



Sports Ground

Paul's
ic College

Sports Centre

Sports Ground

LAWLOR CLOSE

ROPER CRESCENT

MAYOR LANE

QUEENSWAY

SUNBURY DRIVE



1:2,500

16/01357/FUL
London Irish Rugby Football Club, The Avenue,
Sunbury-on-Thames, TW16 5EQ

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Planning Committee

5 April 2017



Application No.	16/01357/FUL		
Site Address	London Irish Rugby Football Club, The Avenue, Sunbury on Thames		
Proposal	(Replacement of 4 no. detached 5 bedroom dwellings and) construction of 24 no. flatted residential units, parking, landscaping and associated works		
Applicant	Crest Nicolson South		
Ward	Sunbury East		
Call in details	Called in by Cllr Friday due to concerns raised by residents although due to the size of the scheme it would in any case need to be determined by the Planning Committee if recommended for approval.		
Case Officer	Matthew Clapham		
Application Dates	Valid: 22.08.16	Expiry: 21.11.16	Target: Over 13 weeks with extension of time.
Executive Summary	<p>The application site comprises part of the Former London Irish Rugby Training Ground, off The Avenue in Sunbury. Planning permission was granted in 2014 (ref - 14/00275/FUL) for the redevelopment of the whole site for a total of 194 residential units, including new open space, estate roads to be served from two accesses to The Avenue and a new access to the existing Virgin Active (now Nuffield Health) Health Club on the site. A large part of this scheme is built and many dwellings are occupied.</p> <p>The 2014 scheme included a row of 4 no. detached 5 bed three storey dwellings, on the southern part of the site, which adjoined part of the central landscaped area. Each dwelling was three storey with a pitched roof over, and had its own private amenity space and off street parking. These dwellings have not been constructed.</p> <p>The proposal under consideration here seeks to construct a block of 24 no. flats in broadly the same position as the approved dwellings, although the building would be deeper and positioned further to the east and north. The flats would be designed to be of a similar visual appearance to the existing flats within the northern part of the site, and would be three stories high. The parking area to serve the flats would be located to the west, and would comprise a total of 36 spaces, and this area would include a refuse/cycle store. The overall footprint, mass and scale of the proposed block would be greater than the approved dwellings, which were also three storey, but would not appear out of character within the development, which features already a mix of</p>		

	houses and flats and three storey development. The proposal would comply with the Council's parking standards for new development. The Council's financial advisor have recommended the acceptance of an off-site affordable housing contribution of £700,000.
Recommended Decision	This application is recommended for approval subject to conditions.

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
- HO1 - Providing for New Housing Development
- HO3 - Affordable Housing
- HO4 - Housing Size and Type
- HO5 - Density of Housing Development
- CC3 - Parking Provision
- LO1 - Flooding
- CC1 - Renewable Energy
- EN7 - Tree Protection

2 RELEVANT PLANNING HISTORY

2.1 The site was previously is use by the London Irish Rugby Football Club as a training ground, and included stands and a clubhouse. The whole site has been subject to a number of relevant planning applications, which are listed below:

14/00275/FUL

Demolition of stand and clubhouse and erection of 194 residential units with associated parking, provision of new open space and construction of estate roads with access to be via the two accesses from The Avenue to also incorporate an alternative access for the existing Virgin Active Leisure Centre via the northern access.

Grant Conditional 26.08.2014

12/00369/OUT

Demolition of stand and clubhouse and erection of 206 residential units (including 60 sheltered housing units), construction of estate roads and the provision of new open space including a new neighbourhood park.

Grant Conditional 21.09.2012

12/00368/OUT

Demolition of stand and clubhouse and erection of 194 residential units (of which 12 have associated workspace), a care home, site for a future health centre, construction of estate roads and the provision of new open space including a new neighbourhood park.

Withdrawn 21.06.2016

09/00841/OUT

Demolition of stand and clubhouse and erection of 194 residential units (of which 12 have associated workspace), a care home, site for a future health centre, construction of estate roads and the provision of new open space including a new neighbourhood park..

Refused 26.04.2010

Appeal Dismissed 24.11.2011 following Inquiry

3 DESCRIPTION OF CURRENT PROPOSAL

- 3.1 The application site comprises part of the Former London Irish Rugby Training Ground, off The Avenue in Sunbury. Planning permission was granted in 2014 (ref - 14/00275/FUL) for the redevelopment of the whole site for a total of 194 residential units, including new open space, estate roads and a new access to the existing Virgin Active (now Nuffield) Health Club on the site. The development is nearing completion and many of the units are occupied. The 2014 scheme included a row of 4 no. detached 5 bed dwellings, in the southern part of the site, which adjoined part of the central landscaped area. Each dwelling was three storey with a pitched roof over, and had its own private amenity space and off street parking. These houses have not been constructed
- 3.2 The proposal under consideration here seeks to construct a block of 24 no. flats in broadly the same position as the approved dwellings, although the building would be deeper and positioned further to the east and north. The flats would be designed to be of a similar visual appearance to the existing flats within the northern part of the site, and would be three stories high. The parking area to serve the flats would be located to the west of the flat block, and would comprise a total of 36 spaces, and this area would include a refuse/cycle store. The overall footprint, mass and scale of the proposed block would be greater than the approved dwellings which were also three storey, but would not appear out of character within the development, which features already a mix of houses and flats.
- 3.3 The 4 no. homes approved in the 2014 scheme have not been constructed, and form part of the last phase of development on the site. The proposed scheme would see a net increase of 20 no. units, and would see a total number of units on the whole site increase from 194 to 214.
- 3.4 The building would include 24 no. two bed units, over three floors. The flats would have the benefit of off street parking, and a detached refuse/cycle store. The occupiers of the proposed flats would use the adjoining public open space. The overall design and appearance of the building has been guided by the existing block in the northern part of the site, which contains a total of 60 units. This block features a mix of brick and render exterior finishing materials, with 'long and short' brick features/Quoins. The front elevation has central gable

features, with extending balconies. There are also extending balconies to each end of the symmetrically designed frontage. The rear elevation is similarly symmetrical with extending balconies to the centre and each end. The overall style and design matches the contemporary exterior finishes of the units within the whole development.

4 CONSULTATIONS

4.1 The following table shows those bodies consulted and their response

Consultee	Comment
County Highway Authority	No objections
The Council's Tree Officer	No objections
Local Lead Flood Authority (SUDS)	No objections subject to conditions
Viability Advisor	Recommends acceptance of off-site affordable housing financial contribution of £700,000
The Council's Head of Streetscene	Awaiting response on amended bin store
Environmental Health - Pollution Control Officer (Contaminated Land)	No comments
Environmental Health - Pollution Control Officer (Air Quality)	Requested fast electric vehicle charge point This has been added as a condition.
Environmental Health - Pollution Control Officer (Noise)	Final comments to be reported orally to the Committee.
Thames Water	No objections
Environment Agency	Awaiting comments
Sustainability Officer (renewable energy)	Satisfied that the renewable provision will be met

5 PUBLIC CONSULTATION

59 neighbour notification letters were sent, with 41 responses to date (including one from the Lower Sunbury Residents Association – LOSRA). These letters objected along similar grounds, which were:

- density
- general over development of the site
- harm to adjoining residential amenities (impact on light/outlook/privacy)

- increase in traffic generation and noise
- lack of parking
- poor access
- not in same character as development that was sold to new occupiers
- impact on local infrastructure
- previous planning history on the site
- impact on property prices
- drainage

6 PLANNING ISSUES

- Design, Appearance and Visual Impact
- Residential Amenity
- Housing Size/Type/Density
- Affordable Housing
- Parking / Transportation
- Flooding
- Renewable Energy
- Trees/Landscaping

