

Planning Committee

20 August 2025



Application No.	25/00714/FUL		
Site Address	60 Avondale Road Ashford TW15 3HT		
Applicant	Daniel Moore (Axmo North Limited)		
Proposal	First floor rear extension to facilitate a Change of use from a 6-person HMO (use class C4) to a 7-person HMO (use class sui generis)		
Case Officer	Drishti Patel		
Ward	Ashford North and Stanwell South		
Called-in	This application has been called in by Councillor Geech on the basis that the development provides insufficient parking, obstruction of natural light		
Application Dates	Valid: 28.05.2025	Expiry: 23.07.2025	Target: Extension of Time agreed to 27.08.2025.
Executive Summary	<p>This application seeks planning permission for a first floor rear extension to facilitate the conversion of an existing six-bedroom House in Multiple Occupation (HMO) to a seven-bedroom HMO. The proposal involves the addition of one bedroom to the existing C4 use, (6 person HMO) which would require planning permission as the resulting use as a 7 person HMO would be classified as Sui Generis use. The property is located within a sustainable location close to public transport and local amenities.</p> <p>The property has already been converted to a six-person HMO without planning permission under permitted development. The assessment therefore focuses on whether the additional one occupant would materially change the character of the use or result in harm to neighbour amenity or parking pressure. The assessment also includes the impact of the proposed first floor rear extension on the neighbouring amenity and its design and appearance.</p> <p>The site offers appropriate space and facilities internally and externally, and the scale and layout of the extension mitigates adverse impact to the amenity of adjoining properties. As a result of a single additional occupier, it is not considered that there would be harmful levels of activity or disturbance that would justify a reason for refusal. The site provides space for two vehicles, with a cycle store to the rear serving 7 cycling spaces and close proximity to local transport.</p> <p>The proposal is considered to comply with adopted policies, including EN1, EN11 and CC3 of the Core Strategy and Policies DPD 2009. The application is therefore recommended for approval, subject to</p>		

	conditions.
Recommended Decision	Approve the application subject to conditions as set out in the Recommendation section (paragraphs 8.1, 8.2 and 8.3).

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)
 - EN11 (Development and Noise)
 - CC2 (Sustainable Travel)
 - CC3 (Parking Provision)
- 1.2 The National Planning Policy Framework (NPPF) December 2024 is also a material consideration.
- 1.3 On 19 May 2022, the Council agreed that the draft Spelthorne Local Plan 2022 – 2037 be published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The public consultation for the Pre-Submission Publication version of the Local Plan ended on 21st September 2022 and the local plan was submitted to the Planning Inspectorate on 25th November 2022.
- 1.4 An Examination into the emerging Local Plan commenced on 23 May 2023. However, it was paused to allow time for the new council to understand and review the policies and implications of the emerging Local Plan and to address the issues that were identified in the first week of the Examination, in particular flood risk and its potential implications in relation to the site allocation and delivery strategy of the plan.
- 1.5 On 12 December 2024, the Planning Inspectorate confirmed that the Local Plan examination would resume on the 27 January 2025. This has now taken place and the Examination closed on 18 February 2025. Adoption of the Local Plan by Council could be by September 2025 subject to the plan being found sound by the Inspector and public consultation undertaken on the Main Modifications <https://spelthornelocalplan.info/evidence-base/>
- 1.6 The following policies of the Pre-Submission Spelthorne Local Plan 2022 – 2037 are of relevance:
- PS2: Designing Places and Spaces
 - SP2: Ashford, Shepperton and Sunbury Cross
 - E3: Managing Flood Risk
 - ID2: Sustainable Transport for New Developments
- 1.7 The [National Planning Policy Framework](#) (NPPF) states at para 49 that:

Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

- 1.8 Section 38(6) the Planning and Compulsory Purchase Act 2004 (https://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga_20040005_en.pdf) requires applications to be determined in accordance with the development plan (unless material considerations indicate otherwise) and not in accordance with an emerging plan, although emerging policies may be a material consideration.
- 1.9 At this stage, the policies in the Pre-Submission Spelthorne Local Plan carry limited weight in the decision-making process. The adopted policies in the 2009 Core Strategy and Policies DPD carry substantial weight in the determination of this planning application.

