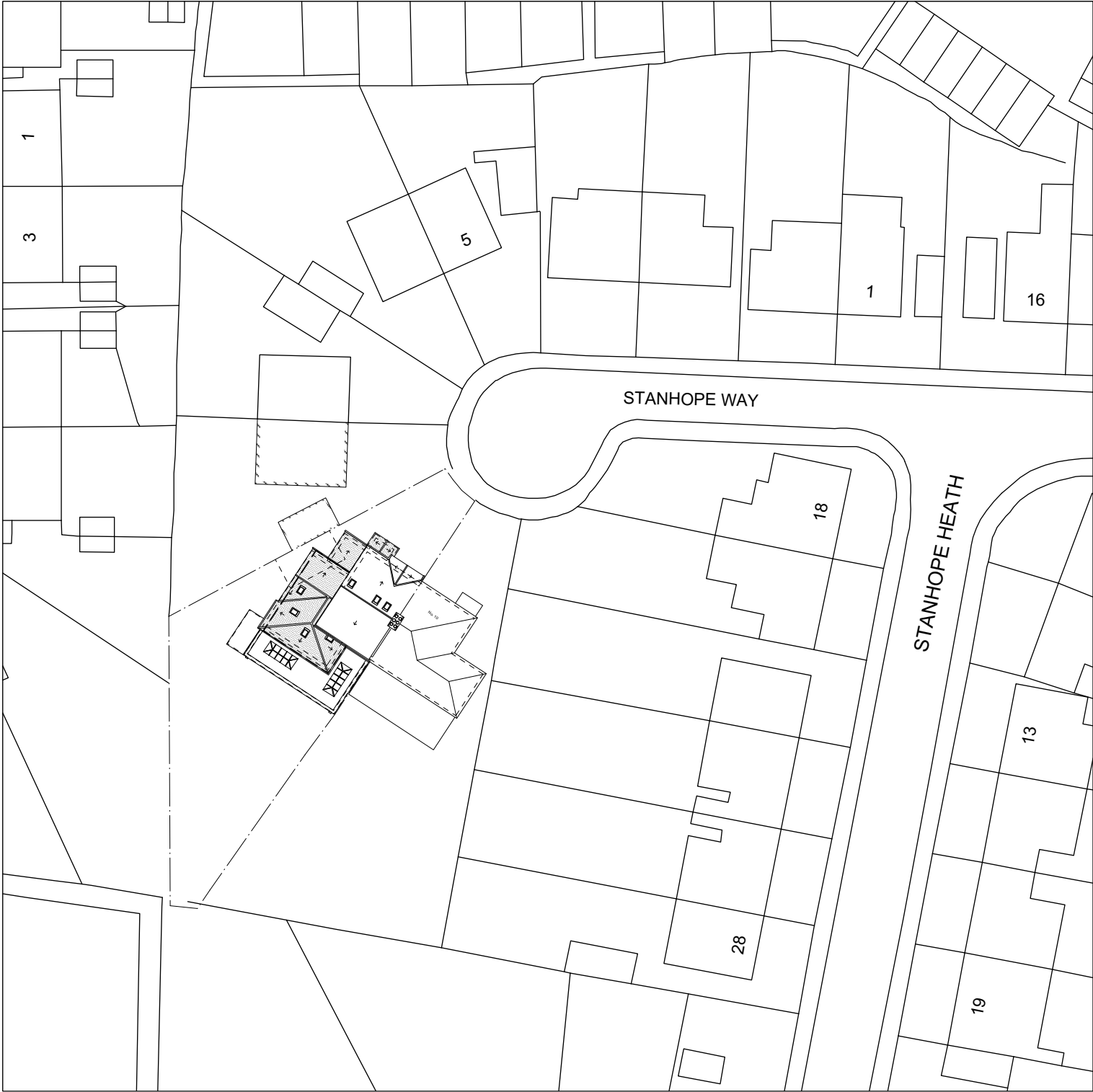
gcarchitecture@hotmail.com
+44 7944 075787

client
Mr M Gogna

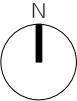
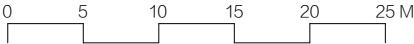
project
9 Stanhope Way Stanwell TW19 7PJ

drawing PROPOSED ELEVATIONS

date Aug 2018	scale 1:100 at A3	project no 2017.009
work stage 3	drawing no D106	revision B



A	28/08/18	GSC	Amended as per clients comments
Revision notes			



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client
Mr M Gogna

project
9 Stanhope Way Stanwell TW19 7PJ

drawing SITE LAYOUT PLAN

date
Aug 2018
work stage
3

scale
1:500 at A3
drawing no
D107

project no
2017.009
revision
A



1. View to front fo No. 9 Stanhope Way, looking south-west.



2. View to rear of No. 9 Stanhope Way and flank elevation



3. View to rear of No. 9 Stanhope Way, looking east.



4. View to rear of No. 10 Stanhope Way, looking north-east.

A	31/08/18	GSC	Further information added
Revision notes			



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client
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project
9 Stanhope Way Stanwell TW19 7PJ

drawing
PHOTOSHEET

date June 2017	scale NTS	project no 2017.009
work stage 1	drawing no S11	revision A



5. View to front fo No. 6 Stanhope Way, showing double storey extension looking north-west.



6. View to front fo No. 3 Stanhope Way, showing double storey & roof extensions looking north.



7. View to rear of No. 18 Stanhope Heath, showing side & rear wrap around extension looking east.



8. View to front of No. 9 Stanhope Heath, showing double storey side extension looking south-east.

-	-	-	-	-
Revision notes				



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client
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project
9 Stanhope Way Stanwell TW19 7PJ

drawing
PHOTOSHEET 2

date June 2017	scale NTS	project no 2017.009
work stage 1	drawing no S12	revision -



9. View to front of 5 Stanwell Gardens, TW19 7JY, showing gable end design similar to that of the proposed scheme.



10. View to rear of 5 Stanwell Gardens, TW19 7JY, showing completed rear dormer similar to that of the application site and 1st floor rear similar to the sketch proposal.



11. View to front of 35 Stanwell Road, Ashford, showing completed extensions similar to those of the application site.



12. View to front of 37 Stanwell Road, Ashford, showing gable end design similar to that of the proposed scheme.



13. View to front of 17 Thetford Road, Ashford, TW15 3BW, showing completed extensions similar to those of the application site.

