

# Planning Committee

## 17 September 2025



<b>Application No.</b>	25/00710/FUL
<b>Site Address</b>	299 Feltham Hill Road, Ashford
<b>Applicant</b>	Mr Daniel Moore
<b>Proposal</b>	Proposed roof extension with ridge height increase and 2 no. side-facing dormers to facilitate a change of use from a single dwelling (Use Class C3) to a house in multiple occupancy for 7 occupants (HMO) - Sui Generis).
<b>Case Officer</b>	Susanna Angell
<b>Ward</b>	Ashford Common
<b>Called-in</b>	Cllr Rutherford has 'called in' the application due to concerns about inadequate internal communal space and external amenity space.

<b>Application Dates</b>	Valid: 30.05.2025	Expiry: 20.09.2025	Target: Extension of time agreed to 20.09.2025
<b>Executive Summary</b>	<p>The application property is a six bedroom detached bungalow with accommodation in the roof space. There is an outbuilding located in the rear garden. The site is located on the northern side of Feltham Hill Road surrounded by residential properties. There are no relevant planning constraints.</p> <p>According to Schedule 2, Part 3, Class L of the General Permitted Development Order (2015), the property could be used as a House in Multiple Occupation (HMO) for six residents without planning permission. The current proposal requires planning permission as it proposes an HMO for up to seven occupants, resulting in one additional resident than what could be carried out without the need for planning permission.</p> <p>Therefore, the issue is whether the change of use to an HMO for seven residents, would result in an intensity of use which would cause detriment to the amenity of neighbouring properties by reason of the additional one person, over and above that for six residents (which can be carried out without permission).</p> <p>The proposal also comprises a roof extension with a ridge height increase and dormers in both side elevations. The proposed roof extension is considered acceptable in design and would not appear out of character in the street scene. It would also have an acceptable</p>		

	<p>relationship with neighbouring properties.</p> <p>The ground floor layout would provide a kitchen and communal living area. There is also an outbuilding for communal use and large rear garden. It is considered that this would provide an adequate level of amenity for future occupiers.</p> <p>The proposal is not considered to amount to an intensity of use that would lead to a harmful impact on the amenity of neighbouring residential properties.</p> <p>There are no objections on transportation matters. The County Highways Authority raises no objection to the proposal and the level of parking is considered to be adequate.</p> <p>The proposal is therefore considered to be acceptable.</p>
<b>Recommended Decision</b>	Approve the application subject to conditions as set out in the <b>Recommendation</b> section.

## MAIN REPORT

### 1. Development Plan

- 1.1 The following policies in the Council's [Core Strategy and Policies DPD \(CS&P DPD\) 2009](#) are considered relevant to this proposal:

- SP6 (Maintaining and Improving the Environment)
- EN1 (Design of New Development)
- EN11 (Development and Noise)
- HO1 (Providing for New Housing Development)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

- 1.2 Also relevant is the following Supplementary Planning Document:

- SPD on the Design of Residential Extensions and New Residential Development 2011.

- 1.3 The policies contained within the [National Planning Policy Framework](#) (NPPF) (December 2024) are also relevant.

- 1.4 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

- 1.5 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.
- 1.6 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 November 2025 subject to the plan being found sound by the Inspector and public consultation undertaken on the Main Modifications (<https://spelthornelocalplan.info/evidence-base/>).
- 1.7 The following policies of the Pre-Submission Spelthorne Local Plan 2022 – 2037 are of relevance :
- ST1: Presumption in Favour of Sustainable Development.
  - ST2: Planning for the Borough.
  - PS2: Designing places and spaces.
- 1.8 The National Planning Policy Framework (NPPF) policy 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).
- 1.9 Section 38(6) the Planning and Compulsory Purchase Act 2004 ([https://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga\\_20040005\\_en.pdf](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.
- 1.10 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**

- 2.1 The site has the following planning history:

25/00587/HOU	New roof with increased ridge height and erection of two side dormers to form additional rooms.	Grant Conditional 17.07.2025
25/00623/CPD	Certificate of lawfulness for proposed relocation of existing entrance door to side extension.	Grant 02.07.2025
25/00631/FUL	Proposed roof extension with ridge height increase and 2 no. side-facing dormers to allow conversion of the existing dwelling house into two residential flats with associated parking and amenity space. Conversion of existing garage to gym/home office.	Grant Conditional 18.07.2025

### 3. Description of Current Proposal

- 3.1 The application property is situated on the northern side of Feltham Hill Road. The site is located on a residential road. Many of the plots on the northern side are large with deep front gardens and substantial rear amenity space. The majority of properties are detached with varying architectural styles.
- 3.2 The existing property is a detached bungalow which has been previously extended into the roof with a side facing flat roofed dormer. It has also been extended to the rear at single storey. The dwelling has 6 bedrooms on the ground floor and in the roof. There is also a large enclosed rear garden with an outbuilding. The site is laid to hardstanding to the front to provide off street parking.
- 3.3 This application seeks permission for a ridge height increase and 2 no. side facing dormers to facilitate a change of use from a dwelling (Use Class C3) to a House of Multiple Occupation (HMO) (Sui Generis) with shared living facilities for 7 occupants. The proposed roof extension would allow greater accommodation in the roof. The extended property would comprise larger bedrooms, a kitchen, and communal living area. The proposal would provide 3 off-street parking spaces. The garage would be converted into a communal gym and home office for the occupants.
- 3.4 It is relevant to note that the Council has previously approved a planning application at the site to raise the ridge height, install two side facing dormers and convert the extended property into two flats. The appearance of the roof extension has previously been approved as part of that application (25/00631/FUL).

### 4. Consultations

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

#### Statutory Consultees

Consultee	Comment
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County Highway Authority	No objection subject to conditions and informatives
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#### Non-Statutory Consultees

Consultee	Comment
Environment Health – Contamination	No objection subject to dust/asbestos informative.
Environmental Health Officer (HMO)	No objection

## **5. Public Consultation**

5.1 The Council has received seven letters of representation (two from the same property) objecting to the proposal on the following grounds:

- Concerns about anti-social behaviour from occupants
- Concerns about landlords not managing properties properly
- Experiencing anti-social behaviour from existing nearby HMO's including noise and litter.
- HMO accommodation has a detrimental impact on the social environment.
- Parking and road safety issues
- A seven bed HMO would be excessive intensification
- Roof design is bulky and incongruous, disrupting the uniformity of the street
- Loss of family housing stock
- Conflict with emerging HMO policy {Officer note – there is no specific HMO policy}

## **6. Planning Issues**

- Principle
- Design
- Residential amenity.
- Parking & highways.

## **7. Planning Considerations**

### Principle

7.1 With regard to the principle of the proposed change of use of the property to an HMO, the Use Classes Order defines Use Class C3 as a dwelling house (whether or not as a sole or main residence). (a) by a single person or people living together as a family, (b) by not more than six residents living together as a single household (other than a use of within Class C4). Class C4 is classified as a house in multiple occupation that is used by not more than six residents. Under the Government's 'Permitted Development Order', planning permission is not required to move from Use Class C3 to C4 and vice versa (i.e. from a family dwelling to a six person HMO).

- 7.2 Policy H01 relating to the provision of new housing states that the Council will ensure provision is made for housing by encouraging housing development, including redevelopment, infill, conversion of existing dwellings and the change of use of existing buildings to housing, on all sites suitable for that purpose taking into account other policy objectives.
- 7.3 Consequently, the property could be used as an HMO for six residents without requiring planning permission. There is no 'in principle' planning objection to the use as an HMO for six persons. Therefore, the question which needs to be addressed is whether the use change from a small HMO of no more than six residents to an HMO for seven residents (one additional person) is acceptable in planning terms. The existing property is a dwelling house in a residential area. The use as an HMO is a residential use and is considered acceptable.
- 7.4 The site is located within a predominantly residential area characterised by detached and semi-detached properties. Following the implementation of the proposed extension, the property will have 7 bedrooms with ensuites, a kitchen, a communal living area and an outbuilding to be converted to a gym and home office, which the occupants will have access to. There is a substantial private rear garden and parking to the front of the property for three vehicles.