7 PLANNING CONSIDERATIONS

Design, Appearance and Visual Impact

- 7.1 Policy EN1 of the Spelthorne Core Strategy and Policies DPD (CS&P DPD) seeks to attain high standards of design and layout of new development. The proposed building would be three stories high, with a pitched roof over. It would be some 32.5cm higher than the previously approved three storey dwellings (plots 52 – 55). It would also be 3m deeper. The front of the building footprint has been moved 9m to the east from the positions of the approved dwellings so that its eastern side would abut the public open space. It is also 3m further north (i.e. away from the existing buildings to the south). The parking area would be located to the west of the proposed building, and would include a detached bin store/cycle store building.
- 7.2 The building would be prominent when entering the site through the southern access via The Avenue, and its design and scale when viewed from this location would not be significantly different to the approved dwellings. Its position in relation to adjoining properties has been altered from the approved dwellings so it is located further east, to shift its form away from adjoining dwellings, and closer to the public open space to the east and also further north. The proposed building would appear bulkier than the approved detached dwellings, but mainly by virtue of its single form. The overall scale and massing of the building is greater than the approved dwellings but is considered acceptable in the street scene and locality.
- 7.3 The proposed building would contain flats over three stories, with its principle aspects being east and west, to allow for natural light throughout the day to the proposed units. The building would include balconies on projecting gable features, and would mirror the approved dwellings which also featured

balconies. The design and use of materials would reflect the existing flatted block in the northern portion of the site which has already been constructed, and would use a mix of brickwork and render for its external finishes.

- 7.4 The whole site is split into a northern and southern section, and is separated by the Nuffield Health Club (formerly Virgin Active) and an area of public open space (which formed part of the approved scheme 14/00275/FUL). The northern portion of the site contains an existing block of flats and terraced houses (a mix of social rent and shared ownership), and the southern portion of the site contains a mix of detached, semi-detached and terraced privately owned dwellings (note – the northern portion of the site has been completed and a large part of the southern portion is complete). Whilst the proposal would see the introduction of a building containing flats, it would not have an unacceptable impact on the character of the Park Avenue development as a whole and would be significantly smaller in scale than the approved flats to the north. The building would be of a comparable scale to the approved dwellings, and whilst the number of units would be increased, the site is large enough to accommodate an increase without harming its character, which is clearly mixed. Whilst the building would be moved further forward on an area where parking and access was proposed, it would not encroach onto the approved open space to the east.
- 7.5 The parking areas layout would mirror that which serves the approved dwellings in the central area of the southern part of the site, and would contain a total of 36 spaces to the west plus some relocated visitors spaces to the south. A detached refuse and cycle store building would be incorporated in this area to the west of the proposed building. The scale and appearance of this building would be significantly smaller than the surrounding properties, and it would be set back from the street front to reduce its impact. Whilst not included in the approved scheme, a refuse store in this location would not appear out of character within a large residential development of this nature.

Residential Amenity

- 7.6 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 or privacy to the adjoining properties. The building would have residential properties on its western and southern boundary, and to the east the dwellings in The Avenue (over 90m to the rear of these properties). The nearest residential properties to the proposed building are plots 50 and 51 to the south, and plots 39 to 45 to the west. The Councils Residential Design Guidance SPD sets out recommended separation distances for new development to prevent unacceptable overlooking (for three storey development a separation of 30m 'back to back', and a separation of 21m 'back to flank'). The proposed building would be located over 30m from the dwellings to the west and would comply with the 'back to back' separation. The building would be some 18m from the dwellings to the south and so this would be a slight shortfall from the 'back to flank' guidance distance of 21m although in this particular case, the relationship would be 'front to flank'. It is, however, considered that no unacceptable impact would occur. The approved dwelling closest to plots 49 and 50 were only 15m from the flank of the approved three storey dwellings to the south. The current proposal would be 18m from plots 50 and 51 and the proposed building would

be only 32.5cm higher than the approved dwellings. In addition the window openings on the flank of the proposed flats would be obscurely glazed to ensure no overlooking occurs. The proposal would therefore represent an improved relationship with the dwellings to the south compared with the approved scheme. There would be a separation of over 90m to the dwellings in The Avenue, far in excess of the SPD guidance.

- 7.7 The proposed building would not result in an unacceptable loss of light to the adjoining dwellings. The Council's Residential Design SPD sets out how new development can be assessed to ensure it would not lead to an unacceptable loss of light to dwellings. The SPD uses a 45 and 25 degree line guide to ensure new development does not result in an unacceptable loss of light. The proposed building would not infringe either a 45 or 25 degree line when measured from plots 39 to 45 (the buildings to the west). The 45 and 25 degree line would not be infringed from the dwellings to the south (plots 50 and 51), and so the proposal would not lead to an unacceptable loss of light to the adjoining properties. The building has been moved east from the position of the approved dwellings, to allow a greater separation between the adjoining properties to the west, and due to this increased separation the proposed building would have an acceptable impact upon the occupiers of these dwellings, and their rear gardens.
- 7.8 The proposed building would not have a materially greater overbearing impact beyond that which was already approved. The building as explained above, has been moved further east away from the dwellings to the west (plots 39 – 45), and further away from the closest dwellings to the south (plots 50 – 51). The height of the building has increased by 32.5cm, but this marginal increase would not have an unacceptable impact beyond the 4 no. detached dwellings already approved.
- 7.9 Turning to the amenity of the proposed occupiers, all 24 proposed units would satisfy the minimum internal floorspace requirements set out in the Technical Housing Standards - Nationally described space standard, and the Council's own Design SPD. Each unit would benefit from a small area of private amenity space in the form of a balcony. Each unit would have its main habitable rooms (living room/kitchen and bedrooms) served by windows on the eastern and western elevations of the proposed building, with bathrooms being set in from the exterior walls. This would allow the maximum solar gain for the proposed units. The internal layout would be of a similar high standard comparable to the approved dwellings and flats within the site. It is recognised that no outdoor amenity space is provided for the proposed flats. However, a large area of public open space is to be provided immediately adjoining the proposed block and this is considered satisfactory to meet the amenity needs of the future occupiers of the flats.

Housing size, type and density

- 7.10 Policy HO1 seeks to deliver housing development within the borough, and to encourage housing development on all suitable sites for that purpose taking into account other policy objectives. As permission has already been granted for a comprehensive residential development on the site, the proposed building would comply with these policy objectives. There is no policy objection to the addition of residential units on this site.

7.11 Policy HO4 seeks to ensure that the size and type of housing reflects the needs of the community by requiring development of four or more units to provide at least 80% of their total as one or two bedroom units. The proposed scheme here would provide 100% 2 bed units and so be in compliance with policy HO4. The original 2014 approved scheme (14/00275/FUL) provided in total a lower number of one and two bed units over the entire site, and the proposed building under consideration here would allow a greater provision of smaller units on the whole site.

Policy HO5 seeks to ensure that new housing development makes effective use of land. Policy HO5 sets out density guidelines, to ensure that new development respects the density of the surrounding areas, and to direct higher density developments towards town centre locations. Based on the site area of the entire site (6.36 hectares), the proposal has a gross density of 33.65 dwellings per hectare (dph). Compared with the previously approved density of 30.5 dph for the 2014 scheme, it can be seen the increase in density over the whole site is only marginal. This increase in density would still be slightly lower than the recommended 35 – 55 dph for areas comprising predominantly family housing, such as the current location (Policy HO5), but would be closer to the recommended density than the approved scheme.

Affordable Housing

7.12 Policy HO3 seeks to ensure that affordable housing is provided to meet the identified needs within the borough.

7.13 The net increase of 20 additional units mean that an affordable housing requirement arises, as required by Policy HO4 of the CS&P DPD. The Council's valuation advisor has considered the applicant's Viability Appraisal and have been in negotiation with the applicant's own consultants. While there remain differences between the two parties in terms of the methodology used to arrive at the final figures, a contribution of £700,000 has been agreed.

7.14 It has been accepted that if this figure was not agreed, the proposal would not come forward for development and the Council would not benefit from the 20 additional units and would receive no further affordable housing contribution. As such, the Council's advisor has recommended acceptance of an off-site affordable housing contribution of £700,000 and there are not considered to be any strong reasons to disagree with the recommendation. The applicant has agreed to this sum.