-	-	-	-	-
Revision notes				



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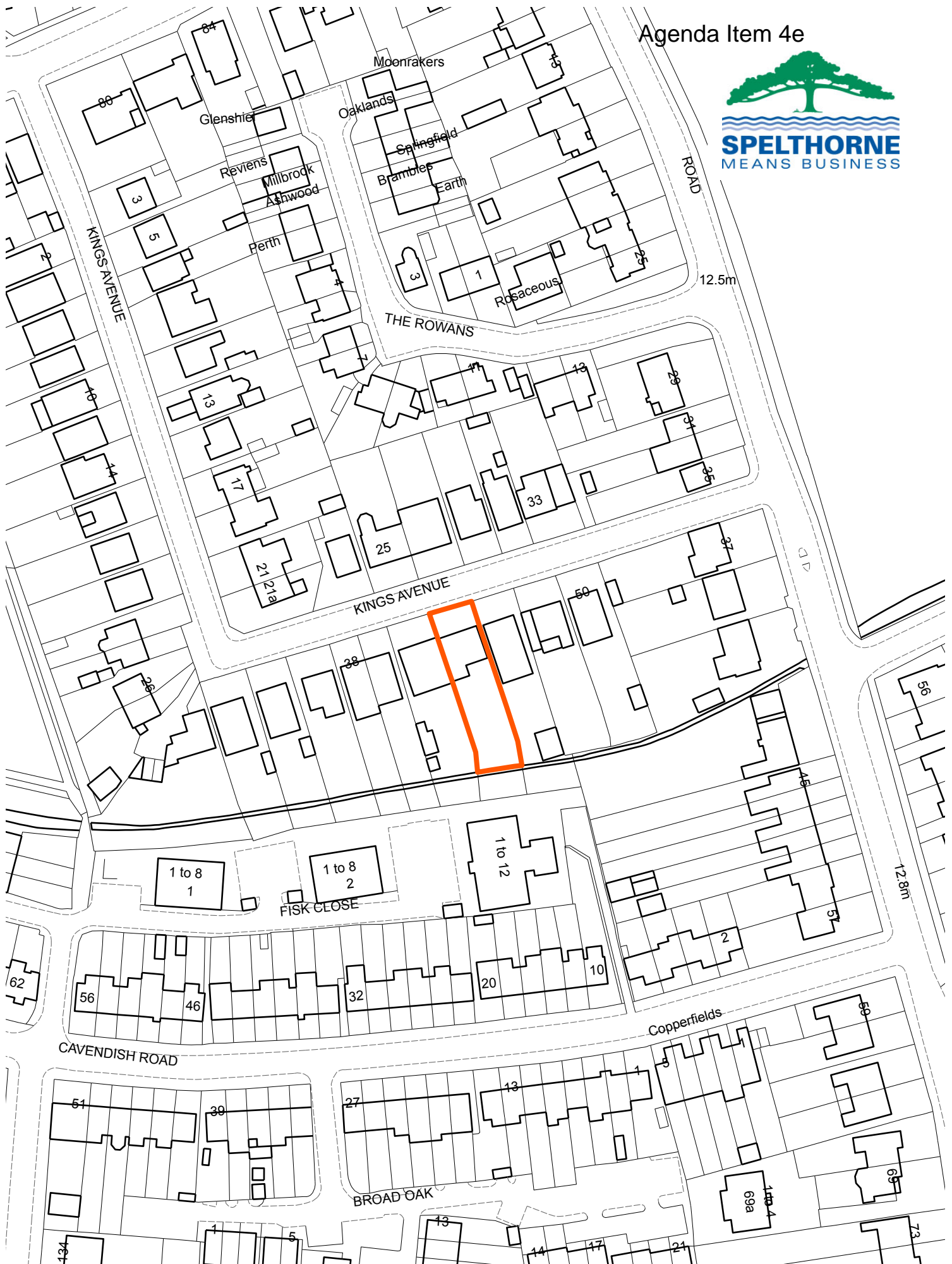
client
Mr M Gogna

project
9 Stanhope Way Stanwell TW19 7PJ

drawing
PHOTOSHEET 3

date Aug. 2018	scale NTS	project no 2017.009
work stage 1	drawing no S13	revision -

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18/01269/HOU - 44 Kings Avenue. Sunbury

Scale: 1:1,250

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Planning Committee

14 November 2018



Application Nos.	18/01269/HOU		
Site Address	44 Kings Avenue Sunbury On Thames TW16 7QE		
Proposal	Erection of single storey rear extension (following demolition of existing conservatory), a hip to gable end front and rear roof extension with the installation of 3 no. eastern and 3 no. western facing dormers and a rear facing Juliet balcony.		
Applicant	Mr Staple		
Ward	Sunbury Common		
Call in details	<p>The application has been called in by Cllr Spoor on the grounds of impacts on neighbours in terms of:-</p> <ul style="list-style-type: none"> • visual impact when seen from the street scene and out of keeping with all the other extensions and dwellings within the road. 		
Case Officer	Vanya Popova		
Application Dates	Valid: 04.09.2018	Expiry: 30.10.2018	Target: Extension of time agreed.
Executive Summary	<p>The application site is located within a residential area which contains a mix of bungalows and two storey properties, most of which have previously been altered and extended. A number of dwellings have dormers of varying sizes and design which creates a clear character along Kings Avenue.</p> <p>It is considered that the application which has been revised since the original submission would have an acceptable impact upon the character of the area and when viewed from the street scene. It is further considered that the revised 3 no pitched dormers on the each side of the property would respect the host building and neighbouring dormer in design terms.</p> <p>Taking into account that both adjoining properties have previously been altered and extended and that all proposed dormer windows would be obscured glazed and the proposal is for a 1st floor rear Juliet balcony, it is not considered that the proposal would have any significant adverse impacts upon the residential amenity of adjoining</p>		

	<p>properties in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.</p> <p>It is considered that the proposed scheme would have an acceptable impact upon the parking provision.</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:
- EN1 (Design of New Development)
- 1.2 Also relevant is the Supplementary Planning Document on the Design of Residential Extensions and New Residential Development, 2011

2. Relevant Planning History

92/00341/FUL Erection of a single storey rear conservatory

Approved 24.07.1992

SUN/FUL/7347/A Erection of garage and extension to kitchen

Approved 03.07.1963

SUN/OUT/7347 Erection of garage and kitchen extension

Approved 09.05.1963

3. Description of Current Proposal

- 3.1 The application site relates to a detached bungalow situated on the southern side of Kings Avenue in Sunbury-On-Thames. The site is within close proximity to a culverted main river, which runs along the bottom of the rear garden. The property contains an attached garage which has been partially converted into a utility room, and a conservatory with a substantial rear garden. The property has already made alterations to its roof including the installation of rooflights providing an additional bedroom. The majority of the front curtilage contains hardstanding to facilitate off-street parking.
- 3.2 Kings Avenue is a residential road which contains a mixture of dwelling types in terms of heights, designs and detailing, creating a varied street

scene with a particular predominance of single storey detached properties. A number of extensions and alterations to the roofs, including the installation of dormers windows in various designs, and rooflights have taken place on bungalow properties in order to provide additional habitable space. The application site is flanked on either side by chalet style dwellings, both of which have already been previously extended and altered at roof level.

- 3.3 The original proposal submitted by the applicant/agent comprised the erection of a single storey rear extension following demolition of an existing conservatory. In addition, the scheme also proposed the installation of two large flat roof dormers on each side which would have occupied more than half of the length of the roof; approximately 7.50 metres long together with a first floor rear facing Juliet Balcony. It is relevant to note that when the site visit was conducted on 18.09.2018, it was established that the building work has already commenced as the external walls of the single storey rear extension and the walls of the roof extension have been built. Several times the applicant and agent have been advised to stop works prior the decision is made. It is also relevant to note several amended plans have been submitted to the planning officer showing changes to the original proposal and requiring the neighbouring consultation period to be extended each time.
- 3.4 The latest plans submitted on 22.10.2018 show that the amended proposal comprises the erection of a single storey rear extension following demolition of an existing conservatory, hip to gable end front and rear roof extensions with the installation of 3 no. western and 3 no. eastern facing dormers with a rear facing Juliet Balcony. The amended scheme proposes a gable roof extension to the front and rear and a proposed extension at the rear which would extend 4.75 metres on the western elevation and 4 metres on the eastern elevation measured from the original rear wall of the bungalow. The visual effect to the side of the proposed extension is to create a chalet style property.
- 3.5 Copies of the Site Location plan, Block Plan, Existing and Proposed floor and elevation plans are provided as an Appendix.

