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17/0099/FUL
Headline House, Stanwell Road, Ashford

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Planning Committee

8 March 2017



Application No.	17/00099/FUL
Site Address	Headline House, Stanwell Road, Ashford
Applicant	Mr Mike Daly
Proposal	Erection of a two storey building with second floor accommodation to provide 2 no. one bedroom flats and 7 no. two bedroom flats with associated parking and amenity space following demolition of the existing commercial building on site
Ward	Ashford Town
Called-in	None

Application Dates	Valid: 20.01.2017	Expiry: 20.03.2017	Target: Under 8 weeks
Executive Summary	<p>The application site comprises a broadly rectangular plot of land located on the eastern side of Stanwell Road, on the junction with Chaucer Road. The site is currently occupied by a single storey commercial building with a mezzanine floor. The current structure covers the majority of the site with a small grass area on the Stanwell Road frontage and some off street parking/access on the Chaucer Road frontage. The wider area is characterised by two storey residential dwellings, with a mix of both detached and semi-detached. On the opposite site of the street to the west is St Hildas Church, a Grade II listed building.</p> <p>The proposal involves the demolition of the existing building on site and the construction of a single building which would be two storey in appearance with second floor accommodation within the roofspace. The building would have staggered frontage onto Stanwell Road and would 'turn the corner' into Chaucer Road. The flats would be served by a car parking area to the rear accessed from Chaucer Road, and a communal area.</p> <p>The proposal is similar to the previously approved scheme for 8 no. flats granted last year (15/01513/FUL) and the principle of demolishing the existing commercial building and creating a new residential development continues to be acceptable. It is considered that the design and appearance would have an acceptable impact on the character of the area and that it would not harm the setting of the adjacent Grade II listed building. The proposal would continue to have an acceptable relationship with neighbouring properties and would have an appropriate</p>		

	impact on their amenities. The proposal would provide 13 off-street car parking spaces which meets the Council's minimum car parking standards and is considered acceptable.
Recommended Decision	Approve the application subject to conditions as set out at Paragraph 8 of the Report.

MAIN REPORT

1. Development Plan

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

- EN1 – Design of New Development
- EN5 – Buildings of Architectural and Historic Interest
- HO4 – Housing Size and Type
- HO5 – Density of Housing Development
- CC3 – Parking Provision
- CC1 – Renewable Energy

2. Relevant Planning History

2.1 The current structure on site was constructed in the late 1980s and prior to that the site was used as a garage. In recent years an application to redevelop the site for residential use was refused on design and layout grounds. A subsequent application for a residential development on the site has since been granted planning permission. The relevant applications are listed below:

15/01513/FUL	Erection of two storey building to provide 1 no. one bed flat, 6 no. two bed flats and 1 no. three bed flat with associated parking and amenity space following demolition of the existing commercial building on site.	Grant Conditional 18.01.2016
14/01836/FUL	Erection of 2 no. two storey blocks containing a total of 4 no. one bed flats and 4 no. two bed flats (2 no. one bed and 2 no. two bed in each block) with associated parking and amenity space following demolition of existing industrial unit on site.	Refused 20.05.2015
SPW/FUL/87/5	Conversion of existing garage building to provide 422.4 sq m (4,547 sq ft) of office accommodation (involving the provision of a mezzanine floor in part), elevation alterations, alterations to Chaucer Road vehicular access and provision of 16 car parking spaces.	Grant Conditional 11.03.1987

3. Description of Current Proposal

- 3.1 The application site comprises a broadly rectangular plot of land located on the eastern side of Stanwell Road, on the junction with Chaucer Road. The site is currently occupied by a single storey commercial building with a mezzanine floor. The current structure covers the majority of the site with a small grass area on the Stanwell Road frontage and some off street parking-access on the Chaucer Road frontage. The wider area is characterised by two storey residential dwellings, with a mix of both detached and semi-detached. On the opposite side of the street to the west is St Hildas Church, a Grade II listed building.
- 3.2 The proposal would involve the demolition of the existing building (which has a footprint of 585m²) on site and the erection of a two storey building which would include habitable accommodation within the roofspace. The building has been designed to address both the Stanwell Road and Chaucer Road frontages. The Stanwell Road frontage would include staggered gable ends with glass balconies at first floor level. The gables would be staggered in such a way that on the corner of Stanwell Road and Chaucer Road the gable would be set back from the junction and would allow the building to 'turn the corner' into Chaucer Road. The Chaucer Road frontage would again feature a gable end to help link the whole building together. The overall design, form and choice of materials would give the building a contemporary feel, albeit with a pitched roof and strong gable features. The building would have an area of flat roof, but this would be mostly obscured by the pitched roofs and it is not considered it would be viewed from within any street aspect as a flat roof structure.
- 3.3 The building would be served by a parking area to the rear (east) of the building with a total of 13 spaces, including one disabled bay. A communal amenity area would also be located to the rear of the building and the front and sides of the site would be landscaped. An existing tree on the side of the Stanwell Road frontage would be retained. The building would incorporate a bin store, and an integral cycle store with space for nine bicycles.
- 3.4 Directly opposite the site to the west lies St Hildas Church which is a Grade II listed building. This church was completed in 1928 and is a prominent landmark within the area. Its design use of red brick is distinctive and the proposal has reflected elements of the design and incorporated red brick.

4. Consultations

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

Consultee	Comment
County Highway Authority	Any comments will be reported orally at the meeting. Did not object to the previous scheme (15/01513/FUL), subject to conditions.
The Council's Tree Officer	Any comments will be reported orally at the meeting. Did not object to the previous scheme (15/01513/FUL).
The Council's Heritage Officer	No objections

The Council's Head of Streetscene	No objections. A dropped kerb should be installed and the scheme should provide waste and recycling bins
Environmental Health – Pollution Control Officer (Contaminated Land)	No objection subject to imposition of conditions

5. Public Consultation

5.1 10 neighbour notification letters were sent and three responses have been received to date. Issues raised include:

- Lack of parking
- Overlooking
- Overdevelopment
- Health concerns regarding removal of asbestos roofing

6. Planning Issues

- Design, appearance and visual impact
- Residential amenity
- Housing size, type and density
- Parking
- Impact on a listed building
- Impact on existing trees

7. Planning Considerations

Comments on the Previous Application

7.1 The previous application (reference 15/01513/FUL) was granted planning permission on 18 January 2016. The scheme was very similar to the current proposal in terms of design but comprised 1 no. one bed flat, 6 no. 2 bed flats and 1 no. three bed flat with associated parking and amenity space to the rear. When viewed from the surrounding area the, main difference between the two schemes in terms of appearance is that in the current proposal, the frontage along Chaucer Road has been extended by 2.4m further east and the overhang above some of the parking spaces has been partially enclosed. The layout of the site is very similar to the approved scheme and the building height and main design characteristics, such as the overall building height and gables features facing Stanwell Road and Chaucer Road, the fenestration and use of private balconies, remain the same.

7.2 Another difference between the two schemes relates to the internal layout and mixture of flat sizes.

The approved scheme was for:

- 1 no. one bed, 6 no. two bed and 1 no. three bed flats with 13 off-street parking spaces.

The proposed scheme is for:

- 2 no. 1 bed and 7 no. two bed flats with 13 parking spaces.

The approved scheme contains 3 no. single level flats and 4 no. maisonettes whereas the current proposal is comprised solely of single level flats. The changes to the composition of flats, the internal layout and an increase in floorspace of approx. 15 m² has enabled the applicant to create one

additional unit compared to the previous scheme, creating a total of 9 units. The number of parking spaces, 13, remains the same. The proposal also includes a minor repositioning of the building within the site.

- 7.3 Like the previous proposal, the scheme under consideration has been designed to pick up on features of the adjacent listed building whilst maintaining its own distinct identity. It is considered that the staggered gables, balconies and choice of materials would not cause harm to the setting of the listed building and that it would represent an improvement over the existing industrial looking building on site.