2. Relevant Planning History

Ref. No.	Proposal	Decision and Date
24/00965/PDH	Prior Approval Notification for a single storey rear extension extending 6.0 metres beyond the rear wall of the original house, with a maximum height of 3.0 metres and a height of 3.0 metres to the eaves (As shown on plans: AR60 E01; E02; P01; P02 received 13.08.2024)	Prior Approval Not Required 20.09.2024

3. Description of Current Proposal

The application site and surrounding area

- 3.1 60 Avondale Road is a semi-detached dwelling situated on the eastern side of Avondale Road in Ashford. It is noted on site that the Prior Approval rear extension has been built.

The property is currently in use as a six-bedroom HMO under Use Class C4. The building retains the appearance of a residential dwelling within a predominantly residential street.

- 3.2 The property benefits from a front driveway capable of accommodating two vehicles and a rear garden of approximately 147.29 square metres. The site is not located within a conservation area, nor is the building listed. There are no parking restrictions on Avondale Road. The property is situated within reasonable walking distance of local amenities, with Ashford railway station approximately 16 minutes' walk and multiple bus stops in the vicinity, providing good access to sustainable transport options

Proposal

- 3.4 The application seeks permission for a first-floor rear extension to facilitate the conversion of the existing six-person HMO (C4 use) to a seven person HMO (Sui Generis use). The internal layout would provide seven bedrooms, all with en-suite facilities, and a communal kitchen/dining area serving all residents, as well as access to the rear garden. The proposal retains the residential character and appearance of the property.
- 3.5 The full set of proposed plans are provided as an Appendix.

4. Consultations

The following table shows those bodies consulted and their response.

Statutory Consultees

Consultee	Comment
County Highway Authority	No objections (conditions and informative to be attached)

Non-Statutory Consultees

Consultee	Comment
Environmental Heath (Contamination)	Requested Informative as property is located on former railway land.

5. Public Consultation

- 5.1 A total of 9 properties were notified of the application.

The Council has received 7 letters of objection to the application.

- 5.2 The main planning concerns raised were:

- Inadequate parking provision
- No dropped kerb access
- Overdevelopment of plot

- Inappropriate residential character impact
- Noise/disturbance from occupants
- Privacy/amenity loss from extension
- Poor waste management arrangements
- Cumulative neighbourhood character impact
- Structural concerns - garage/outbuilding
- Notification of original conversion (*procedural/historical issue*)
- Infrastructure capacity insufficient

Other non-material concerns included potential reduction in property value, transient tenant concerns, HMO licensing compliance, community cohesion impact, health and safety risks, shared driveway obstruction concerns.

6. Planning Issues

- Principle
- Design and appearance of the extension
- Residential Amenity.
- Parking and Highway Safety.
- Flooding

7. Planning Considerations

Principle of Development

- 7.1 The existing property operates as a six-person HMO under Use Class C4, which permits occupation by between three and six unrelated individuals. The proposal to create a seven-person HMO would exceed the C4 threshold and require classification as Sui Generis use, hence the need for planning permission.
- 7.2 The principle of HMO use is already established at the site. The assessment therefore focuses on whether the addition of one bedroom and associated occupant would result in material harm to residential amenity, highway safety, or the character of the area. The property is well-located in relation to local services and transport links. The increase in occupancy (one additional resident) is not considered to represent a significant intensification of use that would be harmful to the character of the residential area.

Proposed Extension - Design and Appearance

- 7.3 Policy EN1(a) 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.
- 7.4 The proposed extension would be situated at the rear of the application dwelling and would have limited visibility from the public street scene. Therefore, the first floor rear extension would not harm the street scene or character of the area.