Parking / Transportation

7.15 The Council's adopted Parking Standards SPG sets out the Council's minimum parking standards for new development. The proposal would provide a total of 36 off street parking spaces (24 allocated, 12 visitor) in a parking area to the west of the proposed building. This would comply with the required minimum standard for a development of this size (1.5 spaces x 24 = 36). The proposal would also provide a total of 24 secure, covered bicycle parking spaces, which would meet the required standard of one space per unit.

7.16 The proposal would see a bay of four visitor spaces re-arranged to allow suitable access to the proposed parking area. The proposal would not see the loss of any approved parking spaces that would lead to a shortfall across the

entire site. The proposed parking demand can therefore be met within the proposed parking area.

- 7.18 The County Highway Authority were consulted on the proposal and raised no objections, stating the scheme would not have a material impact on the safety and operation of the adjoining public highway. The full comments were as follows: *“The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements. The quantity of parking spaces proposed as shown on the application form is adequate. The layout is adequate too. The developer is also proposing to provide a location for parking bikes. This is also adequate.”*

Therefore the proposal is considered acceptable on transportation grounds.

Flooding

- 7.17 The application site is located within Flood Zone 1, the lowest risk flood area. A response from the Environment Agency is awaited, however it is not considered that any significant flood risks arise from this proposal. Nevertheless the Lead Local Flood Authority has been consulted and has raised no objections subject to conditions.

Other Matters

- 7.18 The Council's Sustainability Officer is satisfied with the Renewable Energy proposals subject to a suitable condition. In terms of Air Quality, the Council's Environmental Health team has recommended the installation of one fast electric vehicle charge point to offset increase vehicle emissions of the townhouse replacement scheme. This has been agreed by the applicants and will be secured by condition. There are no comments regarding Contaminated Land.

Conclusion

- 7.19 The proposed development is considered acceptable and provides additional residential units within the development that would appear to meet a more realistic market need. A satisfactory off-site financial contribution of £700,000 has been agreed. The design and scale of the building, whilst being larger than the detached houses it is replacing would have an acceptable impact on the streetscene and the adjoining properties. The scheme would provide satisfactory parking and access arrangements and a fast vehicle charging point is to be provided to benefit Air Quality objectives.

8 RECOMMENDATION

- 8.1 Subject to the applicant first entering into a legal agreement to provide the Council with a financial contribution of £700,000 for affordable housing purposes, the application is recommended for APPROVAL subject to the following conditions:

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. Before any development commences, the applicant must in their drainage strategy, provide results from infiltration testing in accordance with BRE Digest 365 or any other suitable method including details of the depth of ground water. If infiltration found feasible then the Sustainable Drainage System should be designed in accordance with these results and shall be submitted to and approved by the local planning authority.

Reason: To ensure that infiltration has been fully considered as a discharge option and to provide evidence infiltration is feasible for the site.

4. Prior to construction of the development the applicant needs to supply specific details of discharge rate control device and approved by the local planning authority:

Reason: To ensure the drainage design meets the technical standards

5. Prior to construction of the development the applicant needs to supply details of discharge point and suitability of watercourse to receive runoff and approved by the local planning authority.

Reason: To ensure the drainage design meets the technical standards

6. Prior to constructions of the development hereby approved the following drawings need to be supplied to and approved by the local planning authority; a drainage layout detailing the exact location of SUDs elements, pipes, control devices (i.e. hydrobrake), permeable paving, attenuation tanks, impervious areas and drainage sub-catchments (if applicable) and details of all SuDS elements and other drainage features, including long and cross sections, pipe diameters and respective levels.

Reason:- To ensure that the design fully meets the requirements of the national SuDS technical standards.

7. Before the commencement of the construction of the development hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and off site, must be submitted to and approved by the local planning authority.

Reason:- To ensure that the proposal has fully considered system failure.

8. Prior to construction of the development hereby approved, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved by the Local Planning Authority.

Reasons:- To ensure the drainage system is maintained throughout its lifetime to an acceptable standard.

9. Prior to occupation, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System has been constructed as agreed.

10. Prior to the occupation of the development hereby permitted the windows on the southern flank elevation shall be obscure glazed and be non-opening to a minimum height of 1.7 metres above internal floor level in accordance with details/samples of the type of glazing pattern to be submitted to and approved in writing by the Local Planning Authority. 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.

11. 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.

12. 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.

13. That the parking and turning, loading, and unloading space shown on the submitted plan be constructed within three months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, and thereafter the approved facilities together with the means of access thereto shall be maintained as approved, and be reserved for the benefit of the development hereby permitted.

Reason:-. To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway(s) and to ensure that the facilities provided are reserved for the benefit of the development for which they are specifically required, in accordance with policy CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

14. That within 3 months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials in accordance with the 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.

15. That no further openings of any kind be formed in the southern side elevation of the development hereby permitted without the prior written consent of the Local Planning Authority.

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

16. The development hereby permitted shall be carried out in accordance with the following approved plans 2036.2-A-1001-A; 2036.2-C-1100-B; 13/328/GA/MP; 13/328/HW/N01 and 13/328/BT/N01 received 26.8.2016 and 2036.2-A-1011-E; 2036.2-A-1013-F; 2036.2-C-1005-G; 2036.2-A-1008-E; 2036.2-A-1012-E; 2036.2-C-1100-B; 2036.2-A-3000-F; 2036.2-A-3301-E; 2036.2-AC-3002-E; 2036.2-C-3005-F and 2036.2-A-3100-E received 1.11.2016.

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

17. No development shall take place until details regarding the installation of one fast electric vehicle charge point to offset increase vehicle emissions has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the charge point has been installed and shall thereafter be maintained in perpetuity.

Reason:- To improve Air Quality and safeguard the amenity of neighbouring residential properties and the locality, in accordance with policies SP6 and EN3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

INFORMATIVES TO APPLICANT

1. Discharge to Watercourse: If there are any works proposed as part of this planning application that are likely to affect ordinary watercourses, then the applicant will need a separate approval of Surrey County Council (SCC) which is acting as the drainage authority under the Land Drainage Act 1991. Guidance on this process as well as application forms can be requested from SCC. The discharge rate and volume to the receiving watercourse should be agreed with SCC as the Lead Local Flood Authority.

Discharge Rates: We note the applicant is proposing to discharge to 51/s as they have stated in section 8.4 of the Flood Risk and Drainage Assessment as the lowest practical minimum rate. This means the development is discharging higher than the greenfield discharge rate and likely to increase flood risk downstream.

We recommend that the applicant explores other flow controls discussed in Section 28 of C753 (example Section 28.5.3 – perforated risers) which are useful in restricting flows to lesser rates. The applicant shall investigate restricting discharge rates to as close as it is practically possible to the 1:1 year rate by the use of other flow control devices. This would ensure that adequate attenuation is provided which would ensure that the development does not increase flooding downstream.

Drainage from parking areas that will discharge to receiving waterbodies must be passed through an oil interceptor or other suitable treatment system.