Design, Appearance and Visual Impact

- 7.4 The proposed building would have a smaller footprint than the existing building. The existing building has a shallow pitch over with a maximum height of 7.31m. The proposed building would have a maximum height of 8.9m. Whilst this is clearly higher than the existing, due to the significantly reduced footprint it is considered the increase in height would not have an unacceptable impact on the streetscene. The height of the building would not appear out of context within both the Stanwell Road and Chaucer Road frontages and would not 'compete' with the adjacent church in terms of scale. It is considered the scale of the building when viewed in relation to the whole site and its parking, amenity and landscaped areas would be acceptable.
- 7.5 The proposal would respect the building line within both Stanwell Road and Chaucer Road. The element closest to no. 104 Stanwell Road (the adjoining detached dwelling to the north) would be in line with the frontage of that property before stepping out slightly to the first of three staggered gable frontages. The northernmost gable would be set forward of the prevailing building line and the other two gables would be set in line with no. 104 Stanwell Road and then further back, respectively. The corner closest to no. 106 Stanwell Road (the dwelling to the south on the other side of Chaucer Road) would be set behind the front elevation of this building. The gable feature on Chaucer Road would be slightly forward of the prevailing building line but the majority of this frontage would be broadly in line with the properties on the northern side of the street.
- 7.6 It is therefore considered that the proposal would be of a layout and form that would respect the character of the area and that it would successfully address the prominent corner plot. The building would be of a comparable height to the adjoining dwellings and its contemporary design and choice of materials including red brick would help to reflect the red brick of the adjacent church, whilst the more modern materials such as the glass balustrades would help the building maintain its own identity.
- 7.7 Like the previously approved scheme the proposal would include habitable accommodation within the roof. In order to provide sufficient light to these rooms a number of rooflights have been included. The rooflights have been positioned symmetrically and it is considered that the design of the roof would not appear out of scale with the host building. The proposal would include an area of flat roof and it is considered that this would not be so visually prominent as to cause harm to the wider area. It should be noted that the existing building has two parapet roof edges on both flanks which give the impression of a flat roof and that the adjoining church hall building has a flat

roof section. It is therefore considered that the flat roof element would be an acceptable design form in this location.

- 7.8 The proposed shared amenity area would be located in the north east corner of the site and would be relatively well screened from the surrounding area so as not to feel unacceptably overlooked. The proposal would include a landscaped frontage along both Stanwell Road and Chaucer Road and would retain an existing tree located at the front of the site.
- 7.9 The proposed parking area would be located to the rear (east) of the proposed building. It would include a total of 13 spaces, one of which would be a disabled parking space. It is considered its position to the rear of the building would be acceptable and that it would not lead to the parking area having a dominant appearance on the site. the car park would be partially screened by the building and landscaped planting, which can be controlled by a condition.
- 7.10 With regards to the amenity of the future occupiers of the proposed nine flats, it is considered that the proposal would provide an acceptable level of residential amenity. The Department for Communities and Local Government's Technical housing standards (March 2015) sets out minimum floor areas for new units which each unit would comply with or exceed. The flats would be well provisioned with windows to allow natural light and rooms within the roofspace would be served by rooflights.
- 7.11 The scheme would require a minimum of 215m² of amenity area to fulfil the minimum amenity standards set out in the SPD (35m² for each of the first five units and 10m² for each additional unit: $35 \times 5 + 10 \times 4 = 215\text{m}^2$). The proposal would exceed this by providing a shared amenity space measuring 192.7m², 5 no. balconies providing 27m² and 4 no. patios providing 25.1m² for a total of 244.8m².

Residential Amenity

- 7.12 The proposed building would have an acceptable impact upon the amenities of the adjoining neighbouring properties. The scheme would not have an overbearing impact and would not result in an unacceptable loss of light to the adjoining properties. The nearest existing residential property to the proposed building is no. 104 Stanwell Road which is a detached property to the north of the site. Whilst the existing building, Headline House, is lower, it is located directly on the boundary of the site, whereas the proposed building would be set in from the boundary by 1.3m. There is also an access road which runs between the application site and no. 104 which serves a trio of garages. The 45 and 25 degree lines are used as a guide to ensure that new development does not block light reaching the windows serving habitable rooms and the proposal would not infringe either a vertical or horizontal 45 degree line when measured from the closest windows serving habitable rooms of the adjoining dwellings. The 25 degree line would not be infringed from any fronts or rears of adjoining dwellings.
- 7.13 Along Stanwell Road the ground and first floor would have full height windows with private patios at ground floor and balconies at first floor. These windows would allow the maximum amount of natural light into habitable rooms and provide an outlook to the adjacent church. There would also be full height windows at ground and first floor level along Chaucer Road. To ensure no loss of privacy to no. 106 Stanwell Road, situated on the south side of

Chaucer Road, the two clear glazed first floor windows in this elevation have been positioned to avoid views into the rear garden of the neighbouring property. One second floor window is proposed in the gable, however this will be obscure glazed. There would be no clear glazed window openings on the northern flank elevation closest to no. 104 Stanwell Road that could give rise to unacceptable overlooking. The rear elevation would feature ground and first floor full height windows and the first floor units would also be served by balconies which would overlook the shared amenity area. It is considered that these rear facing windows and balconies would not lead to an unacceptable loss of privacy to the adjoining dwellings due to their separation. The Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development (2011) sets out minimum separation distances. The proposal would have a separation distance of over 17m which exceeds the minimum of 13.5m set out in the SPD.

- 7.14 An objection has been raised by a local resident to the positioning of balconies and their impact on the privacy of the neighbouring properties. The proposed balconies would be situated a minimum of 16.5m from the nearest property in the direction they face and privacy screens would be required to prevent overlooking sideways which is considered acceptable. Furthermore, balconies were approved in these locations in the previous scheme and were considered acceptable and the current balconies will have a very similar impact. It is therefore considered that the impact is acceptable and that refusal can be justified on these grounds.
- 7.15 It is considered that due to their angle, the proposed rooflights would not constitute a third story in terms of assessing overlooking impact, and that they would not lead to unacceptable overlooking due to their skyward orientation.

Housing Size, Type and Density

- 7.16 All the nine proposed units would be 1 or 2 bed units and so would comply with Policy HO4 which requires new development of over four units to provide at least 80% of new units as one or two bedroom units.
- 7.17 The proposed site has an area of 0.094ha and would have a density of 96 dwellings per hectare. The high density is a result of the proposed units being 1 and 2 bed flats with shared amenity space (compared for example to larger dwellings with private gardens). Whilst this is above the recommended range of 35 to 55 dwellings per hectare Policy HO5 states that higher density development may be acceptable where it is demonstrated that the development complies with Policy EN1 on design, particularly in terms of its compatibility with the character of the area and is in a location that is accessible by non car-based modes of travel. The development complies with Policy EN1 (as explained in section 7.4-7.9) and is also in a location accessible by non-car based travel, for example Ashford railway station is situated only 400m from the development (approx. 5 minutes away on foot) and the nearest bus stops are approx. 110m (approx. 2 minutes on foot) on Woodthorpe Road.

Parking

- 7.18 The proposal would provide a total of 13 off street parking spaces which would be located to the rear of the building. This would comply with the minimum parking requirements for a development of this size as required by the Council's Parking Standards Supplementary Planning Guidance (1.25

spaces per one bed unit and 1.5 spaces per two bed unit: 1.25 x 2 + 1.5 x 7 + 13). The proposal would provide a total of 9 secure cycle parking spaces within the main building which complies with the required one cycle space per flat.