4. Consultations

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

Consultee	Comment
Environmental Health	No objection, recommends an informative is attached to the decision notice.
Environment Agency	No objections, recommends an informative.

5. Public Consultation

5.1 The Council has received seven letters of objection have been received raising the following concerns:-

- The proposed extension at the rear extends more than what is allowed for a detached property
- The work has already started
- The drawings do not match what is being built (*Officer note: the development is not yet complete*)
- Over-looking
- Loss of privacy
- Over-bearing
- The proposed dormer windows should be obscured glazed and non-opening at low level (*Officer note: a condition has been recommended that the first floor windows are obscured glazed and non-opening under 1.7 metres internal floor level*)
- No dimensions have been shown on the dormers in terms of heights (*Officer's note:- The proposed plans are to scale and the dormers could be measured from the Council's website*)
- The front two dormers are much larger than the others
- Concern that the Juliet balcony will be turned into a proper balcony in the future (*Officer note: a condition has been recommended that no external access is provided*)
- The drawings keep changing

6. Planning Issues

- Design and appearance
- Impact on neighbouring properties
- Parking

7. Planning Considerations

7.1. Works on the extension commenced without the applicant first obtaining planning permission, and as a result of a recent enforcement investigation it is evident that the extension does not constitute 'permitted development'.

7.2. Whilst the building work has already commenced prior the determination of the application, the current planning application would still need to be assessed in the same way as other applications.

Design and Appearance

7.3. Policy EN1 (a) of the Core Strategy and Policies Development Plan Document (2009) states that new developments should respect and make a positive contribution to the street scene in terms of scale, height, and proportions. Moreover, the Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New

Residential Development, 2011 clearly states that the roof design and any dormers should reflect the character of the original property and should not be over dominant or out of proportion.

- 7.4. Kings Avenue contains a mix of bungalows and two storey properties which vary in architectural designs. Dormers with different sizes and designs including flat roofed, false pitched and fully pitched are common features along this residential street.
- 7.5. The revised scheme proposes 3 no. dormers on each side of the flank elevations which would be incorporated within the pitched roof. It is considered that the revised design of the dormers would respect the host building and neighbouring properties in design terms. It is further considered that the proposed alterations to the roof would be keeping with the character of the area, in particular the adjoining properties. The proposed front gable end design would have a half hipped element to the front, which would be slightly smaller than the adjacent neighbouring chalet properties. A clear presence of gable end properties have been observed along Kings Avenue.
- 7.6. In addition, it is considered that the revised dormers would have a similar appearance to the neighbouring property no 46 Kings Avenue particularly when viewed from the front. Whilst it has been noted that the two dormers to the front of the road would be slightly larger (approximately 1 metre) in scale than the others, taking into account the character of the locality, it is not considered that the appearance would be significantly unbalanced when viewed from the street scene or would appear as over dominant or out of proportion. The proposed dormers would be set in from the eaves by approximately 0.98 metre and the revised front dormers would be set back front the ridge edge by 1 metre, whereas the dormers closest to the rear edge would be set in 2.20 metres.
- 7.7. It is considered that the proposed design and appearance will be in keeping with the character of the surrounding area and complies with the requirements of Policy EN1 (a).

Impact on neighbouring properties

- 7.8. Policy EN1 (b) of the Core Strategy and Policies (CS & P DPD) states that proposals 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 proximately or outlook. It is relevant to note that the Council's Supplementary Planning Document (SPD, 2011) recognises that most developments will have some impact on neighbours. However, it has to be ensured that the amenity of adjoining neighbours is not significantly harmed.

- 7.9. Notwithstanding the fact that in an urban area such as this case, it would be expected that some level of over-looking could occur and both adjoining properties on each side have been previously extended and altered and in fact both properties have 1st floor rear windows. The neighbour at no. 46 has a roof light in the rear single storey extension and has raised concern that overlooking would occur from the rear first floor window of the proposed extension. However, it is not considered that this would result in direct overlooking and could not be a reason to object to the application. It has been noticed that the neighbouring property to the west (no 42 Kings Avenue) contains a first floor balcony with an external access. No 46 Kings Avenue's original footprint has been extended by 8 metres at the rear, whereas the neighbouring property to the west of the site contains a single storey rear extension measuring 3 metres in depth.
- 7.10. It is relevant to note that both neighbouring properties have made alterations to their roofs including the installation of side dormers. Whilst the proposed rear extension would exceed the Council's 4 metres recommended depth by 0.75 metre, it would however be unreasonable to refuse the scheme on this basis because there would be no additional material impact. The neighbouring property to east of the site (no 46 Kings Avenue) would still extend further beyond the application site by approximately 3 metres.
- 7.11. In relationship to no 42 Kings Avenue, it has been noted the neighbouring concerns in terms of over-bearing. However, the proposed rear extension would project approximately 1.75 metres further from no 42 Kings Avenue's rear extension and the highest point of the single storey rear extension nearest to the western boundary would measure 3.5 metres in height. Therefore, it is not considered that the neighbouring amenity would be significantly impacted in terms of over-bearing and loss of light.
- 7.12. Taking into account that all proposed 6 no side facing first floor windows would be obscured glazed (the bedroom and office rooms have clear glazed windows looking to the front and back) and that no 46 and 42 Kings Avenue dormer windows facing the application site are obscured glazed with the exception of 1 no. dormer on the western flank elevation of 46 Kings Avenue, it is not considered that the proposal would cause a significant over-looking or loss of privacy. However, a condition is recommended for these windows to be obscured glazed.
- 7.13. It has been noted the neighbouring concerns in terms of potential over-looking and loss of privacy caused by the proposed Juliet Balcony to the rear., However it is relevant to note that the previous external space between the Juliet Balcony and above the single storey rear extension has been removed. Both adjoining properties contain 1st floor rear windows and as such it is not considered that a reason for refusal could be justified. It is relevant to note that the proposed/revised plans show that the Juliet Balcony would not have an external access. In addition, a

Juliet Balcony where there is no platform and therefore no external access, would normally be permitted development. However, a condition is recommended that no external access should be provided.

- 7.14. Therefore, the revised proposal is considered to have an acceptable impact upon amenity of neighbouring and adjoining properties.

Parking provision

- 7.15. It is considered that the proposed scheme would have an acceptable impact upon the parking provision. The site contains a large driveway to the front that can accommodate more than one vehicle. In addition, King's Avenue is an unrestricted road in terms of parking and as such it provides opportunities for on-street parking.

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 Location Plan, Site Plan, PL101 and PL111 Received on 31.08.2018, PL201 Rev j and PL211 Rev h Received on 22.10.2018.

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

3. The development 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.

4. Prior to the occupation of the development hereby permitted the first floor window (s) on the western and eastern flank elevation(s) shall be obscure glazed and be non-opening to a minimum height of 1.7 metres above internal floor level.The(se) window(s) shall thereafter be permanently retained as installed.

Reason:-.To safeguard the privacy of the adjoining property(ies) in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. That no further openings of any kind shall be formed on the eastern and western flank elevation(s) of the development hereby permitted without the prior written consent of the Local Planning Authority.

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

6. That a railing be provided in front of the proposed french windows in the rear elevation at first floor level and that no platform and external access is provided.