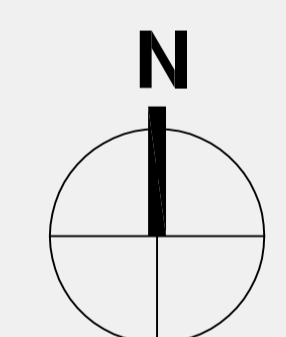
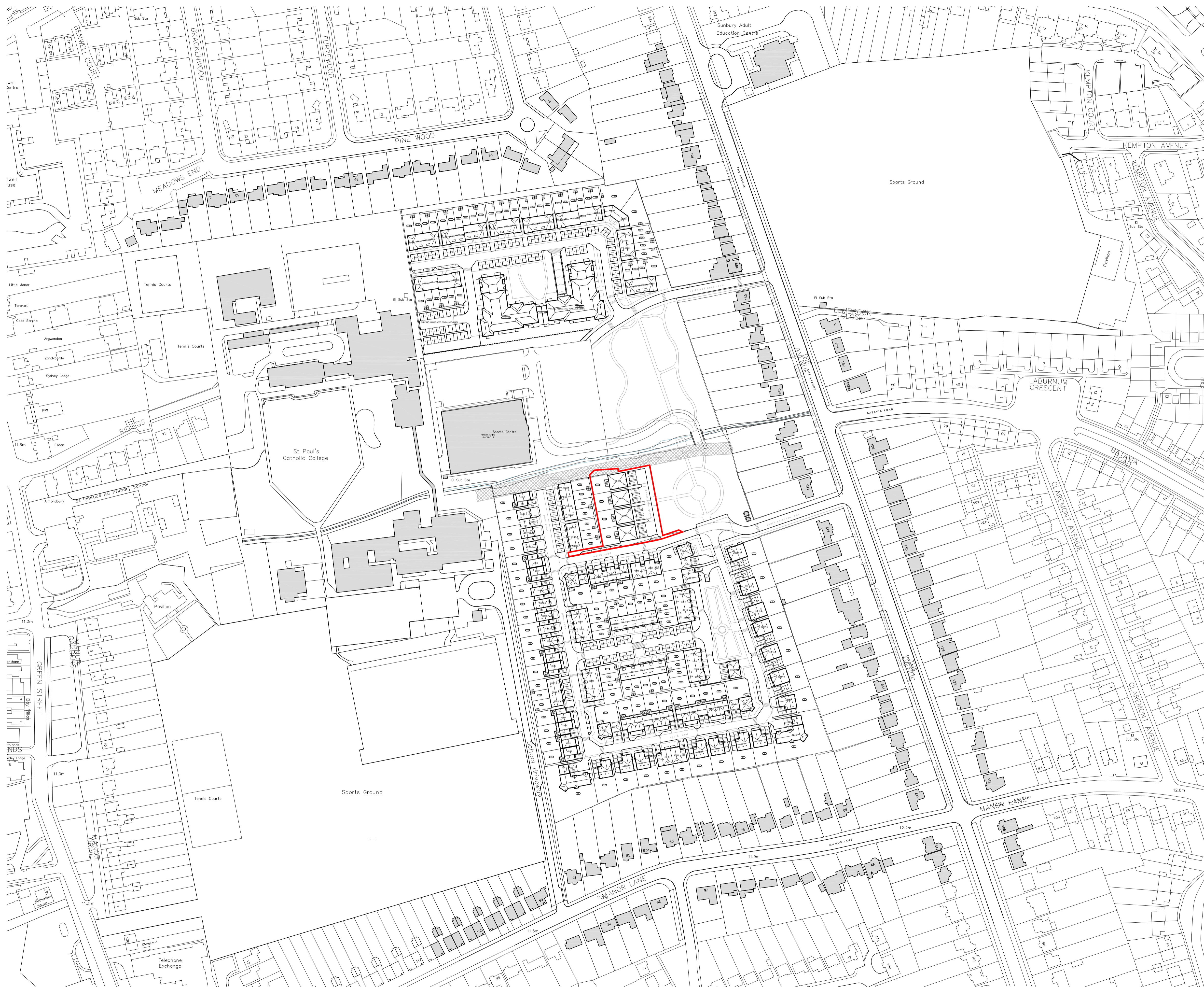
The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to Watercourse or Ground Water.

2. The Town and Country Planning (Development Management Procedure) (England) Order 2015

Working in a positive/proactive manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.



client
CREST NICHOLSON

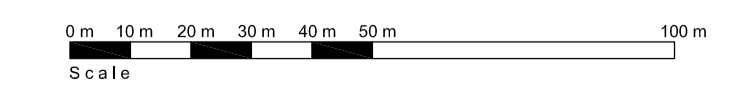
project
**PARK AVENUE, SUNBURY
 REDESIGN OF PLOTS 52-55**

description
LOCATION PLAN

project number	drawing number	revision
2036.2	A-1001	A
scale	date	
1:1250 @ A1	JULY 2016	

status
PLANNING

2036.2-A-1001-A





OMEGA
PARTNERSHIP

OLDFORD ROAD - 3F COMMON ROAD - CLYDEMAN - SURREY - KT10 8AQ
TEL: 01373 470 313 - FAX: 01273 470 368 - EMAIL: info@omega-partnership.co.uk



CREST NICHOLSON
SUNBURY - FLATS TO PLOTS 52-55
SITE LAYOUT

1-500 @ A3
JUNE 2016
PRELIMINARY

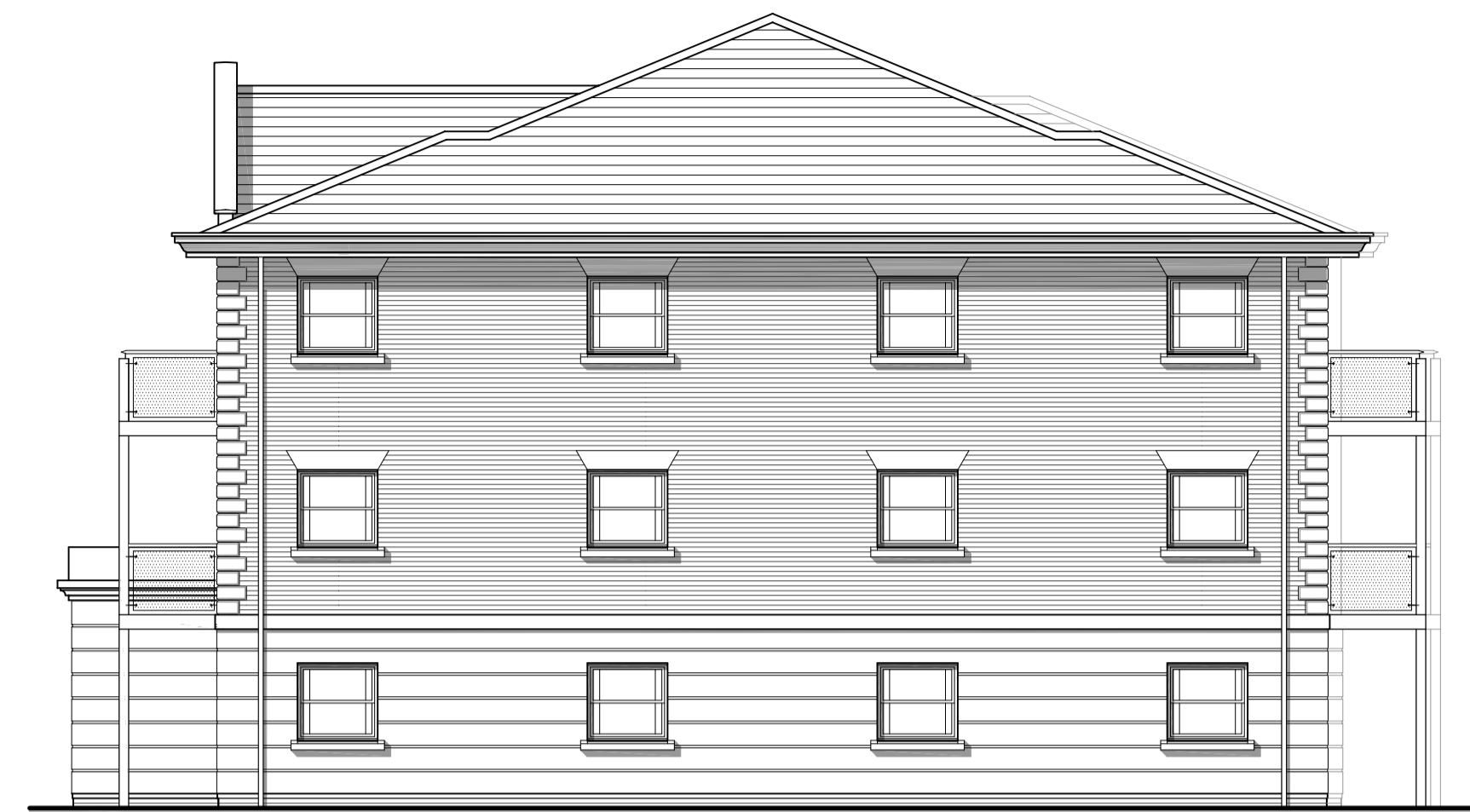
2036.2 SK-1005 F

2036.2-SK-1005-F

REV	DATE	CHANGES	BY	CHK	ISSUE FOR
A	01.07.16	FIRST ISSUE	JCL	AR	COMMENT
B	06.07.16	MINOR AMENDS	JCL	AR	COMMENT
C	17.07.16	PLANNING ISSUE	JCL	AR	PLANNING
D	04.08.16	MATERIALS AMENDED	JCL	PW	PLANNING
E	12.10.16	PORCH ROOF RAISED	PW	AP	PLANNING
F	18.10.16	STARWELL WINDOW AMENDED	TG	PW	PLANNING



