

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

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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 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 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



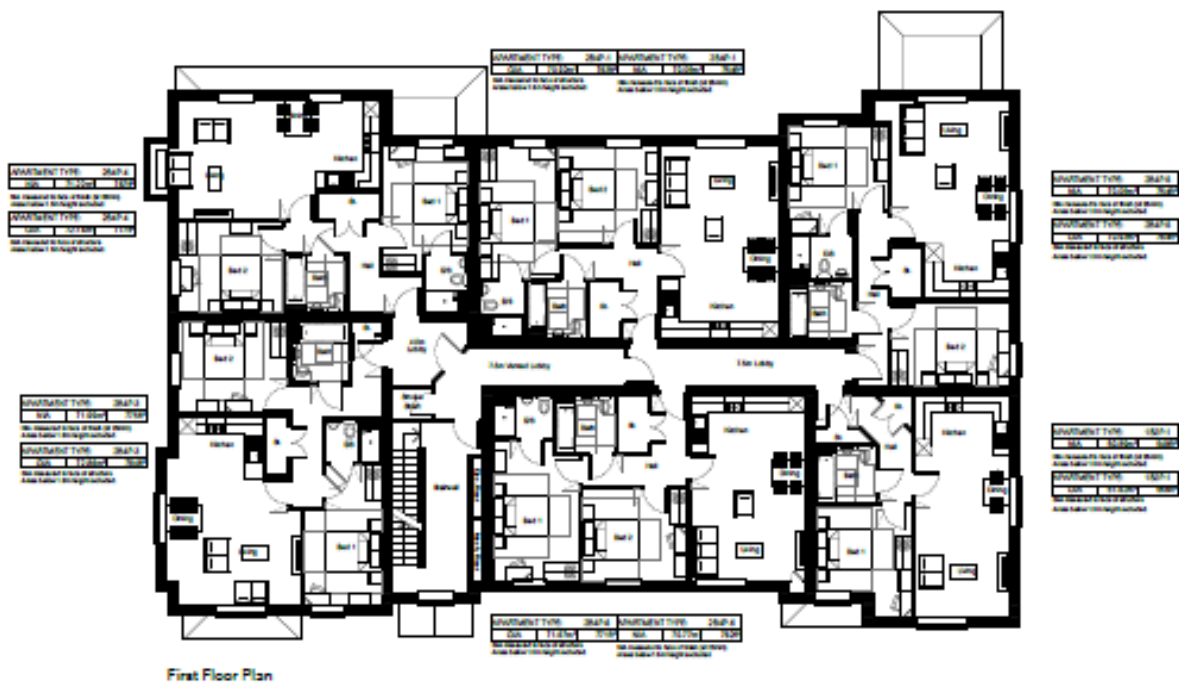
Rear North Facing Elevation

Proposed elevation



Rear North Facing Elevation

Previously approved floor plan



Proposed floor plan