Impact on the Adjacent Listed Building

- 7.19 Section 66 of the Listed Building Act 1990 requires a planning authority to have 'special regard' to the desirability of preserving a listed building and its setting. The application site is opposite the Grade II listed building St Hilda's Church which is a red brick building that was completed in 1928 featuring high gable ends. Any proposal for new development should demonstrate that it would not harm the building or its setting. The proposed building has been designed with staggered gable frontages to add both visual interest to the building and to reflect the large gable end of this part of the listed church facing the application site and in ancillary elements of that building. The use of strong gable features and of red brick within parts of the proposed frontage would pay regard to those design features and materials within the church, and the modern materials such as the glass balustrades would contrast and allow the new building to maintain its own identity. The National Planning Policy Framework (the NPPF) states that any harm caused to a Grade II listed building should only occur in exceptional circumstances. It is not considered that the proposal would cause harm to the listed building but rather that the proposal would serve to significantly improve the setting of the listed building by the removal of the 1980s factory building with no comparable design merit and replacement with a sympathetic design which would enhance the setting of St Hilda's Church.
- 7.20 The Council's Heritage and Conservation Area Officer has raised no objections to the proposal and stated that: "*This revised application is substantially the same as the scheme approved about a year ago. The same design concept is used, the only significant changes being internal re-arrangements which allows the creation of one extra one bed roomed flat. The new submission will have no detrimental effects on the setting of the nearby Grade II listed church.*"

Impact on Existing Trees

- 7.21 The Council's Tree Officer has been consulted and any comments will be reported orally at the committee meeting. However, it is worth noting that the officer raised no objections to the previous proposal and its impact upon the existing trees on the site, subject to the imposition of a condition to ensure that the trees are not damaged during construction. The proposed planting can be agreed by the imposition of a suitable planning condition.

Conclusion

- 7.22 The proposal is not substantially different to the previously approved scheme for this site (reference 15/01513/FUL). It is considered that it would have an acceptable impact on the character of the area and the adjacent Grade II listed building. The proposal would provide sufficient on-site car parking to meet the Council's standards and the site's location close to Ashford town centre would be considered sustainable and encourage non-car based travel.

8. Recommendation

- 8.1 The application is recommended for approval 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. Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the external surfaces of the building(s) and surface material for parking areas be submitted to and approved by the Local Planning Authority.
Reason:- To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.
 3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is 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.
 4. No development shall take place until full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees and shrubs shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and that the planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.
Reason:- To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development. In accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.
 5. The development hereby permitted shall be carried out in accordance with the following approved plans: Site survey; L2436/LP Revision A; L2436/02; L2436/03; L2436/04; L2436/05 Revision B; L2436/06 Revision C; L2436/07 Revision C received 20 January 2017.
Reason:- For the avoidance of doubt and in the interest of proper planning.

6. Prior to the occupation of the development hereby permitted the ground and first floor kitchen/dining windows in the most northern side elevation and the second floor bathroom window in the most southern Chaucer Road elevations shall be obscure glazed and be non-opening to a minimum height of 1.7m above internal floor level in accordance with details/samples of the type of glazing pattern to be submitted to and approved in writing by the Local Planning Authority. These windows shall thereafter be permanently retained as installed.
Reason:- To safeguard the privacy of the adjoining properties in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.
7. Notwithstanding the details shown on the submitted drawings, prior to the occupation of the dwellings privacy screens shall be installed on the northern side of the east-facing and west-facing balconies of the most northern first floor unit, and the eastern side of the north-facing balcony of the most eastern first floor unit in accordance with details to be submitted and approved in writing by the Local Planning Authority. These details shall provide privacy screens measuring at least 1.8m in height which shall be installed prior to the first use of the balconies and thereafter retained.
Reason:- To safeguard the amenity of neighbouring residential properties.
8. Prior to the occupation of the building the enclosed cycle storage facility shall be provided on the site in accordance with the approved plans and thereafter shall be maintained as approved.
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 CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.
9. The measures set out in the Arboricultural report (ref: APA/AP/2017/016) be adhered to at all times, and any variation be submitted to and agreed in writing by the Local Planning Authority
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 Borough Core Strategy and Policies Development Plan Document 2009.
10. The proposed hardstanding area shown on the submitted plan shall be constructed to be permeable, or be designed to run off to a permeable surface within the site, in accordance with details to be submitted to, and approved in writing by the Local Planning Authority before the commencement of the development. The hardstanding area shall be completed and maintained in accordance with the approved details.
Reason:- To minimise the risk of flooding from surface water runoff.
11. That within 3 months of the commencement of any part of the development period, or any such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials in accordance with the details hereby approved, and thereafter shall be maintained as approved.
Reason:- To ensure that the proposed development does not prejudice the

enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

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

Reason:- To ensure that the development is sustainable and complies with policies SP7 and CC1 of the Spelthorne Core Strategy and Policies Development Plan Document February 2009.

13. No development shall take place until:

- (i) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site has been submitted to and approved in writing by the Local Planning Authority.
- (ii) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.
- (iii) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology.

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

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

NOTE

The requirements of the above condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet

entitled “Land Affected by Contamination: Guidance to Help Developers Meet Planning Requirements” proving guidance can also be downloaded from Spelthorne’s website at www.spelthorne.gov.uk.

14. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.
Reason:- To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

NOTE

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

15. No demolition, site clearance or building operations shall commence until a Demolition and Construction Method Statement, demonstrating that the works will not adversely affect the occupiers of neighbouring residential properties, has been submitted to, and approved in writing by, the local planning authority. The statement shall include measures to mitigate the impact of dust, noise and vibration. The statement shall include (unless otherwise agreed in writing by the Local Planning Authority):
- Provision of a 1.8m continuous close boarded fence around the site to be developed prior to works commencing
 - Noise mitigation
 - Demolition details
 - Working hours to be:
08:00-18:00 Monday to Friday
08:00-13:00 on Saturdays
No working on Sundays, Bank and Public Holidays.

Work shall proceed strictly in accordance with the approved Statement throughout the period of demolition, site clearance and construction.

Reason:- In the interest of residential amenity.

16. (a) No demolition, site clearance or building operations shall commence until protective fencing consisting of weld mesh panels on a scaffold framework as shown in Figure 2 of BS5837 2012 has been erected around each tree or tree group to be retained on the site in accordance with details to be submitted to and approved by the Local Planning Authority before any work on the development hereby permitted is first commenced, such details to include trenches, pipe runs for services and drains. Such fencing shall be maintained during the course of the development and no storage of materials or erection of buildings shall take place within the fenced area.
- (b) The destruction by burning of materials shall not take place within 6 m

(19 ft 8 ins) of the canopy of any tree or tree group to be retained on the site or on land adjoining.

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 Borough Core Strategy and Policies Development Plan Document 2009.

17. No development shall commence until a Construction Transport Management Plan has been submitted to and approved in writing by the Local Planning Authority, containing 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

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 (highway Safety) and CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

18. 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 areas shall be retained and maintained for their designated purposes.

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 (highway Safety) and CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

19. The development hereby approved shall not be first occupied unless and until the existing vehicular access to Chaucer Road has been modified in accordance with the approved plan, and redundant sections of the existing access have been reinstated to kerb and footway, all to be permanently retained.