### Design

- 7.5 As noted above the application proposes a roof extension comprising a ridge height increase and two no. side facing dormers to facilitate its change of use to an HMO for 7 occupants. It is relevant to note the Council has recently approved an application at the site for a roof extension with ridge height increase, and two no. side-facing dormers to allow conversion of the existing dwelling house into two residential flats (25/00631/FUL). The design of the approved roof extension is identical to that proposed in the current application.
- 7.6 Policy EN1 of the CS&P DPD states that developments 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.
- 7.7 The application property is located between two separate two-storey dwellings. Although the proposal comprises an increase in ridge height (from 5.2m to 6.2m's) and a taller eaves height (increasing from 2.8m to 3.8m's), due to the taller properties either side and the set-in from the boundaries it is not considered that it would appear significantly out of character within the street scene.
- 7.8 The Council's Supplementary Planning Document on Design (SPD) states that 'well designed dormers should be:
- 'a. be located centrally or symmetrically on a roof,
  - b. be set-in a minimum of 1 metre from the roof edge, down 0.5 metres from the ridge and up 1 metre from the eaves,

- c. incorporate a roof which is compatible with the main roof,
- d. not be over-dominant or out of proportion'.

7.9 The dormers would have sloping roofs and measure 11m in length. However, they would be set-in 2.6m from the sides of the roof and 0.5m up from the eaves. The proposal would also include an increase in ridge height of 1m. Within this extended roofline it is not considered that the dormers would be appear significantly out of proportion. The dormers would also sufficiently comply with the guidance in the SPD. Overall, it is not considered that Council could sustain an objection on the grounds of their appearance (as with the previously approved scheme (25/00631/FUL) which is identical in appearance. This aspect is therefore considered to accord with Policy EN1.

#### Amenity of future occupants

- 7.10 With regard to the amenity of future occupants, it is reasonable to expect that they 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 (Para 135). Social interaction is important for mental health and well-being inclusive communities (Paragraph 96).
- 7.11 Each bedroom would comply the Government's nationally described Technical Housing Standards (March 2015) and would have sufficient windows for outlook and light. Each room also has a separate en-suite. The proposal provides communal living areas including a kitchen and lounge. The occupants would have access to the rear garden, as well as use of the outbuilding.
- 7.12 Although the Council does not have 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 proposed garden is well in excess of this (approximately 256sq m), and is therefore considered to be acceptable.
- 7.13 The quality of the communal space provided within the development is considered sufficient and would provide an acceptable living environment for its future residents.

#### Amenity of neighbouring properties

- 7.14 The Policy EN1(b) of the Core Strategy & Policies DPD (CS & P DPD) states that the Council will require proposals for new development to demonstrate that they will achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.
- 7.15 With regards to impact of the proposed roof extension on the amenity of neighbouring properties, the property to the west (No. 297A) is a two-storey detached dwelling. The main two-storey section has ground and first floor windows facing onto the site, but these are obscure glazed.