ELEVATION A



ELEVATION B

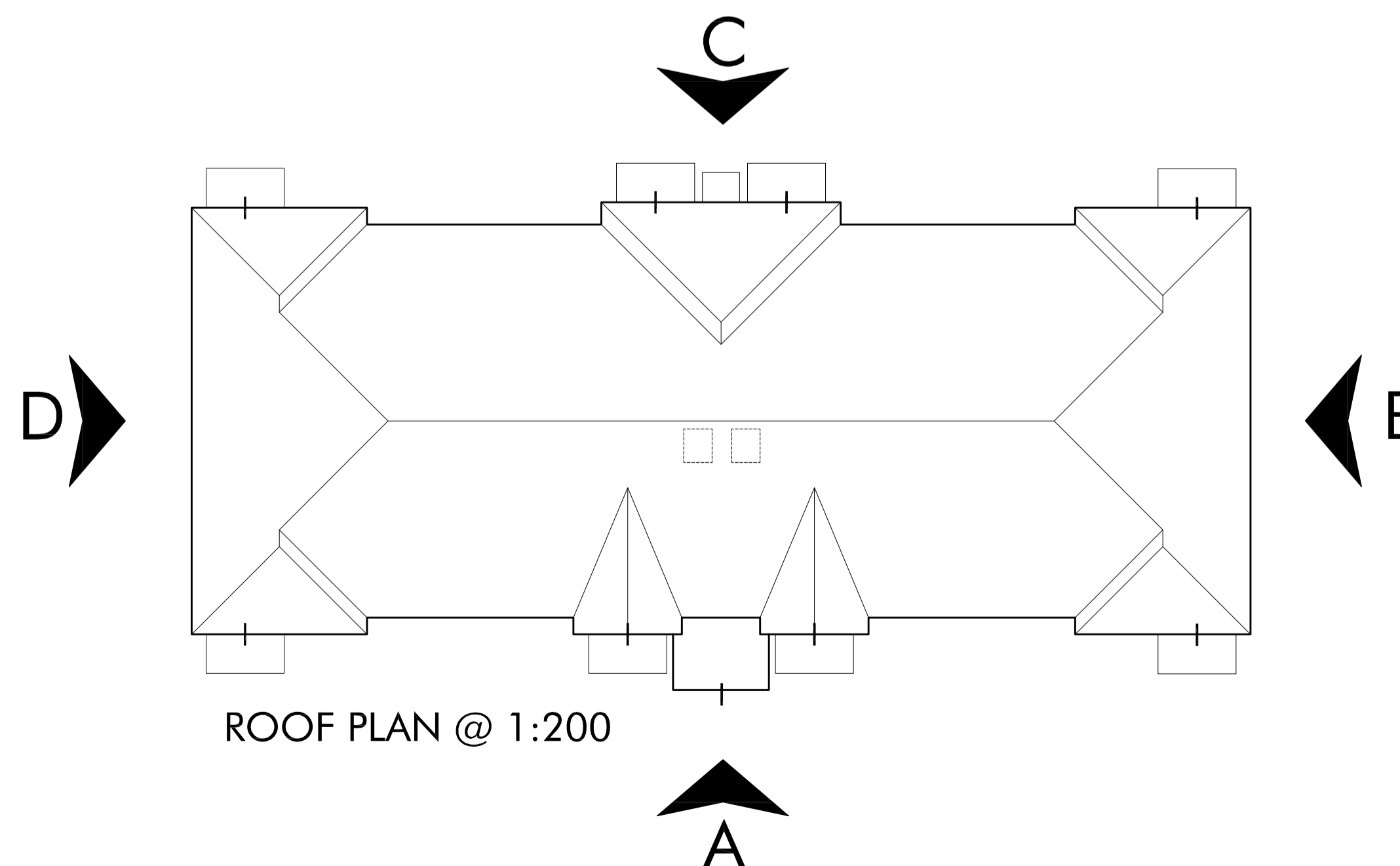


ELEVATION C

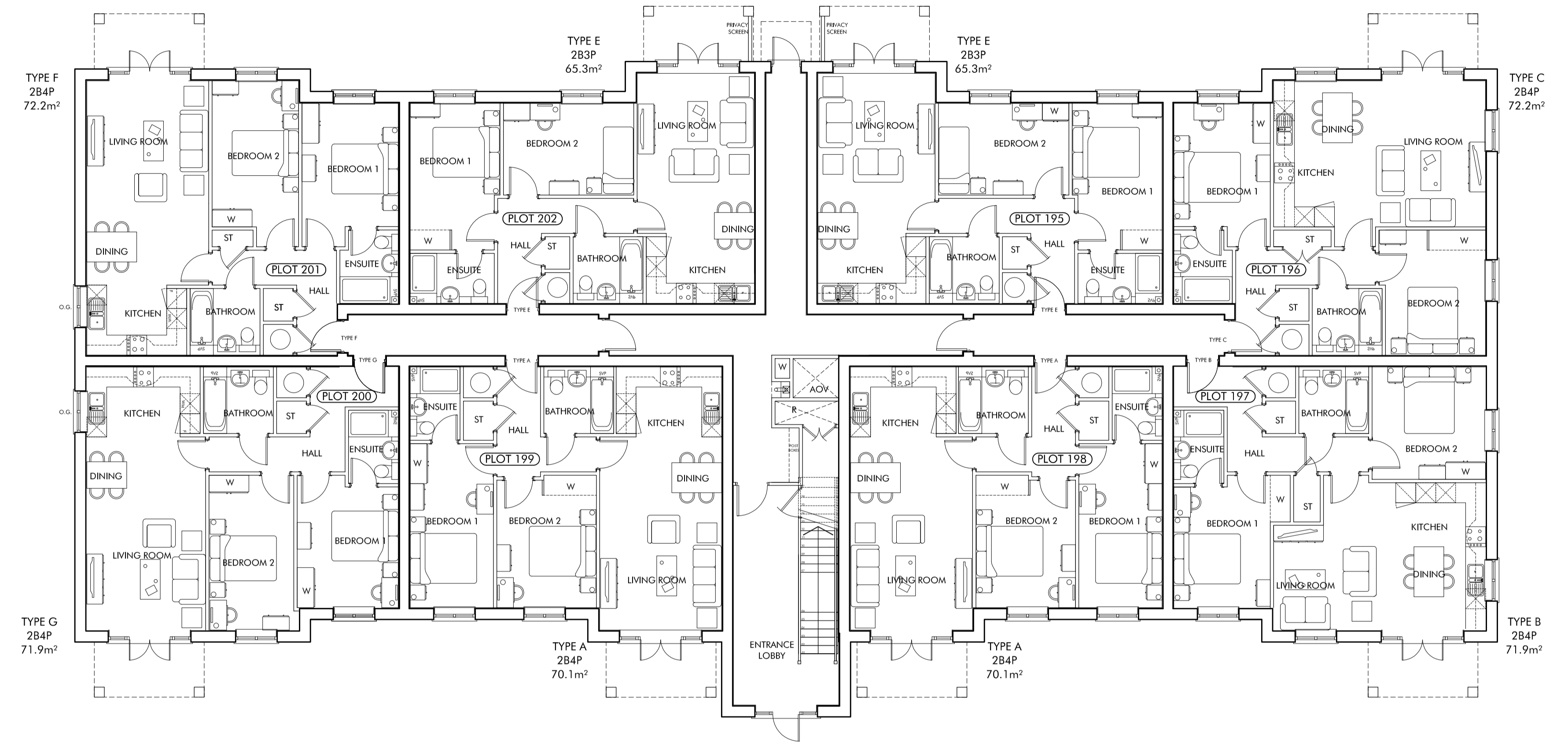


ELEVATION D

NOTE: ALL WINDOWS ON ELEVATION D TO BE OBSCURE GLAZING



REV	DATE	CHANGES	BY	CHK	ISSUE FOR
A	14.06.16	FIRST ISSUE	JL	AR	COMMENTS
B	06.07.16	MINOR AMENDS	JL	AR	COMMENTS
C	11.07.16	PLANNING ISSUE	JL	AR	PLANNING
D	05.08.16	PLANNING ISSUE	JL	AR	PLANNING
E	09.08.16	INDICATIVE PRIVACY SCREENS ADDED	JL	PW	PLANNING
F	18.10.16	SERVICE RISERS REVERSED	TG	PW	PLANNING
G	31.10.16	DRY RISER INLET REVERSED	PW	JL	PLANNING



GROUND FLOOR PLAN

2 BEDROOM FLAT_3 PERSONS (1 STOREY)

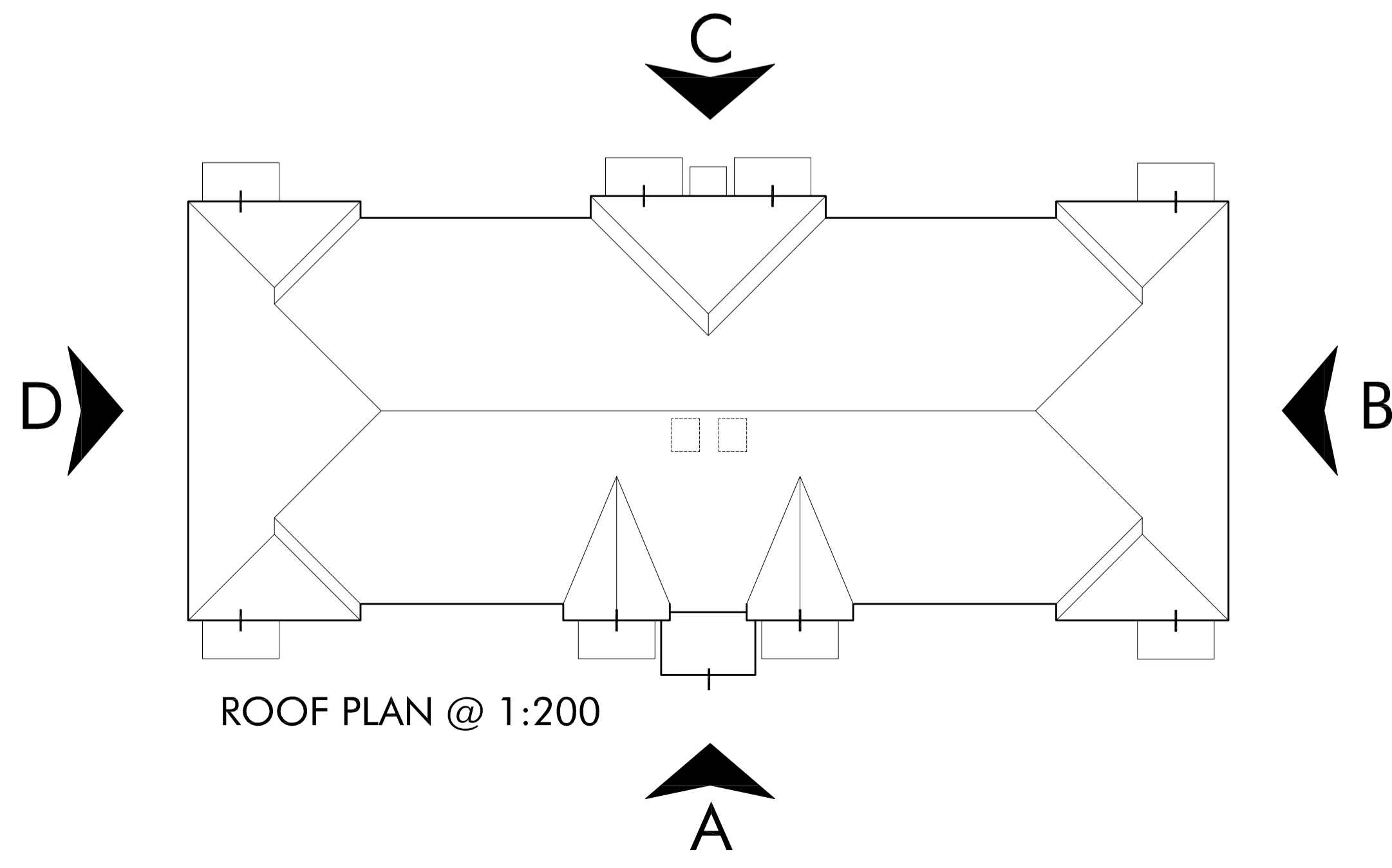
NATIONAL SPACE STANDARD REQUIREMENTS CHECKLIST (March 2015)	
Minimum GIA (61m²)	✓
Double bedroom min. 11.5m²	✓
Min. width 2.75m (2.55m every other one)	✓
Single bedroom min. 7.5m²	✓
Min. width 2.15m	✓
Minimum storage 2.0m²	✓

2 BEDROOM FLAT_4 PERSONS (1 STOREY)

NATIONAL SPACE STANDARD REQUIREMENTS CHECKLIST (March 2015)	
Minimum GIA (70m²)	✓
Double bedroom min. 11.5m²	✓
Min. width 2.75m (2.55m every other one)	✓
Single bedroom min. 7.5m²	✓
Min. width 2.15m	✓
Minimum storage 2.0m²	✓

FLAT	TYPE	NO.	PLOTS	AREA m²	AREA ft²	TOTAL ft²
A	2B4P	6	198, 199, 206, 207, 214, 215	70.1	755	4530
B	2B4P	3	197, 205, 213	71.9	774	2322
C	2B4P	3	196, 204, 212	72.2	777	2331
D	2B4P	4	203, 210, 211, 218	70.6	759	3036
E	2B3P	2	195, 202	65.3	702	1404
F	2B4P	3	201, 209, 217	72.2	777	2331
G	2B4P	3	200, 208, 216	71.9	774	2322
TOTAL		24		494.2	5318	18276