- 7.5. The proposed first floor extension would have a depth of 3.0 metres and is considered to be of an acceptable depth in the context of the semi-detached dwelling it would extend. Furthermore, it would not extend the full width of the rear elevation with a set in of 1.64 metres from the southeastern side boundary. It would also have a 0.2 metre set in from the northwestern side elevation and therefore, a set in of 2.8 metres from the northwestern side boundary.
- 7.6 The extension would incorporate a pitched roof with a hipped design and would match the eaves of the main dwelling. The main height would be significantly subordinate to the main dwelling by 1.5 metres. The proposed materials to match those of the existing dwelling are considered to be acceptable in this location, although it is recommended that this is secured by condition. Overall, the extension is considered to be of an acceptable scale and design and would not over-dominant the host dwelling but would pay due regard to it.
- 7.7 The property retains its appearance as a residential dwelling. This approach ensures the proposal remains compatible with the surrounding residential character.
- 7.8 Therefore, it is considered that the proposed design and appearance is acceptable and complies with the requirements of Policy EN1 of the CS & P DPD and the NPPF.

Proposed extension- Impact on adjoining properties

- 7.9 Policy EN1(b) 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.
- 7.10 It is considered that the proposed first floor rear extension would have an acceptable impact upon the occupiers of No 58 and 62 Avondale Road adjoining the flank boundaries of the site. No 62 contains an existing single storey rear extension, which the plans show the proposed extension would not project beyond. In addition, located to the north of No 62 and with the 1.64 metre set in from the adjoining boundary, the extension would not breach the Council's 45° vertical and horizontal line guides (as set out in the SPD) and would have an acceptable impact upon light. As the extension would not project beyond the single storey rear elements of No 62, it is not considered that the proposal would have an overbearing impact.
- 7.11 With regards to No 58, this property does not have any existing rear extensions however there is a distance of 2.8 metres to the side elevation. Therefore, it is considered the proposed extension would have an acceptable impact on light and is not considered overbearing.
- 7.12 The proposal is also considered to have an acceptable impact upon the privacy of the windows serving No 58 and 62 as there are no windows proposed in the side elevations of the extension. The two proposed windows

in the rear elevation face along the property's own garden and are therefore considered to have an acceptable impact upon privacy.

- 7.13 The proposal is also considered to have an acceptable impact upon dwellings in Dorset Road located to the rear of the site as a result of an approximate 24.1 metre distance to the rear boundary.
- 7.14 Therefore, the proposed extension is not considered to result in any adverse impacts upon the amenity of all neighbouring properties and complies with Policy EN1 of the CS & P DPD and the NPPF.

Proposed change of use - Impact on adjoining properties (noise)

- 7.15 Given the modest increase in occupancy (one additional resident) and the property's existing HMO use, the proposal is not considered likely to result in materially increased levels of noise or activity that would be harmful to neighbouring residential amenity.
- 7.16 The increase from six to seven residents represents a modest intensification of the existing HMO use. The property's semi-detached nature and existing residential use mean that associated noise and activity levels would remain consistent with the residential character of the area. The provision of individual en-suite facilities reduces pressure on shared facilities and helps minimise potential disturbance. There is proposed communal ground floor kitchen that is substantially larger than the existing ground floor kitchen serving six persons. There is no evidence to suggest that one additional resident would result in materially increased noise levels or disturbance that would be harmful to neighbouring amenity, particularly given the existing HMO use of the property.
- 7.17 Accordingly, the proposal is considered to comply with Policy EN11 of the CS & P DPD.

Amenity of future occupants

- 7.18 It is reasonable to expect that future occupants should have access to good standard of communal accommodation in which to prepare food, dine and mix with fellow residents. The NPPF requires spaces that promote health and well-being, with a high standard of amenity for future users. Social interaction is important for mental health and well-being. Each bedroom is of sufficient size with a good size window for outlook and light. The proposal provides a functional space for the HMOs' future occupants, including the open plan diner/kitchen and access to a rear garden, as well as use of the detached outbuilding (to be converted from a store to a gym).
- 7.19 Although the Council does not have any minimum requirements for garden sizes for HMOs, the SPD minimum size of a garden for a three or more bedroom semi-detached or detached dwellings home is 70 sq. m. The rear garden provides approximately 147.29 square metres of external amenity space, which exceeds the requirements and so provides adequate outdoor space for this number of residents. The communal garden is accessible via an external accessway at the side of the building, with additional direct access available from two ground floor bedrooms through doors on the rear elevation.