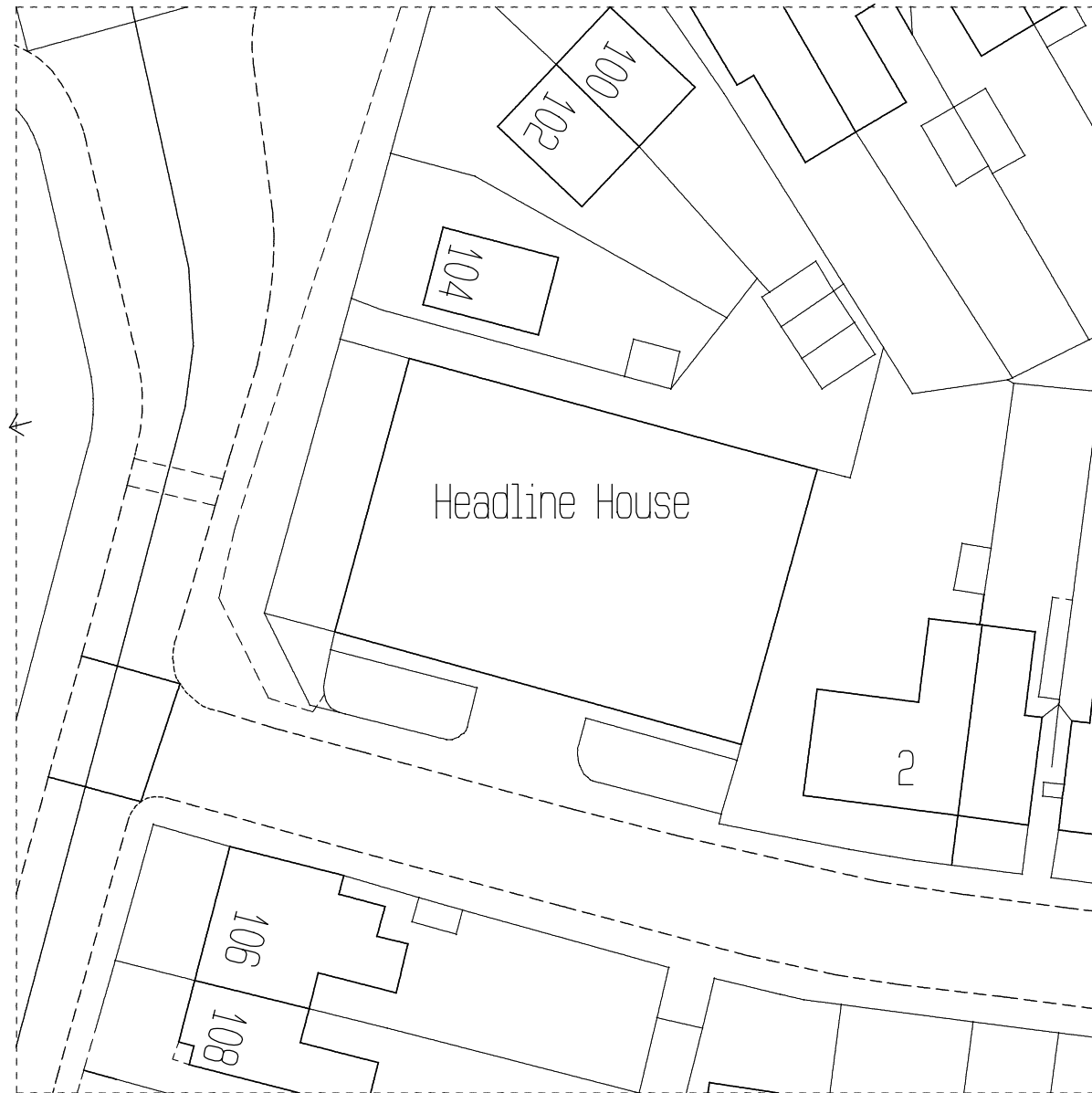
Reason:- The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 (highway Safety) and CC3 (Parking) of Spelthorne Borough Council's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

INFORMATIVES TO APPLICANT

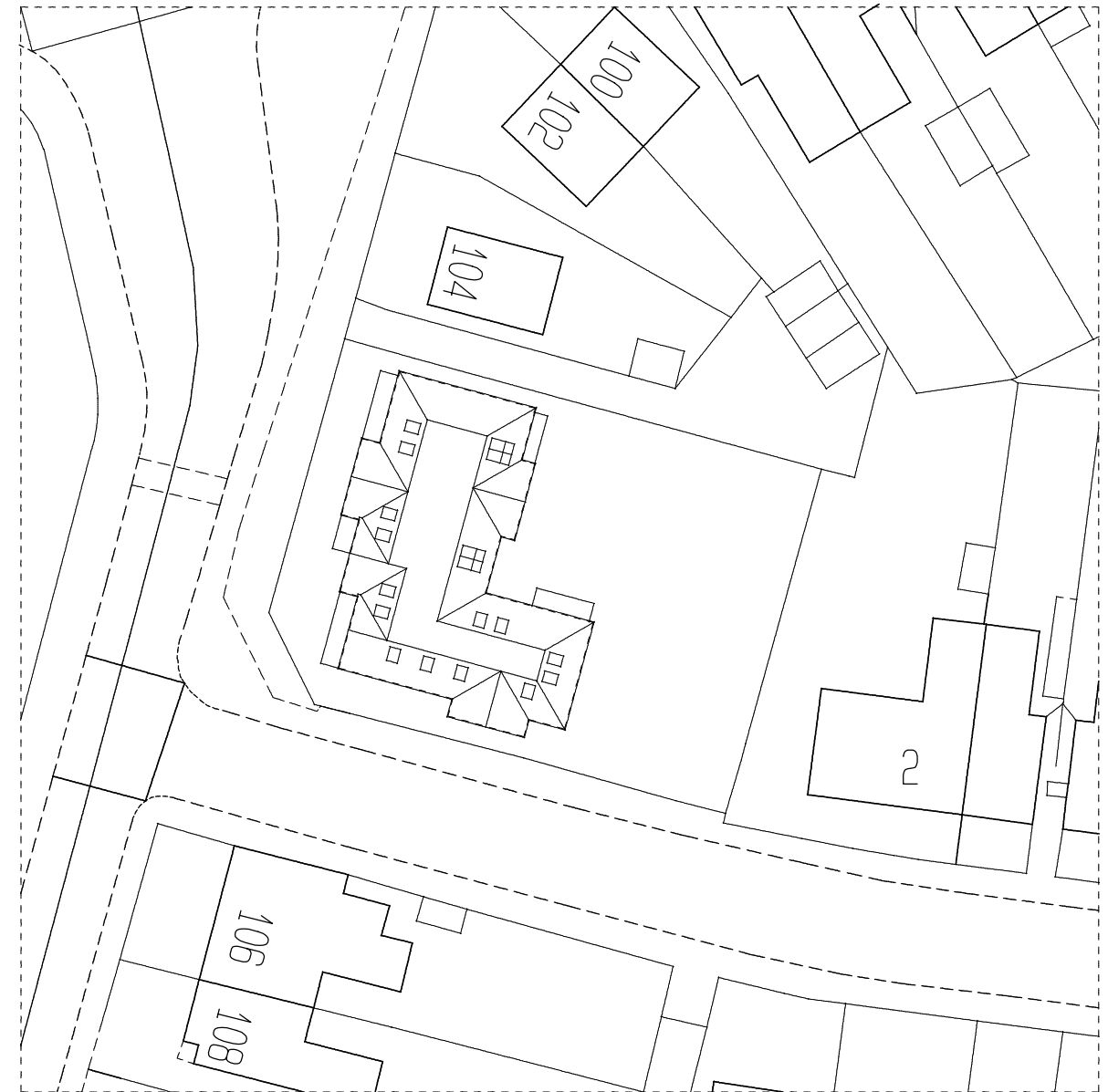
1. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Transportation Service

before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see <http://www.surreycc.gov.uk/people-and-community/emergency-planning-andcommunity-safety/flooding-advice/ordinary-watercourse-consents>.

2. 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.
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damages the highway from unclean wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. The applicant is advised that the site to which this planning permission relates is located on or near land that may contain harmful substances. Under Part C of the Building Regulations you will be required to consider this when designing the foundations of the development. The applicant is advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences.