- 7.16 Although as noted above, the proposal would increase the overall height of the building to 6.3m's and increase the eaves to 3.8m's, the side elevation is set in 1.5m from the boundary. The main sitting out area serving this property is to the rear of the rear single storey extension, some distance away. It is therefore not considered that the proposal would result in significant loss of light or overbearing impact.
- 7.17 The windows in the dormer are secondary windows to a bedroom, the landing and a bathroom. They would be required by condition to be obscure glazed and non-opening 1.7m above internal floor level in order to ensure no loss of privacy would occur.
- 7.18 The neighbouring property to the east (No.301) is also a two-storey dwelling with a single storey extension to the rear. The property has an entrance porch and one window facing towards the site (which is obscure glazed). The proposed roof extension would not infringe a 45-degree line taken from the rear of the property and as a result it is considered that the relationship with this area is acceptable.
- 7.19 The windows proposed at ground floor level serve secondary bedroom windows, ensuites and the kitchen. It is recommended that the ensuite windows and secondary bedroom window are conditioned to be obscure glazed and non-opening 1.7m above internal floor level to ensure no loss of privacy would occur.
- 7.20 An existing outbuilding is also proposed to be converted into a communal gym/bathroom and home office. The proposed use is considered acceptable. The Council will attach a condition requiring that the outbuilding is used for the proposed use and not as any form of separate living accommodation, in order to safeguard the amenity of neighbouring properties.
- 7.21 Policy EN11 sets out the Council's approach to minimise the impact of noise by reducing noise levels from noise generating activities and locating noise sensitive development away from sources of high noise.
- 7.22 The proposal provides good sized bedrooms and shared communal spaces, including a substantial garden and off-street parking. Therefore, it is considered that the number of occupants would be able to be sufficiently accommodated in the subject property. The property is located along a residential road. The subject property adjoins other residential properties. The site is located in a relatively sustainable location, within walking distance of bus stops. As noted above, an HMO for six people can be created under 'Permitted Development' and the proposal is for one additional resident. Consequently, it is not considered to have a significant impact on neighbouring residential amenity that would justify refusal.
- 7.23 The concerns raised in representations about anti-social behaviour from residents in existing HMOs in the vicinity is acknowledged. However, it is not possible to refuse the application on the basis of how residents could potentially act in the future. This is not a planning matter.

#### Parking Provision and Highway Impact



- 7.24 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.
- 7.25 Policy CC2 states that the Council will seek to secure more sustainable travel patterns by only permitting traffic generating development where it is, or can be made compatible with the transport infrastructure in the area taking into account highway safety.
- 7.26 The Council's Parking Standards do not have any specific guidelines on HMOs. 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 HMOs for Sui Generis uses, and it states that individual assessment/justification is required. In this particular case, it is considered that an HMO for seven occupants is likely to have the potential to generate greater parking demand than the existing use as a large residential dwelling which requires 2.5 spaces. However, it is considered that the proposed provision of three car parking spaces would be adequate for a scheme of this size and in this location. There is also a Permitted Development fall back of a six bed HMO, whereby parking provision cannot be considered.
- 7.27 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.
- 7.28 The applicant has submitted amended plans addressing the County Highway Authority's (CHA's) comments regarding the parking layout and the CHA now considers it to be acceptable. The CHA has not raised objection to the application regarding number of parking spaces and does not expect that the number of vehicles seeking to park close to the property would increase significantly over and above the existing use.
- 7.29 The CHA considers that the site is in a sufficiently sustainable location that car dependency would be minimised for the residents. For example, there are bus stops a short walk away from the site. The local shopping area of Woodlands Parade is a short walk away. In addition, the CHA considers that on average, HMO residents are less likely to own cars than residents of other types of dwelling. Furthermore, any increase in on-street parking in the area would not present highway safety concerns as it is generally the case that on-street parking slows traffic down, which would reduce the chances and outcomes of Road Traffic Incidents (RTIs). Overall therefore, the CHA considers such parking pressure is unlikely to lead to an increased risk to highway safety.
- 7.30 It is considered that the parking provision at the site would be acceptable in this sustainable location, and the CHA does not consider the development is likely to result in material harm in respect of highway safety or capacity.

Therefore, having regard to the CHA's comments, it is considered that the proposal would be acceptable in terms of impact on highway safety and the proposed parking provision would not conflict with Policy CC2 or Policy CC3 of the Spelthorne Core Strategy and Policies Development Plan Document (2009).