- 7.20 The internal layout of the first floors with the proposed extension would change with the addition of another bedroom (to make three in total) on the first floor and enlarging an existing bedroom on the second floor by removing a second kitchen. The existing bedrooms will continue to be bedrooms.
- 7.21 Each bedroom would be of a sufficient size to accommodate one bedspace (seven people in total) ensuring that it has a floor area of at least 7.5m² and will be at least 2.55m² wide as per the Government's nationally described Technical Housing Standards (March 2015). The bedrooms sizes range from 12.78 to 21.14 square metres in area. A planning condition would be imposed in order to limit the number of residents to seven, as is the usual way to control occupancy numbers for HMOs. The communal kitchen/dining area has an area of 16 square metres and would be located on the ground floor of the property, which is considered to be sufficient in size for the number of occupants. and all bedrooms benefit from individual en-suite facilities. It is noted there is no communal living room areas however the size of the bedrooms are large for single occupiers and so the lack of living areas is considered acceptable. Residents would also have access to the shared rear garden and outbuilding (gym) and have cycle and refuse storage facilities. The quality of the communal space provided within the development is considered to be sufficient and would provide an acceptable living environment for its future residents.
- 7.22 The applicant will be required to submit an HMO licence application, and the proposal will be subject to Building Regulations which will review fire safety.

Parking

- 7.23 Policy CC3 states that the Council will require appropriate provision to make for off-street parking in development proposals in accordance with its maximum parking standards. In considering the level of provision the Council will have regard to the anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission.
- 7.24 Third party representations have raised concerns about parking pressures. The County Highway Authority (CHA) has been consulted on this application. Following an initial response from the CHA, a revised plan showing the two spaces situated more centrally with a new proposed dropped kerb were submitted. In response to the revised plan, the CHA stated that "*the proposed development is likely to lead to some increase in parking demand over the existing site use*" as there is one additional occupant.
- 7.25 The Council's parking standards do not have any specific guidelines on HMO's. Similarly, Surrey County Council's Vehicle, Cycle and Electric vehicle parking guidance for New Development (Nov 2021) does not provide any specific parking standards for HMO's for sui generis uses, and it states that individual assessment/justification is required. In this particular case, the CHA has advised "*two car parking spaces are proposed as part of the development which would serve to offset any extra parking demand. The development is unlikely to generate significantly greater parking demand than the existing use of an HMO for six individual residents.*"

- 7.26 The site is located in a sustainable location with access to facilities and amenities within walking and cycling distance. The site also has good opportunities for use of public transport. As a result, the CHA does not object to the proposed parking provisions and raises no transportation objections.
- 7.27 The CHA detail *“The application site is located within reasonable walking distance of Ashford Rail Station, bus stops on London Road and Stanwell Road, and a range of local services including retail, education and leisure. As such the CHA considers that this location is sufficiently accessible to the extent that it would not be a necessity for future occupiers to own their own private cars. Cycle parking for the HMO use has been proposed in the form of 7 spaces within covered and secure storage to the rear of the property in order to ensure that bicycles are adequately protected and maintained.”*
- 7.28 The National Planning Policy Framework states that development should only be prevented on highways grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impact on the road network would be severe. For any objection to be valid, the authority must demonstrate the harm that the development would result in. It is considered that the parking provision at the site would be acceptable in this location, and the CHA does not consider the development is likely to result in material harm in respect of highway safety or capacity.
- 7.29 Accordingly, the proposed level of car parking is considered acceptable and complies with Policy CC3 of the CS & P DPD.