EXISTING BLOCK PLAN



PROPOSED BLOCK PLAN



ROBERT DAVIES JOHN WEST LIMITED

RIBA Chartered Practice

The Courtyard 59 Church Street
Staines upon Thames Middx TW18 4XS
Tel: 01784 459211 E-mail: info@rdjwlimited.com

DATE
13/12/16

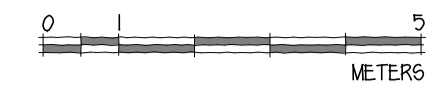
SCALE
1:500 @ A3

DRAWN / CHKD
ZH/ KMD



PROPOSED DEVELOPMENT,
HEADLINE HOUSE
ASHFORD
EXTG & PROP BLOCK PLAN

DRWG No **L2436/02** REV -



- NOTES
- 1 THE CONTRACTOR IS RESPONSIBLE FOR ALL GETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
 - 2 WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
 - 3 THE ARCHITECT IS TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

NORTHERN & EASTERN BOUNDARIES TO BE FORMED FROM EXISTING BRICK WALL REDUCED TO 1800mm WITH BRICK COPING

REFER TO APARBORICULTURE REPORT FOR T1, T2 & T3 LOCATIONS HERE

DOTTED LINE INDICATES OUTLINE OF APPROVED SCHEME

SHARED AMENITY SPACE 192.7m² PLUS 3% BALCONIES @ 27m² AND 4% PATIOS @ 25.1m² GIVES TOTAL = 244.8m² (REQUIRED 215m²)

TREES TO BE PROTECTED & RETAINED INDICATED THIS (REFER TO APARBORICULTURE REPORT FOR T1 - T5)

TOTAL 15% CAR PARKING INCLUDING DESIGNATED DISABLED SPACE
SURFACE FINISH BLOCK PAVER (PERMEABLE TYPE)

CONNECTION TO EX FOUL DRAINAGE RUN HERE. MH TO BE REPOSITIONED

BOUNDARIES TO STANWELL ROAD & CHAUCER ROAD TO BE 750mm HIGH METAL RAILINGS WITH HEDGING BEHIND

ALTERED VEHICULAR ACCESS FROM CHAUCER ROAD HERE

GENERAL NOTES:

- PROPOSED 2 STOREY BUILDING TO PROVIDE 9% FLATS 2No x 1 BED AND 7No x 2 BED
- 15% CAR PARKING SPACES PROVIDED (REQUIRED 15%)
- AMENITY SPACE PROVIDED 244.8m² (REQUIRED 215m²)
- CYCLE SPACES PROVIDED 9% (REQUIRED 9%)
- BIN ENCLOSURE PROVIDED TO LA REQUIREMENTS
- COMPOST BINS, WASHING LINES & WATER BUTTS TO BE PROVIDED
- GENERAL PURPOSE (MT) BOXES TO BE PROVIDED
- ACCESS PATHS TO BE PAVED WITH FALLS TO MEET BUILDING REGULATION AD PART M

B FOOTPRINT CORRECTED, NOTES & LANDSCAPING ADDED KMD 16/01/17
A GENERAL AMENDMENTS KMD 23/12/16

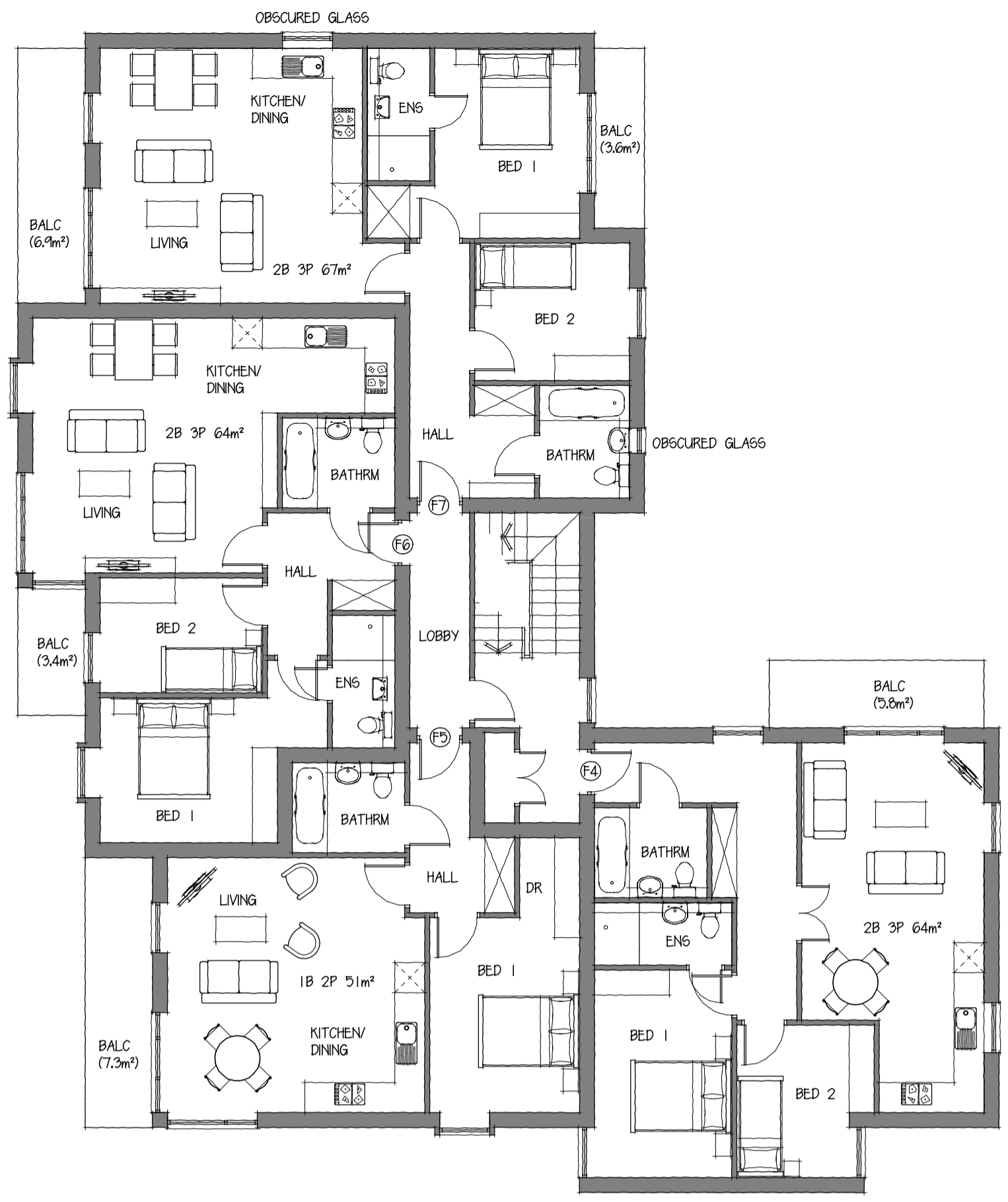
REVISION CHECKED DATE

ROBERT DAVIES JOHN WEST LIMITED
RIBA Chartered Practice
The Courtyard 59 Church Street
Staines upon Thames Middx TW18 4XS
Tel: 01784 459211 E-mail: info@rdjwtd.com