Reason:-. To safeguard the privacy of the adjoining property(ies) in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

INFORMATIVES TO APPLICANT

1. The applicant's attention is drawn to the requirements of the Party Wall Etc. Act 1996 in relation to work close to a neighbour's building/boundary.
2. This development is situated within 250 metres of a current or historic landfill site or gravel pit. A gas impermeable membrane should be incorporated within the structure along with a ventilated sub floor area. Any services entering/leaving the structure should be located above the gas impermeable membrane or alternatively, adequate seals will need to be provided if the membrane is to be breached. The details of the gas impermeable membrane and with particular attention to the joins with any existing structure and seals around any services, plus details of the sub-floor ventilation should be submitted to the Local Planning Authority for approval prior to the works being carried out.

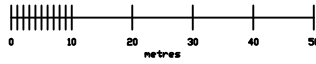
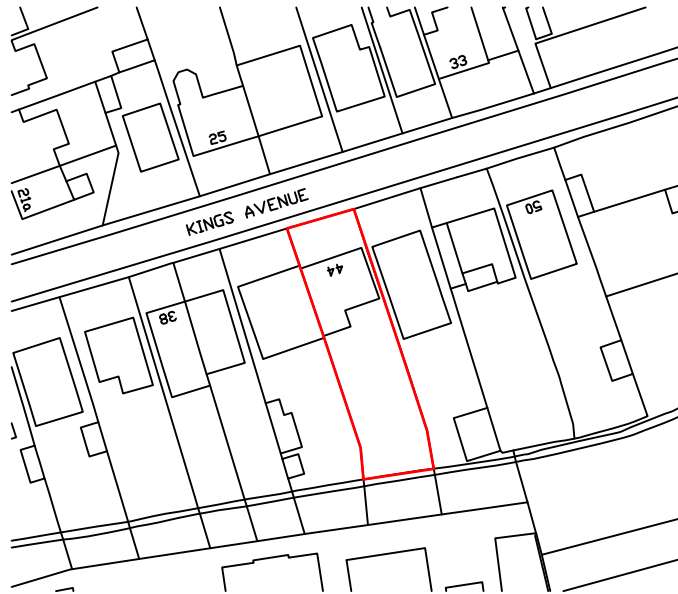
The applicant is advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences.

3. Informative - Environmental Permit

This development may require an Environmental Permit from the Environment Agency under the terms of the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016 for any proposed works or structures, in, under, over or within 8 metres of the

top of the bank of designated 'main rivers'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt.

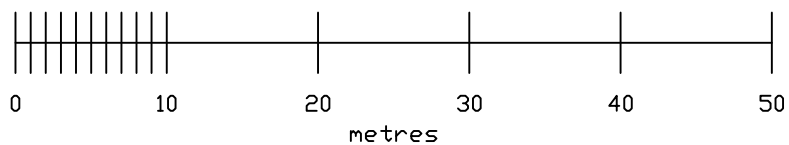
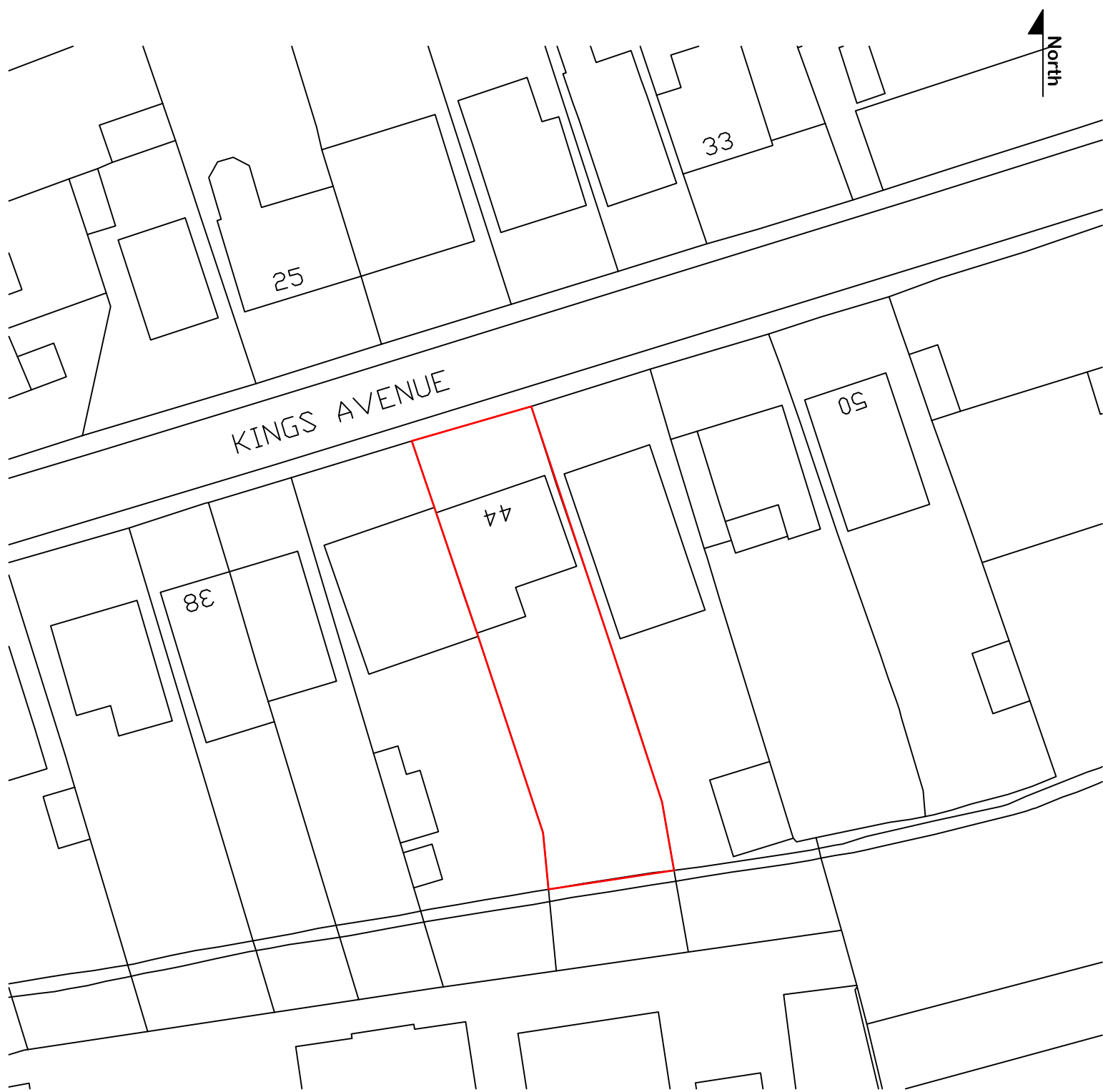
An environmental permit is in addition to and a separate process from obtaining planning permission.