Biodiversity

- 7.30 Policy EN8 of the CS&P DPD states that the Council will seek to protect and improve landscape and biodiversity in the borough. It is relevant to note that the application is not subject to the National Biodiversity Net Gain requirements as it involves a change of use and the extension is above an existing one, with no impact on habitats.

Waste and Recycling

- 7.31 The proposal makes provision for appropriate refuse and recycling storage to the side of the property. The Council's Neighbourhood Services states the council will only provide standard domestic waste collection (one 240L general waste and one 240L recycling bin) regardless of HMO size, with any additional capacity required for this property needs to be arranged privately by the owner through commercial contractors before occupation. They recommend minimum provision of two bins each for general waste and recycling plus a food waste bin, with adequate storage available in the existing rear bin store, and residents responsible for bin presentation and collection on designated days. A condition can ensure adequate provision is maintained and that collection arrangements remain satisfactory.

Climate Change

- 7.32 The Climate Change Supplementary Planning Document (SPD) was adopted by the Council in April 2024. It provides more detailed guidance to applicants

on how to implement adopted Policy SP7 from the Core Strategy 2009. Policy SP7 seeks to reduce climate change effects by:

- a) promoting inclusion for renewable energy, energy conservation and waste management in new and existing developments*
- b) development reduces the need to travel and encourages alternatives to car use*
- c) encourage non car-based travel,*
- d) promoting the efficient use and conservation of water resources,*
- e) promoting measures to reduce flooding and the risks from flooding,*
- f) supporting measures to enhance and manage Staines' role as a public transport interchange.*

7.33 There are also three implementation policies; Policy CC1: Renewable Energy Conservation and sustainable Construction, Policy CC2: Sustainable Travel and Policy CC3: Parking provision.

7.34 There are also other key documents supporting action on climate change; the NPPF 2024 chapter 14 "*Meeting the challenge of climate change, flooding and coastal change*", the *National Model Design Code* and *Spelthorne Borough Council's Climate Change Strategy 2022 – 2030*.

7.35 Accordingly, the proposal complies with the requirements of Policy CC1 of the CS & P DPD.

Other Matters

7.36 It is acknowledged the presence of other HMOs nearby and the concerns raised. However, each case must be assessed on its individual merits. The small scale of the increase does not, in this instance, result in demonstrable cumulative harm.

Financial Considerations

7.37 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.

7.38 The proposal would not generate New Homes Bonus, nor is it a CIL chargeable scheme. The proposal will generate Business Rates payments which is not a material consideration in the determination of this proposal.

Equalities Act

7.39 This planning application has been considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The question in every case is whether the decision maker has in substance had due regard to the relevant statutory need, to see whether the duty has been performed.

- 7.40 The Council's obligation is to have due regard to the need to achieve these goals in making its decisions. Due regard means to have such regard as is appropriate in all the circumstance.
- 7.41 The NPPF defines people with disabilities as individuals that have a physical or mental impairment, which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. This can include but is not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs. It is considered that it would be possible for individuals with some disabilities to access the development.
Human Rights Act
- 7.42 This planning application has been considered against the provisions of the Human Rights Act 1998.
- 7.43 Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.
- 7.44 Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, i.e. peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.
- 7.45 In taking account of the Council policy as set out in the Spelthorne Local Plan and the NPPF and all material planning considerations, Officers have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by the approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

Conclusion

- 7.46 It is considered that the proposed extension would have an acceptable impact on design and appearance and on the amenity of neighbouring residential properties. The proposed change of use would not have a significant impact

on the amenities of neighbouring properties that would justify refusal. The proposed addition of one further resident in this semi-detached property, compared to the Permitted Development allowance for an HMO of six people, is not considered materially harmful to justify refusal. The bedrooms and communal space including outbuilding, as well as the garden, provides a development which is of a sufficient size for future occupants, and it is considered that the parking provision is acceptable in this location. Accordingly, the application is recommended for approval.