NOTES:
AREA TO CREST 2013 SPECIFICATIONS (356mm) EXTERNAL WALL



ROOF PLAN @ 1:200



PLOT 50 - 4BH8

NORTH ROAD

PLOT 52 - 5BH8.1

PLOT 53 - 5BH8

PLOT 54 - 5BH8

PLOT 55 - 5BH8.1

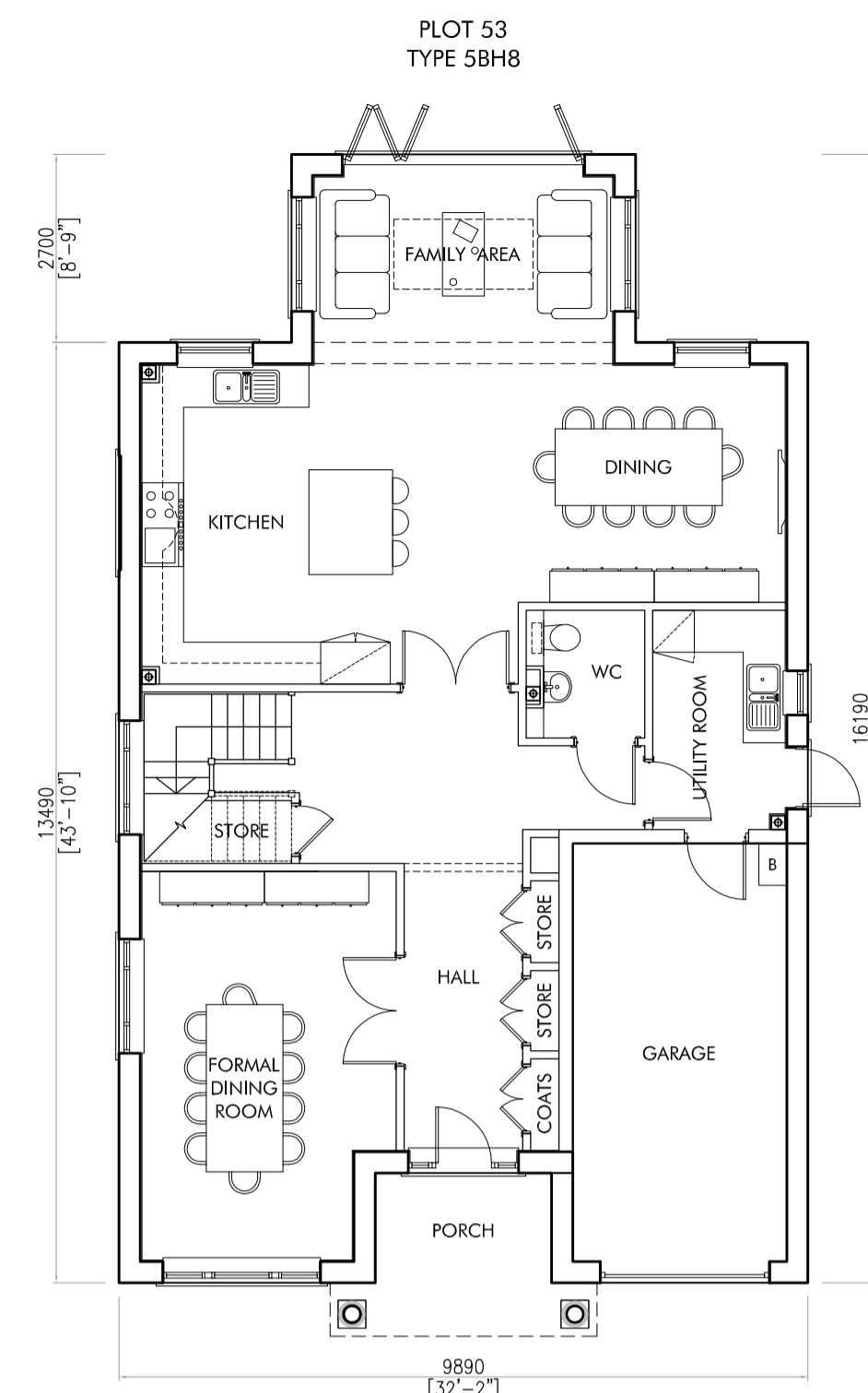
STREET ELEVATION - PLOTS 52 - 55 (EXISTING AS APPROVED)



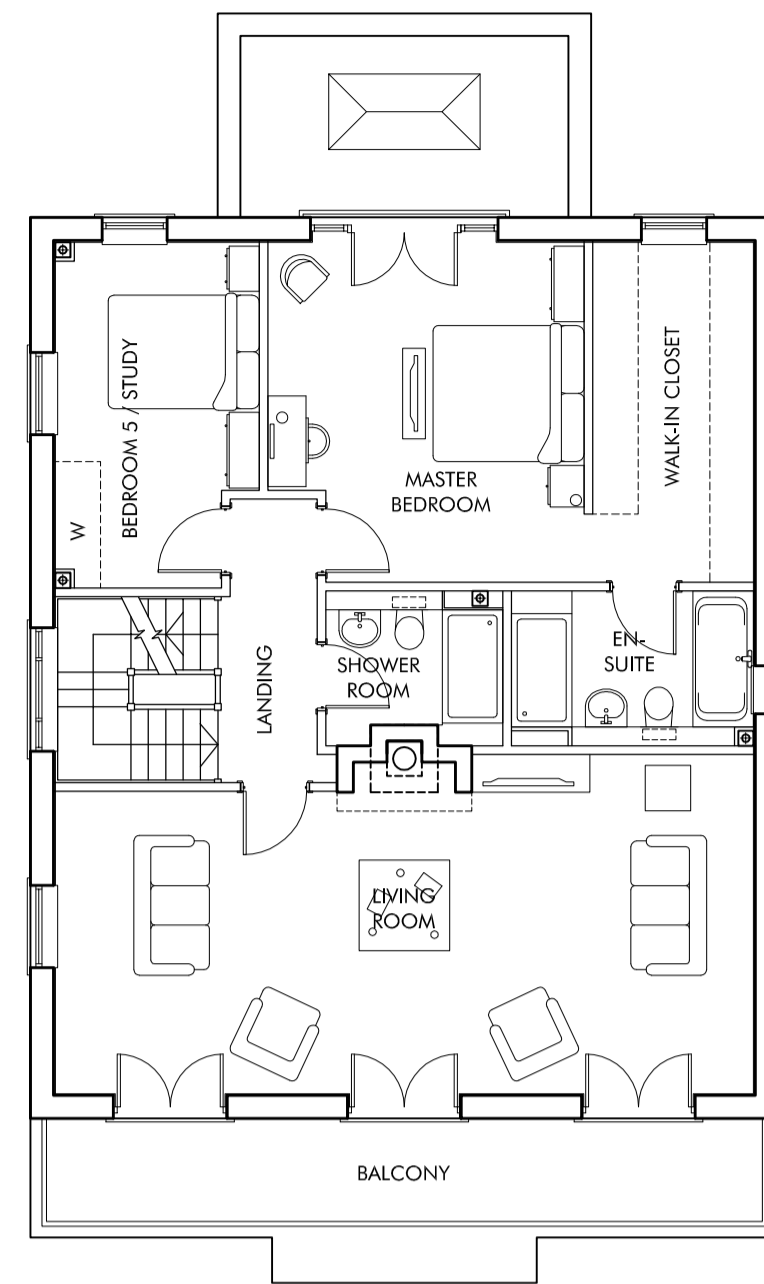
PLOT 50 - 4BH8

NORTH ROAD

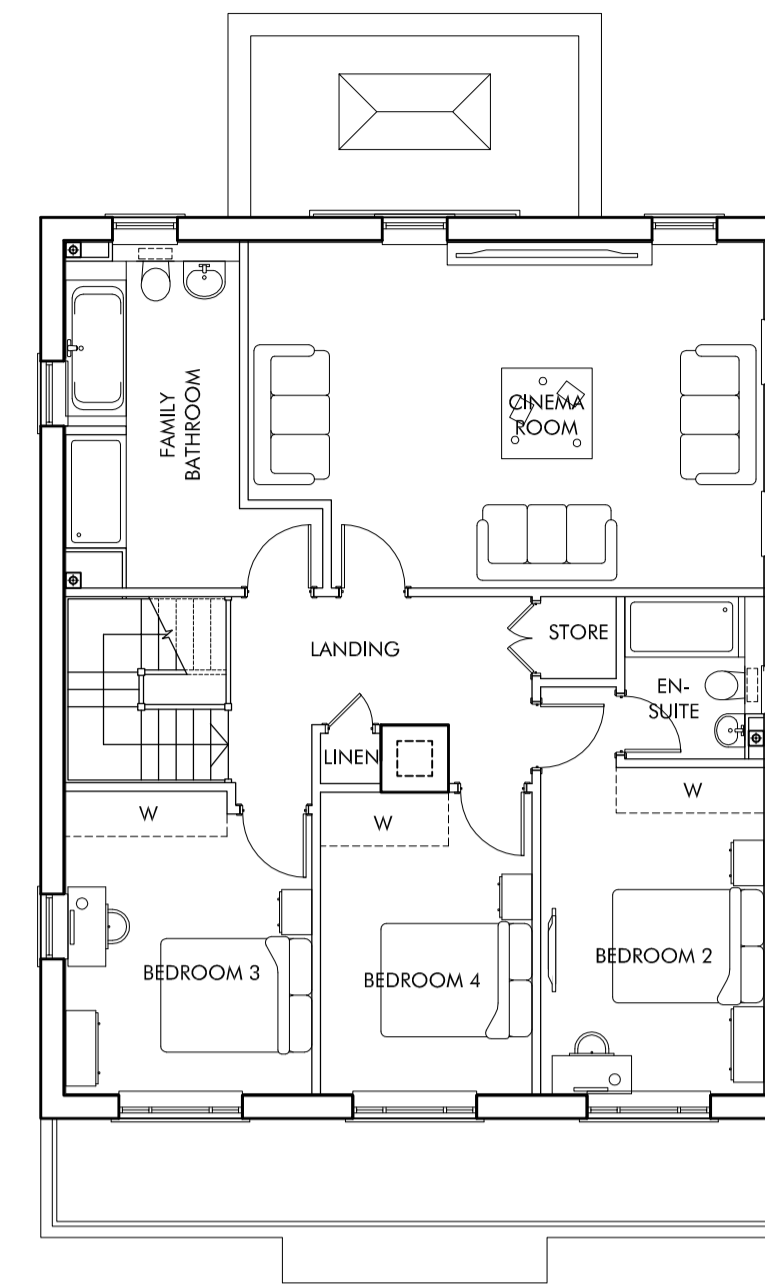
STREET ELEVATION - PLOTS 195 - 218 (PROPOSED ELEVATION TO PARK)