#### Financial Considerations

- 7.31 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.
- 7.32 The proposed roof extension is not a CIL chargeable development as the proposed roof extension is less than 100sqm in floor area. It would also not generate a New Homes Bonus.

#### Biodiversity

- 7.33 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 roof extension and a change of use and therefore has no impact on habitat.

#### Waste and recycling

- 7.34 The proposal makes provision for refuse and recycling storage at the front of the property.
- 7.35 The Council has consulted the Group Head Neighbourhood Services who has advised that 2x 240l bins would not be enough for 7 occupants of one property. The applicant has submitted amended plans increasing the provision of bins from 4 to 6.
- 7.36 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 needing to be arranged privately by the owner through commercial contractors before occupation.
- 7.37 A condition will be attached to ensure adequate provision is maintained and that collection arrangements remain satisfactory.

#### Climate change

- 7.38 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.

- 7.39 There are also three implementation policies; Policy CC1: Renewable Energy Conservation and sustainable Construction, Policy CC2: Sustainable Travel and Policy CC3: Parking provision.
- 7.40 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.
- 7.41 A Climate Change checklist has been submitted, and it is considered that the proposal sufficiently complies with the requirements of Policy CC1 of the CS & P DPD.

#### Equalities Act 2010

- 7.42 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:

'The elimination of discrimination, harassment and victimisation; The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it; The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.'

#### Human Rights Act 1998

- 7.43 This planning application has been considered against the provisions of the Human Rights Act 1998.
- 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 not appear out of character within the street scene would have an acceptable impact 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 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 substantial 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 PR-L002 C, P001 C, P002 C, P004 C, E001 C, E002 C, E003 C, E004 C, S001 C and S002 C rec'd 17.07.2025 and EX – L003, P001, P002, P004, E001, E002, E003, E004, S001, S002 rec'd 28.05.2025.  
PR-L002 Rev F – rec'd 28.08.2025

Reason: For the avoidance of doubt and to ensure the development is completed as approved.

3. The occupation of the House in 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 hereby approved details of the facilities for the secure parking of bicycles within the development site shall be submitted for approval by the Local Planning Authority. Thereafter the said approved facilities shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in recognition of Section 9 (Promoting Sustainable Transport) of the NPPF.

5. Prior to the occupation of the development hereby permitted the 2 no. eastern facing ground floor windows serving Unit 2 and windows in the eastern facing dormer shall be obscure glazed to a minimum of level 3 obscurity and be non-opening to a minimum height of 1.7 metres above internal floor level. The(se) window(s) shall thereafter be permanently retained as installed.

Reason: To safeguard the amenity of neighbouring property.

6. Prior to the occupation of the development hereby permitted the windows in the western facing dormer shall be obscure glazed to a minimum of level 3 obscurity and be non-opening to a minimum height of 1.7 metres above internal floor level. The(se) window(s) shall thereafter be permanently retained as installed.

Reason: To safeguard the amenity of the neighbouring property.

7. That no further openings of any kind be formed in the western or eastern elevation(s) of the development hereby permitted without the prior written consent of the Local Planning Authority.

Reason: To safeguard the amenity of neighbouring properties.

8. No external materials shall be installed until details of the materials to be used for the roof and external surfaces of the building(s) are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials and detailing.

Reason: To safeguard the visual amenity of the area

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with drawing no. PR-L002 Rev F hereby approved 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: in order that the development should not prejudice highway safety nor cause inconvenience to other highway users

10. The development hereby approved shall not be occupied unless and until each of the car 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: The above condition is required 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.

11. 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.

12. The converted garage hereby approved shall only be used as a home office and communal gym and shall not be used for any primary living accommodation.

Reason: To safeguard the amenity of neighbouring properties.

Informatives

1. In accordance with Approved Document S of the Building Regulations, you will be required to install electric vehicle charging facilities.
2. 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 (as two bins are insufficient for 8 inhabitants) would be the responsibility of the landlord to seek/arrange on a commercial basis.

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/permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs)
4. 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](http://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.
5. 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