8. Recommendation

8.1 The options available to the Planning Committee for decision making are:

- To approve the application as set out in this report. This option is recommended. The report analyses in some detail the reasons why the application is considered to be acceptable in planning terms.
- To approve the application subject to additional /amended conditions and informatives. This option is not recommended, the conditions and informatives are set out below. The Planning Committee should be minded of paragraph 57 of the NPPF which states that :- *planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects ([National Planning Policy Framework](#))*.
- To refuse the application. This option is not recommended. The report assesses why officers consider the application to be acceptable and there are [no material planning reasons](#) to refuse the proposal.

8.2 The application is recommended for approval, subject to conditions and informatives below.

8.3 **APPROVE** 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:

EX - L003; EX - P001; EX - P002; EX - P003; EX - P004; EX - E001; EX - E002; EX - E003; EX - E004; EX - S001; EX - S002 received 28 May 2025 and PR-L00R Rev A; PR - P001 Rev A; PR - P002 Rev A; PR - P003 Rev A; PR - P004 Rev A; PR - E001 Rev A; PR - E002 Rev A; PR - E003 Rev A; PR - E004 Rev A; PR - S001 Rev A; PR - S002 Rev A and received 17 July 2025

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

3. The occupation of the House of Multiple Occupation (HMO) hereby permitted shall be limited to a maximum of 7 residents at any time.

Reason: To safeguard the amenity of future residents of the property and neighbouring properties

4. Prior to the occupation of the development, details of the refuse and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. The agreed facilities shall be installed prior to the occupation of the development 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.

5. Prior to the occupation of the development, details of the cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The agreed facilities shall be installed prior to the occupation of the development and retained thereafter.

Reason: To safeguard the amenity of future residents of the property and neighbouring properties.

6. Prior to the occupation of the development until the proposed vehicular access including the proposed crossover to 60 Avondale Road has been constructed and provided with visibility zones in accordance with drawing no. PR-L002 Rev A, hereby approved and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: 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 2024 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

7. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in general accordance with drawing no. PR-L00R Rev A, hereby approved. Thereafter the parking area shall be retained and maintained for its designated purpose.

Reason: 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 2024 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 first occupied unless and until facilities for high quality, secure, lit and covered parking for a minimum of 7 bicycles and the provision of a charging point with timer for e-bikes by said facilities have been provided within the development site in accordance with the approved plans. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development makes suitable provision for sustainable travel, in accordance with the sustainable objectives of Chapter 9 "Promoting sustainable transport" of the National Planning Policy Framework 2024, and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

9. The development hereby approved shall not be occupied unless and until the proposed parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: in order that the development makes suitable provision for sustainable travel, in accordance with the sustainable objectives of Chapter 9 "Promoting sustainable transport" of the National Planning Policy Framework 2024, and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

Informatives

1. In accordance with Approved Document S of the Building Regulations, you will be required to install electric vehicle charging facilities.
2. A license will be required to operate the property as an HMO. Please contact the Council's Environmental Health Department.
3. The property will not receive any more bins than the standard household allocation of 1 x 240 rubbish and 1 x 240 recycling, emptied on a fortnightly basis. Any additional capacity or collections required for the tenants to manage their waste (and there will be as two bins are insufficient for 7 inhabitants) would be the responsibility of the landlord to seek/arrange on a commercial basis.
4. 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/permits-and-licences/vehicle-crossovers-or-dropped-kerbs

In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.

5. 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.

6. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.

7. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises. In non-domestic buildings the premises should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-1 of the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.

8. Condition No 9 has been recommended because Surrey County Council's Electric Vehicle charging requirements for the development proposed, exceeds those as defined within Building Regulations. The County Highway consider it is necessary for the condition to be imposed on any consent granted, in accordance with the requirements of the NPPF (2024) at paragraph 117 (e) and Surrey County Council's LTP4 policy on improving emissions intensity and energy efficiency of vehicles and operational efficiency of roads through technology improvements.

9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in

accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2024. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.