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PLANNING

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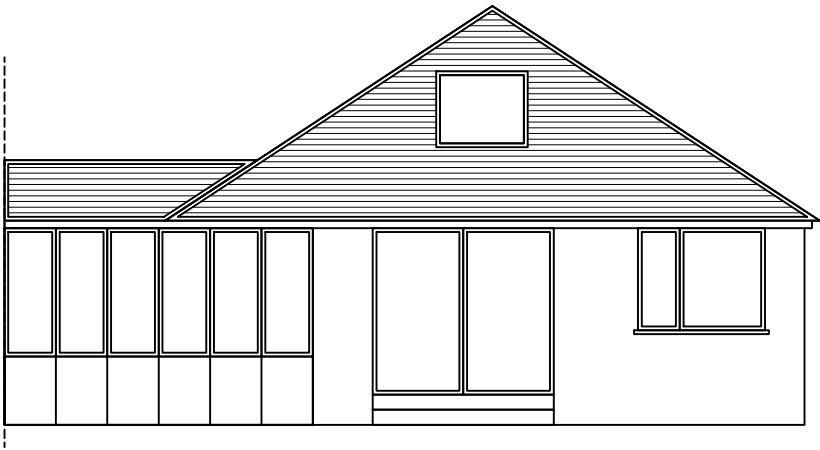
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PLANNING

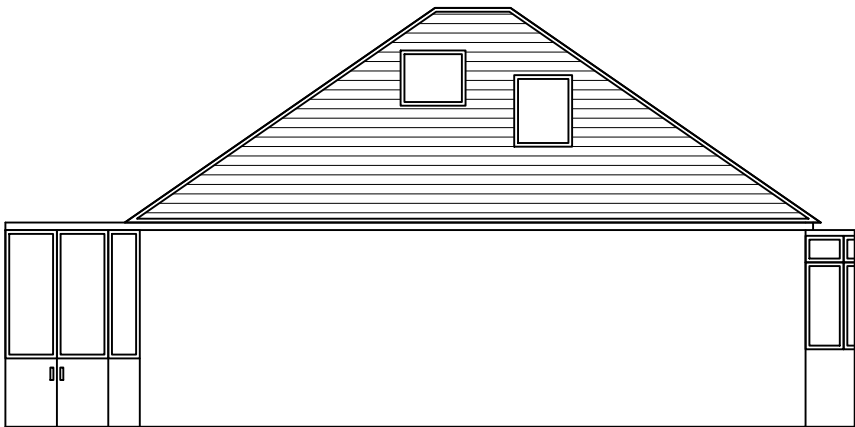
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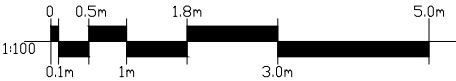
Existing Front Elevation



Existing Rear Elevation



Existing Side Elevation

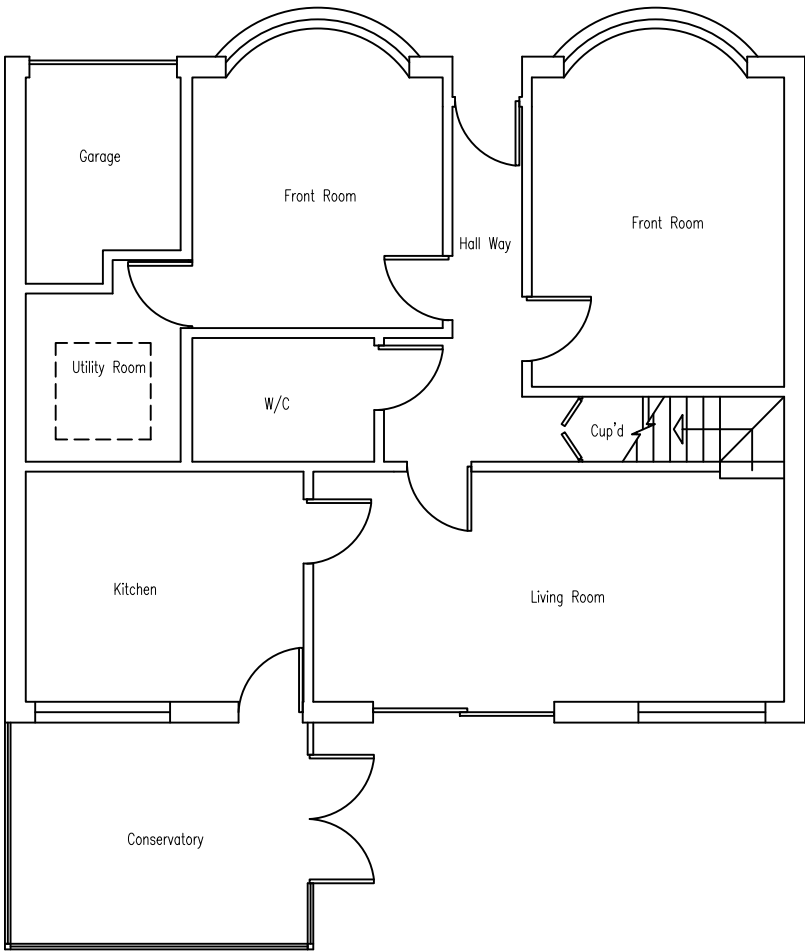


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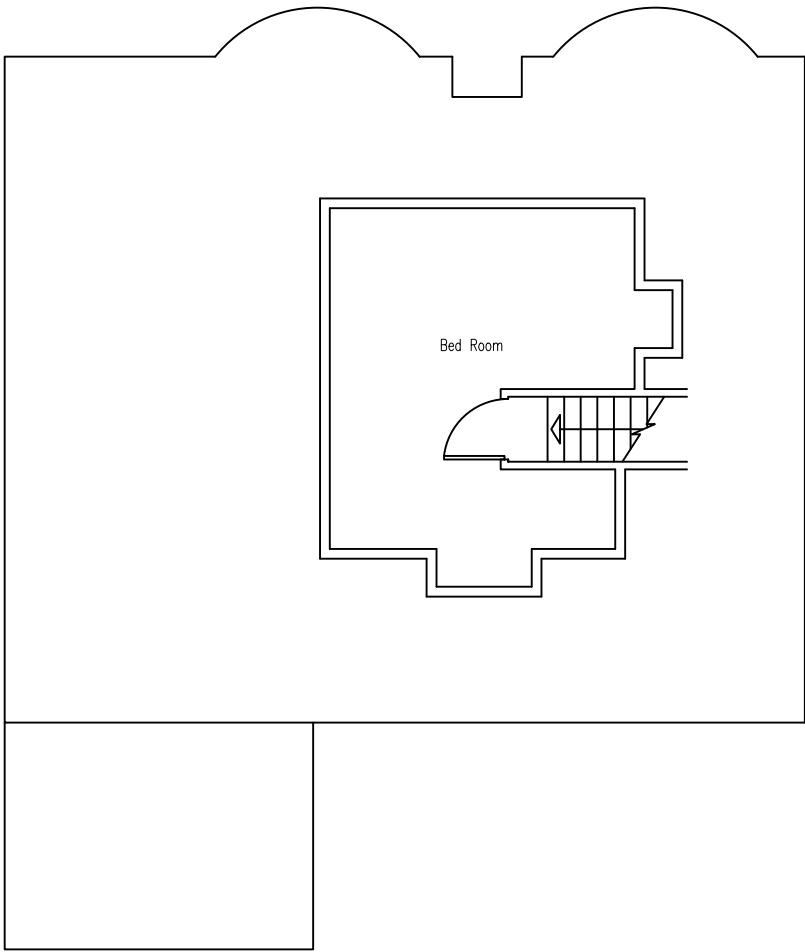
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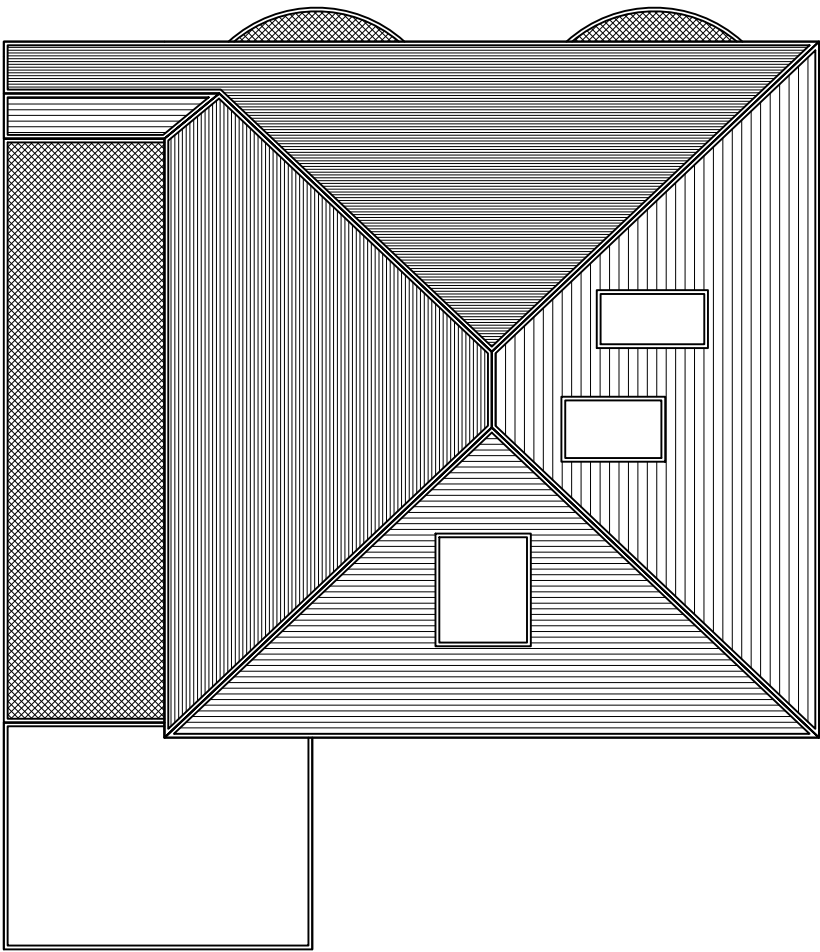
Planning & Design * Structural Engineering * Party wall Matters
42 Roding Road, London E5 0DW
Mob: [07792243190](tel:07792243190) * Web: www.JVFLondon.co.uk * Email: josh@JVFLondon.co.uk