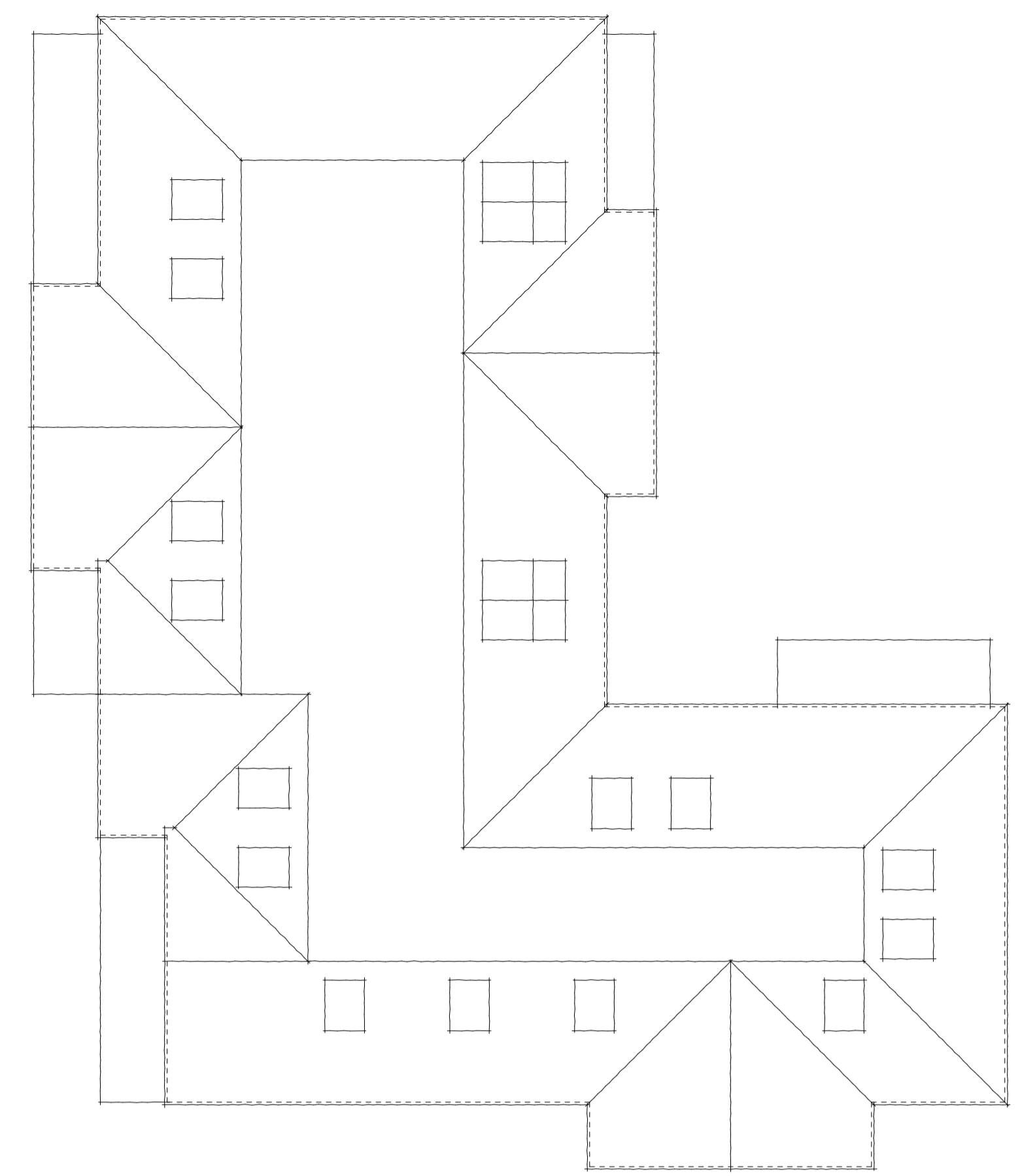
DATE: 28/11/16
SCALE: 1:100 @ A1
DRAWN: JY
CHECKED: KMD
PROPOSED DEVELOPMENT, HEADLINE HOUSE ASHFORD
PROPOSED SITE LAYOUT

DWG NO: **L2436/05** REV B

- NOTES
- 1 THE CONTRACTOR IS RESPONSIBLE FOR ALL GETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
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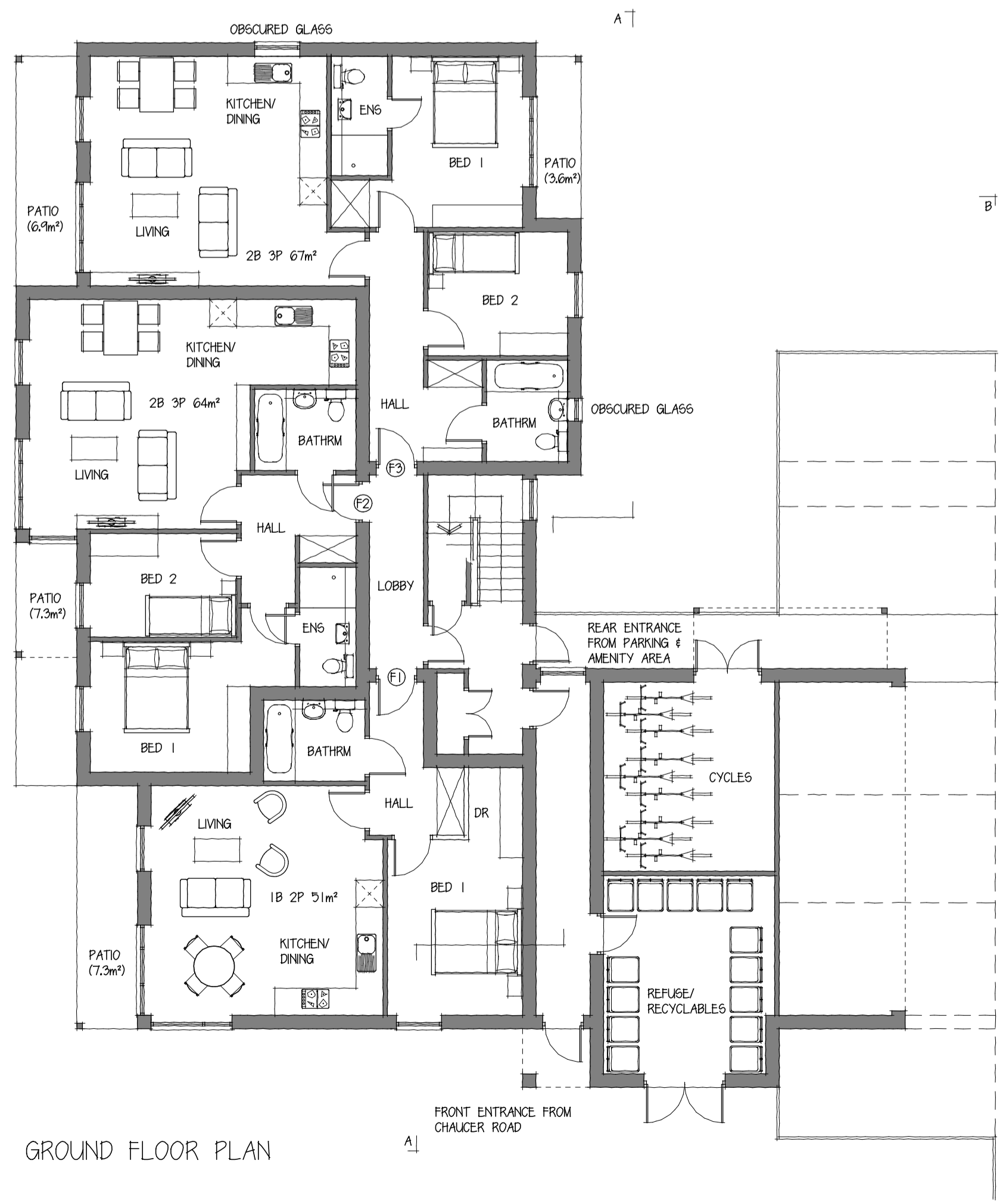
FIRST FLOOR PLAN



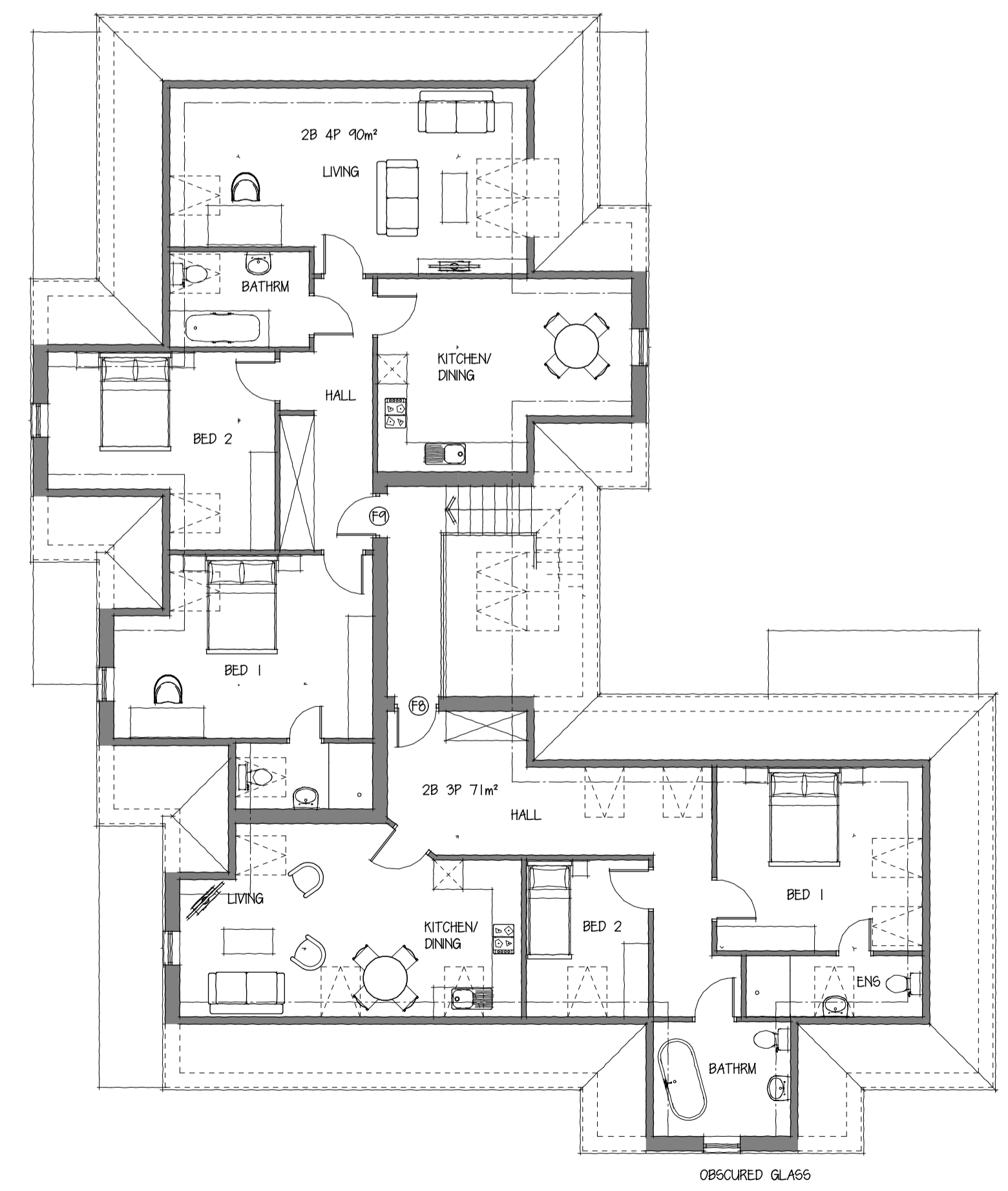
ROOF FLOOR PLAN



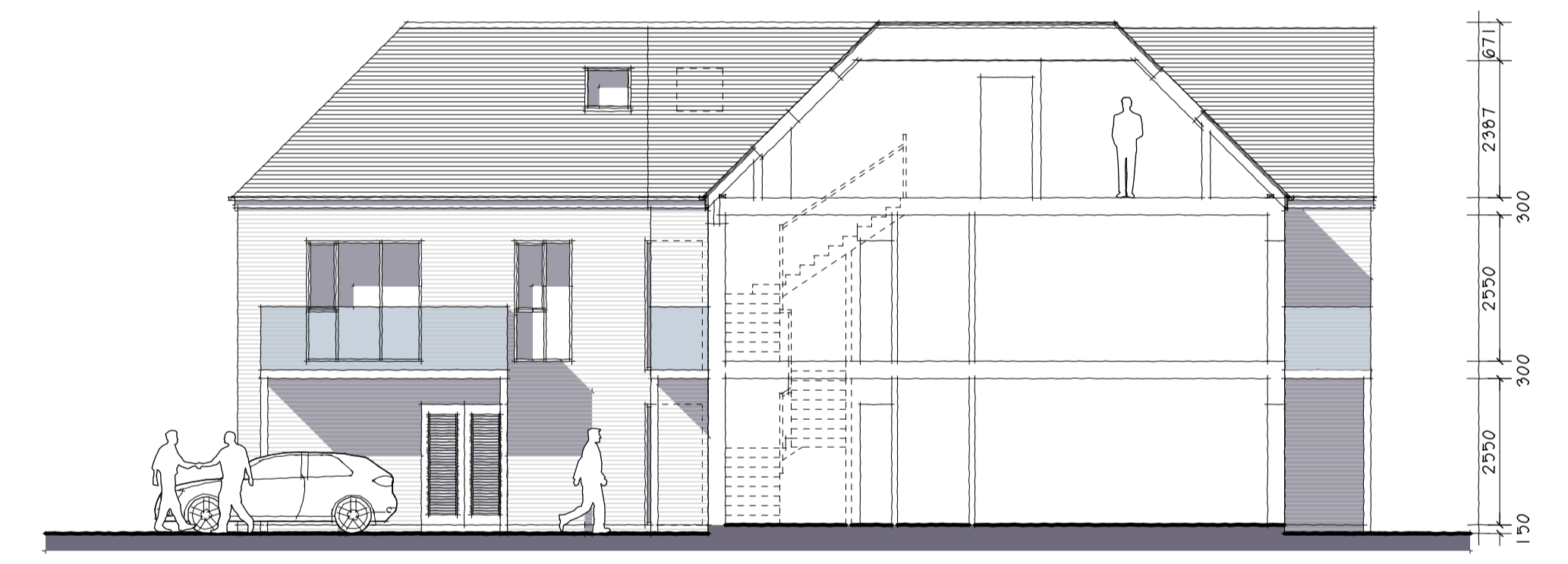
SECTIONAL ELEVATION AA



GROUND FLOOR PLAN



SECOND FLOOR PLAN

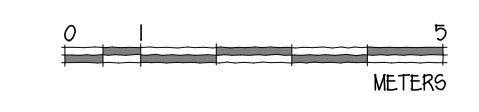


SECTIONAL ELEVATION BB

C	NOTES ADDED	RMD	18/01/17
B	INFO ADDED & MINOR AMENDMENTS TO PLANS	RMD	08/01/16
A	GENERAL AMENDMENTS	RMD	23/12/16
REVISION		CHECKED	DATE

ROBERT DAVIES JOHN WEST LIMITED
 RIBA Chartered Practice
 The Courtward, 59 Church Street,
 Staines upon Thames, Middlesex TW18 4XS
 Tel: 01784 459211 E-mail: info@rdjwtd.com

DATE: 28/11/16
 SCALE: 1:100 @ A1
 DRAWN: RMD
 CHECKED: AJ
 PROPOSED DEVELOPMENT,
 HEADLINE HOUSE
 ASHFORD
 PROPOSED FLOOR PLANS
 & SECTIONAL ELEVATIONS