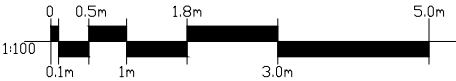
Existing Ground Floor



Existing First Floor



Existing Roof Plan

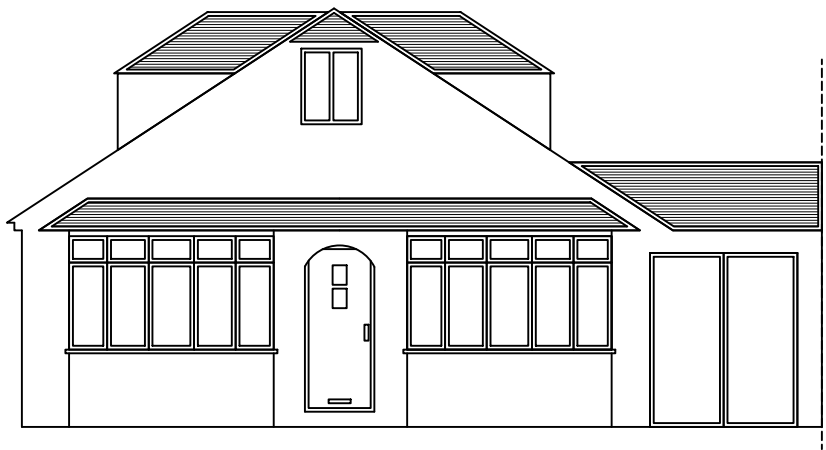


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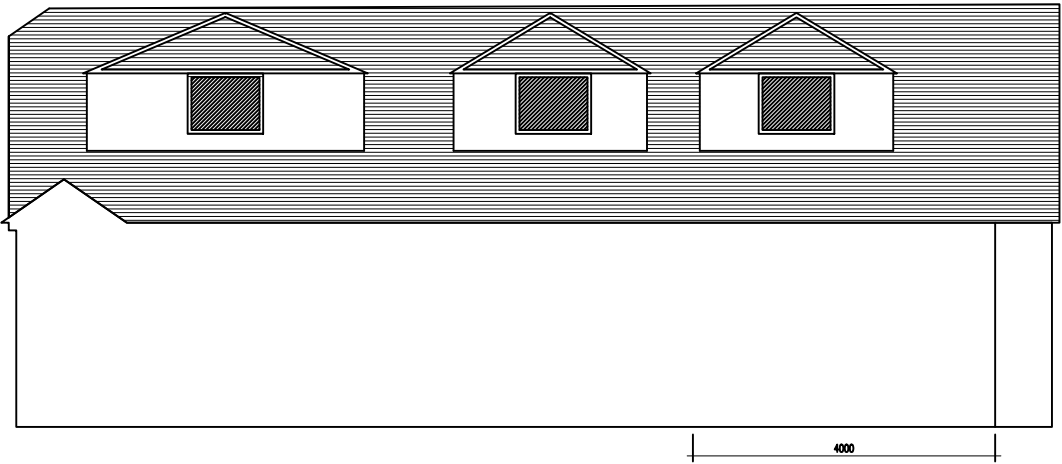
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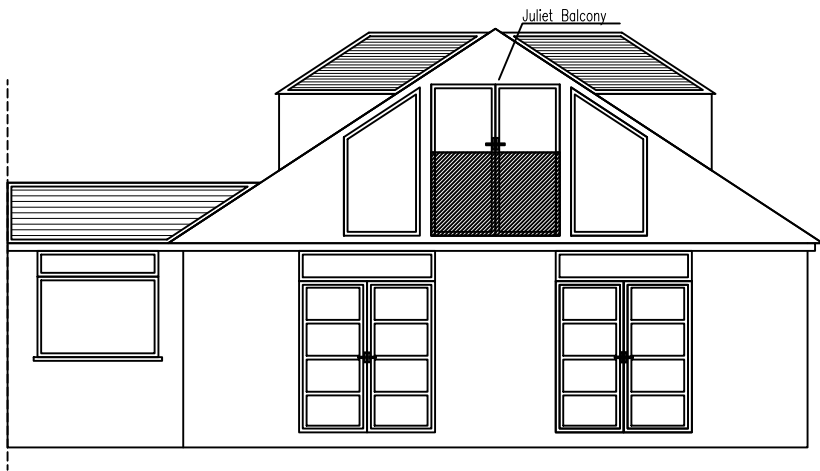
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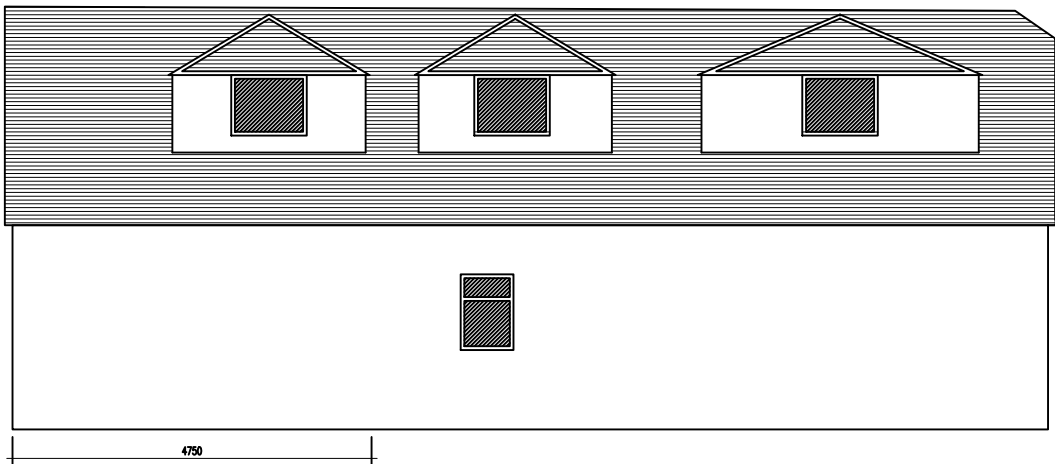
Proposed Front Elevation



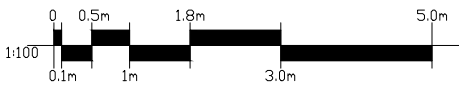
Proposed Side Elevation



Proposed Rear Elevation



Proposed Side Elevation

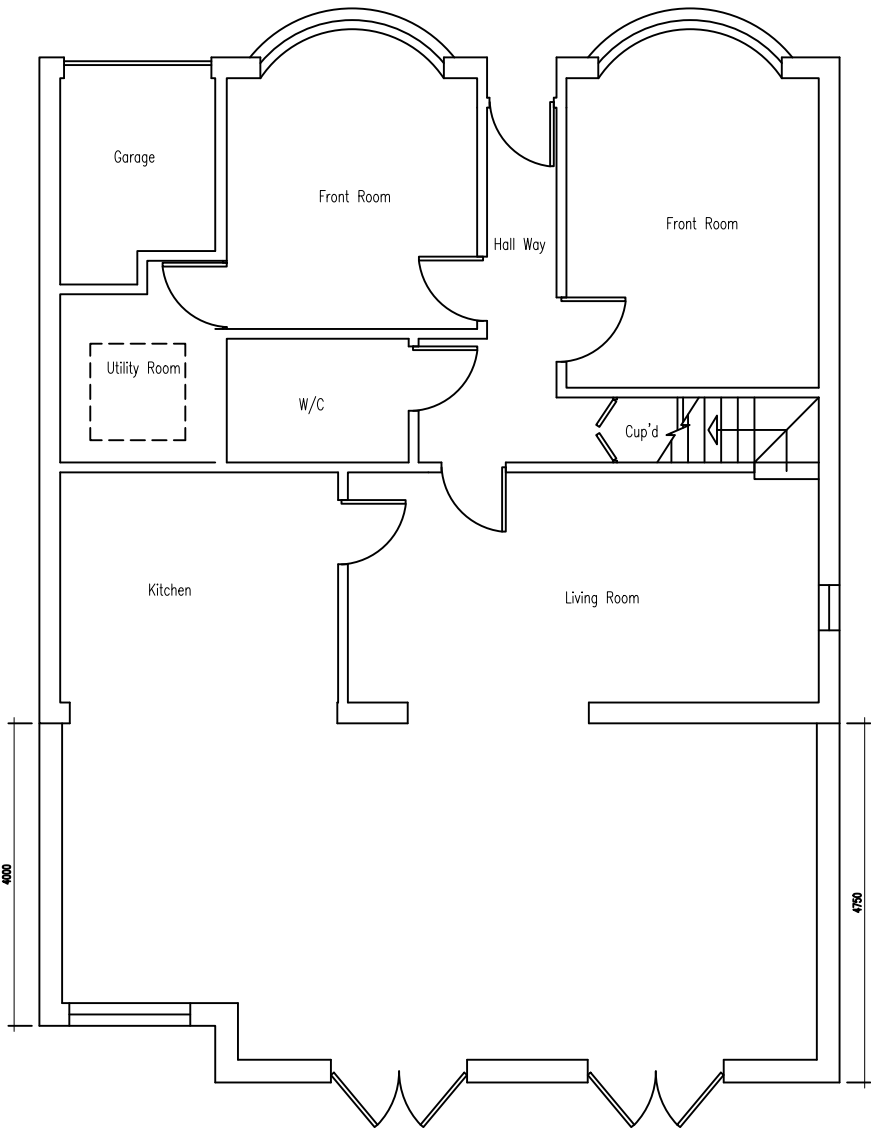


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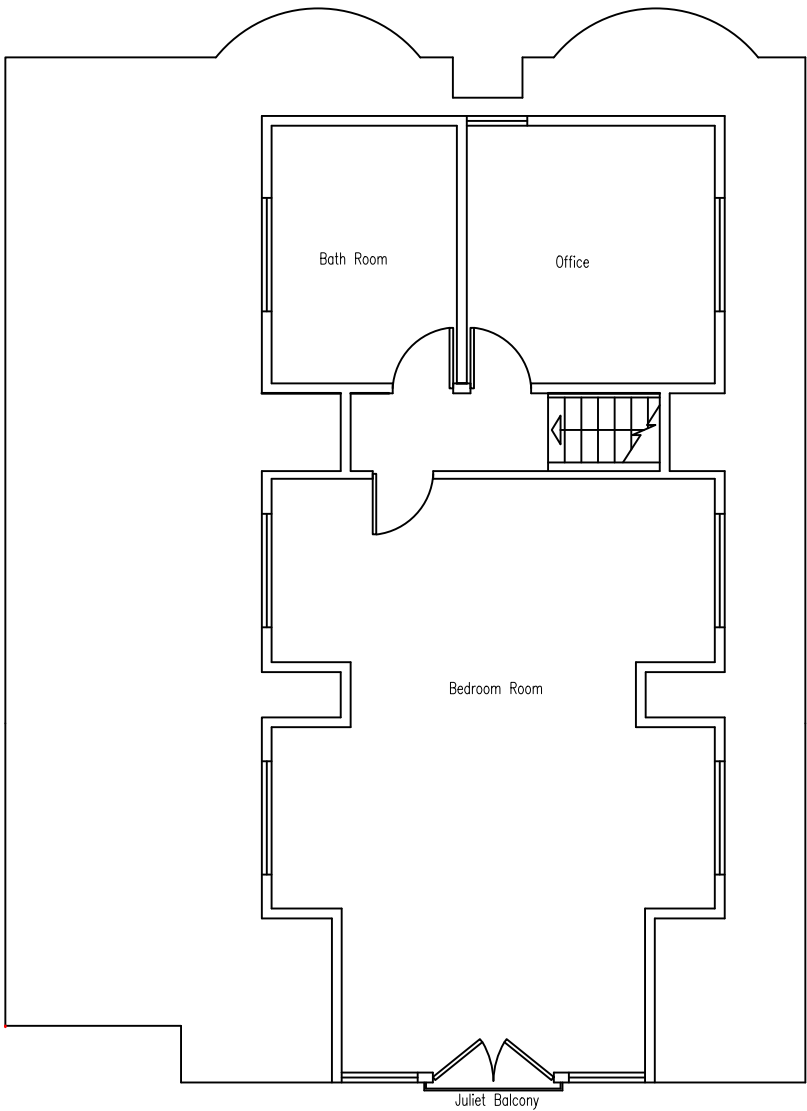
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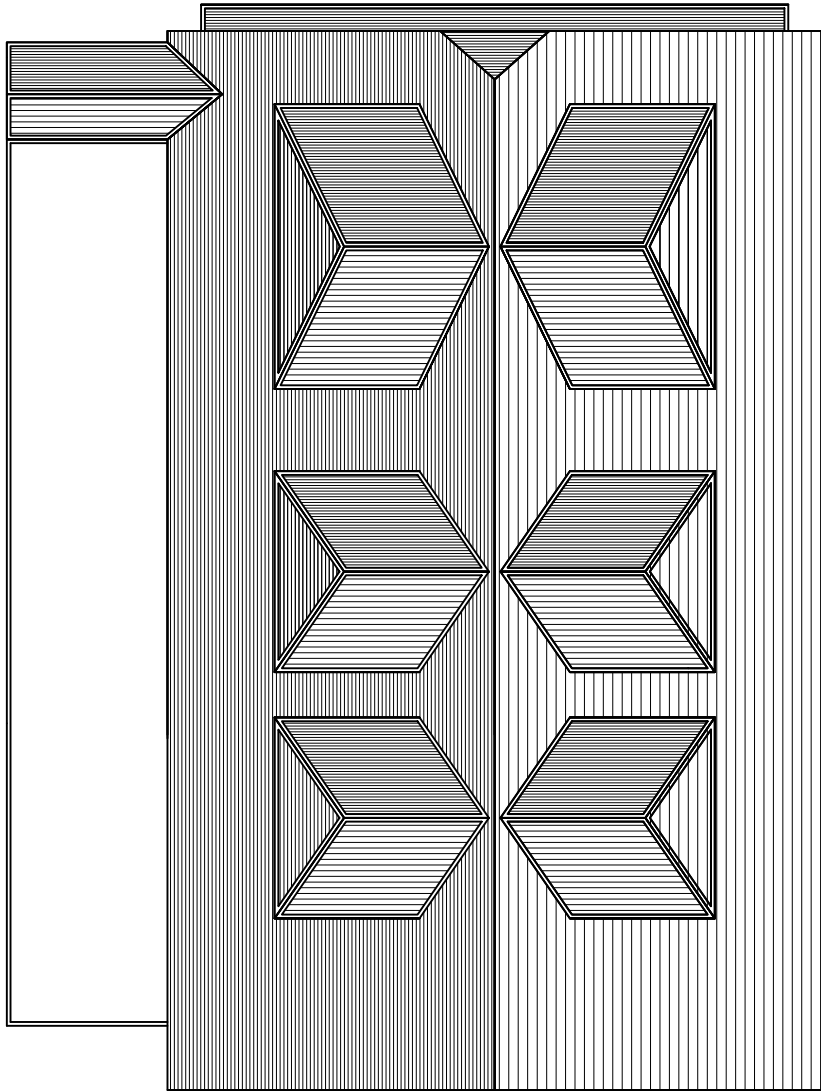
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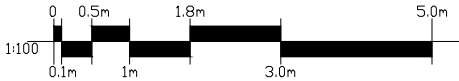
Proposed Ground Floor