DRWG NO: **L2436/06** REV: C

NOTES

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0 1 2
METERS



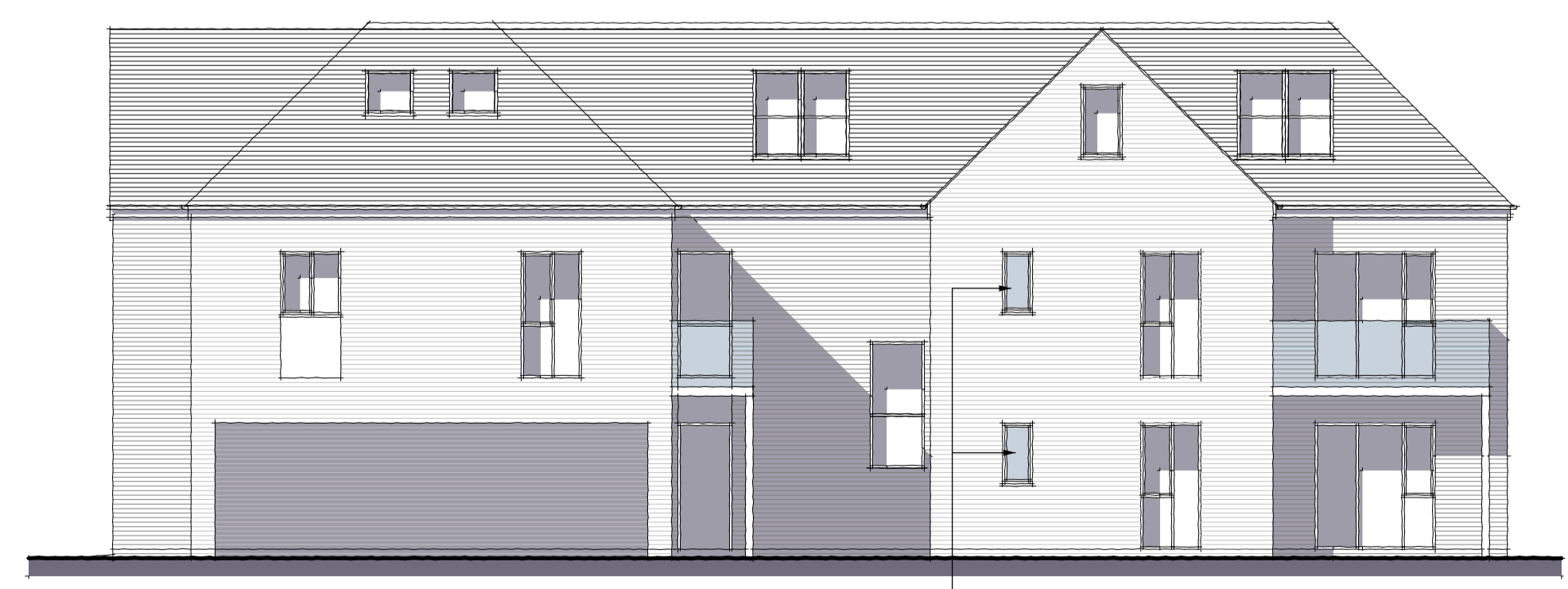
WEST ELEVATION (STANWELL ROAD)

EXTERNAL MATERIALS:

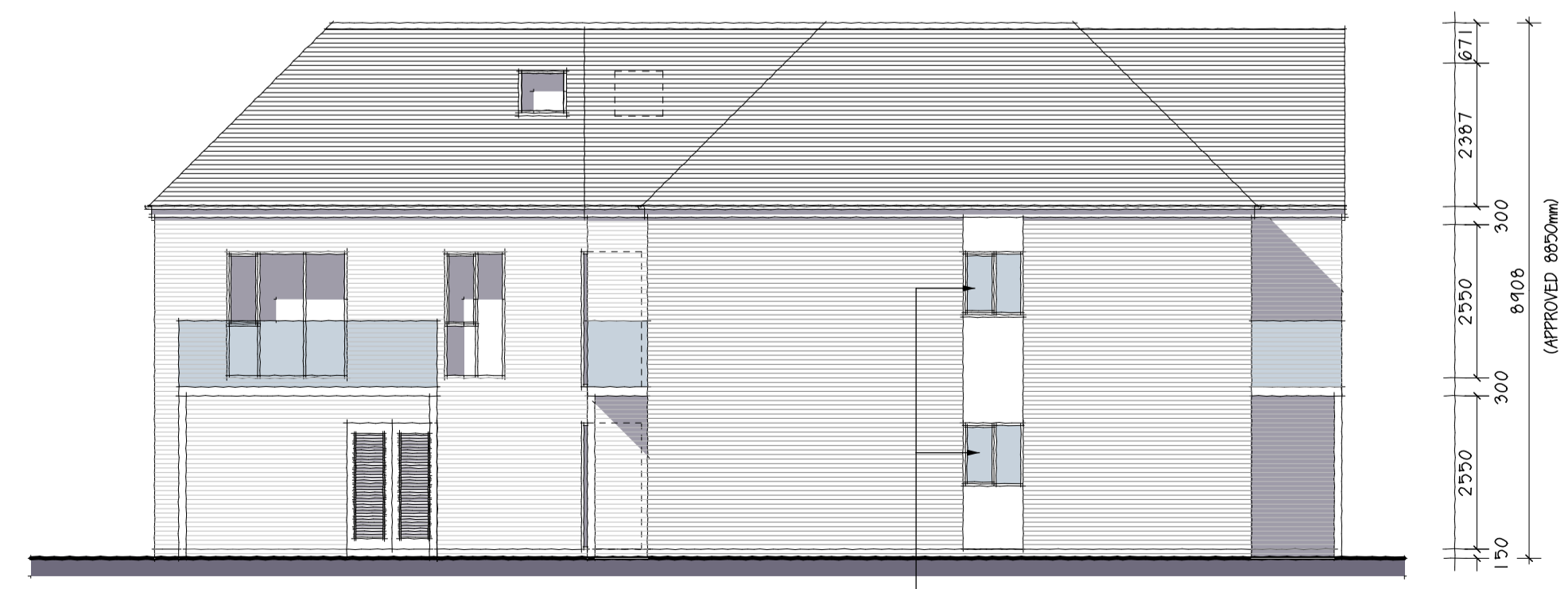
- ROOF - PITCHED 45° FINISH PLAN TILES
- PRE-FINISHED FASCIAS, SOFFITS & BARGE BOARDS, COLOUR LIGHT GREY
- DOWNPIPES & GUTTERS - GALVANISED LINDBLAD
- WALLS - BUFF & RED BRICK AS INDICATED
- WINDOWS AND DOORS - GREY POWDER COATED ALUMINIUM
- BATHROOMS & ENLITES TO BE OBSCURED GLAZING AS INDICATED
- GREY METAL LOUVER DOORS TO CYCLE & BIN STORES
- BALCONIES - STEEL FRAME WITH GLASS BALUSTRADES AS INDICATED
- OBSCURED GLAZING SHADED THIS:



SOUTH ELEVATION (CHAUCER ROAD)



EAST ELEVATION



NORTH ELEVATION

C NOTES & PLANTING ADDED KMD 16/01/17
 B REDRAWN TO SUIT AMENDED PLANS KMD 06/01/17
 A MINOR AMENDMENTS & ADDITION OF WINDOWS ZH 08/12/16
 REVISION CHECKED DATE

ROBERT DAVIES JOHN WEST LIMITED
 RIBA Chartered Practice
 The Courtyard 59 Church Street
 SEAFORD BN1 1JG
 Tel: 01784 459211 E-mail: info@rdjwtd.com

DATE 28/11/16
 SCALE 1:100 @ A1
 DRAWN KMD
 CHECKED AJ
 PROPOSED DEVELOPMENT,
 HEADLINE HOUSE
 ASHFORD
 PROPOSED ELEVATIONS

DWG NO **L2436/07** REV C