Proposed First Floor



Proposed Roof Plan



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44 Kings Avenue, Sunbury-On-Thames. TW16 7QE					Laurel Staple		07/18	JVF	PL201	j

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PLANNING APPEALS

LIST OF APPEALS SUBMITTED BETWEEN 4 OCTOBER AND 1 NOVEMBER 2018

Planning Application Number	Inspector ate Ref.	Address	Description	Appeal Start Date
17/01791/HOU	APP/Z3635/W/18/3203 670	15 Park Road Stanwell Staines-upon-Thames TW19 7PB	Erection of vehicle crossover.	08/10/18
17/01938/FUL	APP/Z3635/W/18/3209 382	20 Bridge Street Staines-upon-Thames TW18 4TW	Erection of a five storey building of 9 self-contained flats comprising 3 no. 1 bed flats, 5 no. 2 bed flats and 1 no. 3 bed flats with associated cycle parking following demolition of existing two storey building.	12/10/18
18/00804/HOU	APP/Z3635/D/18/32109 97	28 Hadrian Way Stanwell Staines-upon-Thames TW19 7HF	Erection of part two storey part single storey side and rear extension.	16/10/18
18/00961/HOU	APP/Z3635/D/18/32110 66	Willow Hayne Pharaohs Island Shepperton TW17 9LN	Erection of a two storey side extension and associated veranda.	16/10/18
18/00788/HOU	APP/Z3635/D/18/32113 26	7 Squires Road Shepperton TW17 0LQ	Erection of part single, part two storey side/rear extension.	16/10/18
18/00631/HOU	APP/Z3635/D/18/3206 638	Cheyne Cottage 7 Oaks Road Stanwell Staines-upon-Thames	Erection of a detached double garage.	18/10/18

APPEAL DECISIONS RECEIVED BETWEEN 4 OCTOBER AND 1 NOVEMBER 2018

Site	Sans Souci 35 Hamhaugh Island Shepperton TW17 9LP
Planning Application No.:	17/01322/FUL
Proposed Development:	Erection of replacement dwelling following demolition of existing.
Reason for Refusal	The proposed development represents inappropriate development in the Green Belt for which no very special circumstances have been demonstrated. It will result in the site having a more urban character, will diminish the openness of the Green Belt and conflict with the purposes of including land within it. The proposal is therefore contrary to Section 9 (Protecting Green Belt land) of the National Planning Policy Framework 2012, Policy EN2 of the Core Strategy and Policies DPD 2009 and Saved Local Plan Policy GB1
Appeal Reference:	APP/Z3635/W/18/3194902
Appeal Decision Date:	05/10/2018
Inspector's Decision	The appeal is dismissed.
Inspector's Comments:	<p>The Inspector considered that the main issues were:</p> <ul style="list-style-type: none"> • Whether the proposal would be inappropriate development within the Green Belt, including the effect on the openness of the Green Belt. • If the development is inappropriate, whether the harm, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. If so would this amount to the very special circumstances necessary to justify the proposal. <p>On the first point the Inspector felt that the overall increase in height and over such a depth and sited centrally in the plot was "compelling". It would be, he felt, "clearly conspicuous and perceived as more visually intrusive in its surroundings. It would therefore have a greater impact on openness than the existing development". The replacement building would, therefore, be materially larger than the buildings it would replace, would have a greater impact on openness and consequently the</p>

exception outlined in (d) of Paragraph 145 of the NPPF did not apply. He also considered that the site did not constitute previously developed land' because land in built up areas such as residential gardens is excluded from the definition in the NPPF. As a consequence, the Inspector concluded that the proposal would be inappropriate development in the Green Belt, which is by definition, harmful. It would also have a greater and more harmful impact on the openness of the Green Belt.

In terms of other matters, the Inspector agreed that the scheme would provide betterment in terms of flood resistance and resilience but there was nothing to suggest that such improvements or betterment could not be achieved with an alternative and smaller scheme. Also, the proposal would provide a more attractive standard of living over the current arrangement, including in energy efficiency and layout terms. However, the Inspector commented that these were also plot land developments that were only ever intended for occasional use. He also acknowledged that an extension may, theoretically, be erected as a full back position although it would be of a much lower height and lesser scale and bulk than the appeal proposal.

The Inspector concluded that the development represented inappropriate development which is, by definition, harmful to the Green Belt. In addition, the dwelling by reason of its size, caused harm to the openness of the Green Belt and the very special circumstances necessary to justify the development do not exist. Consequently the appeal was dismissed.

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