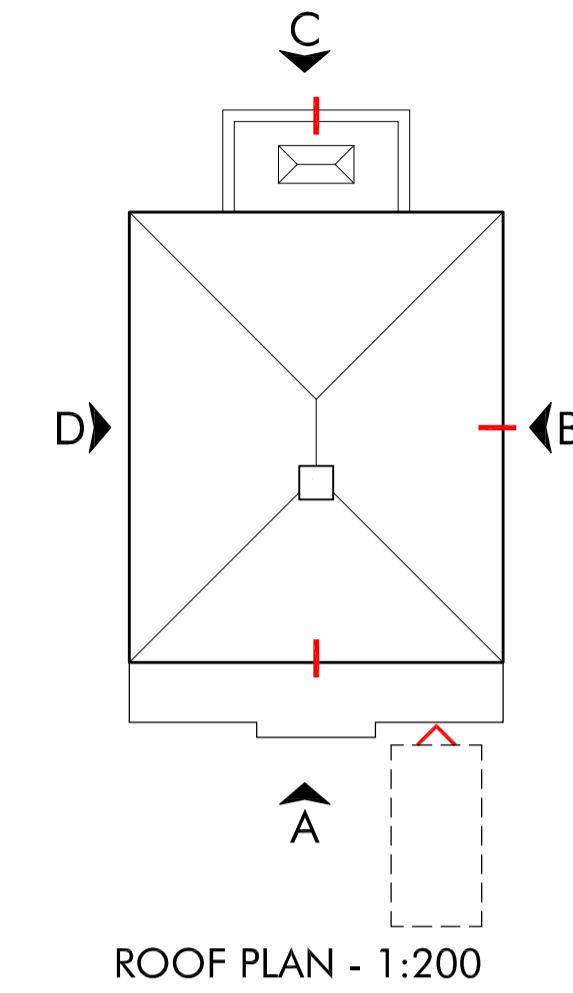
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



ROOF PLAN - 1:200



ELEVATION A - FRONT



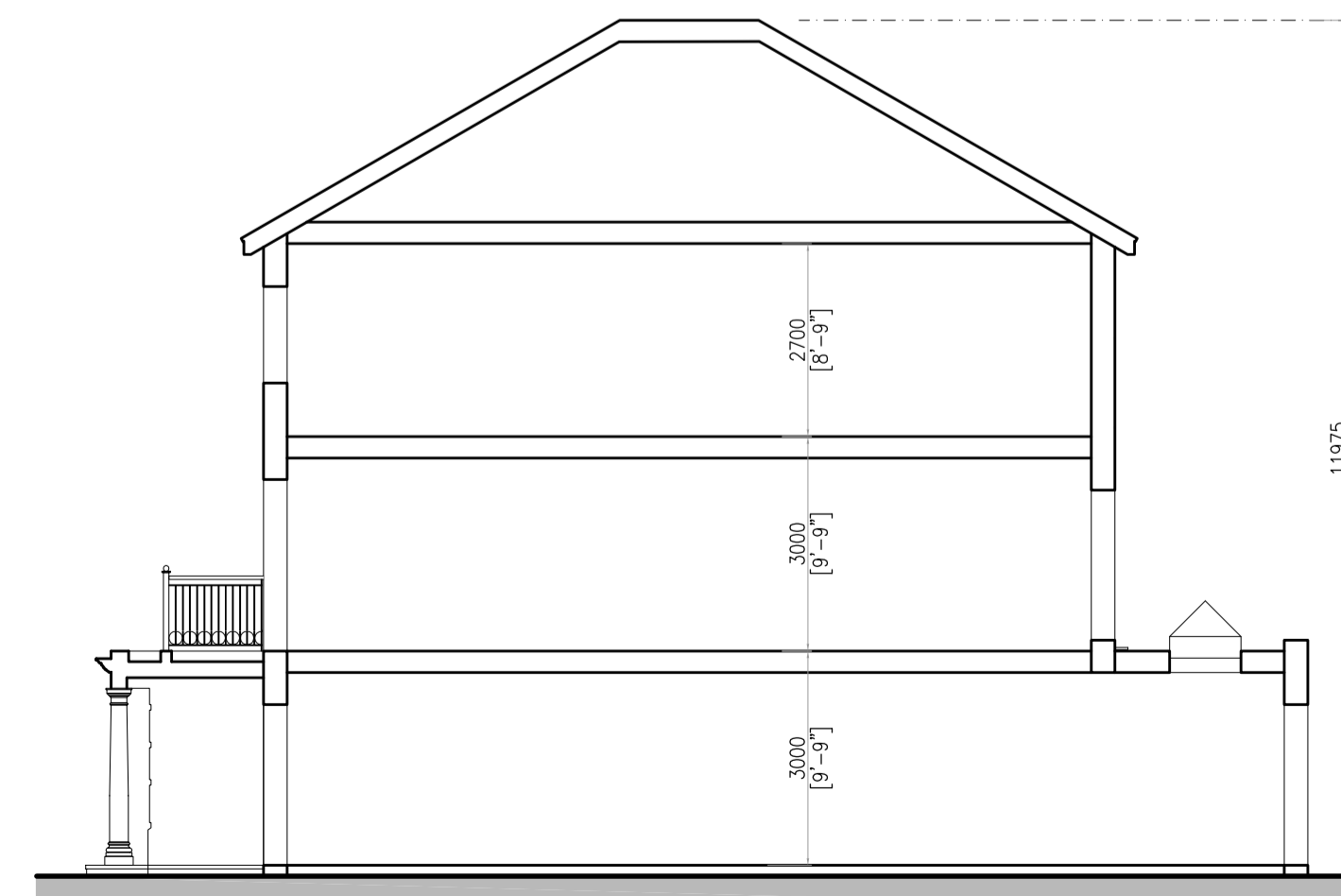
ELEVATION B - SIDE



ELEVATION C - REAR



ELEVATION D - SIDE



5BH8.1 - SECTION

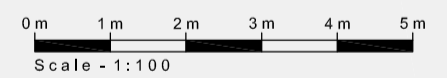


REV	DATE	CHANGES	BY	CHK	ISSUE FOR
A	20.02.14	FIRST ISSUE	me	AR	COMMENT
B	28.03.14	FACING MATERIAL AMENDMENTS, TAX WINDOW ADDED TO SIDE ELE D	JH	AR	COMMENT
C	11.04.14	REVISED TO DESIGN INTENT DWGS, 1ST & 2ND FLOOR LAYOUT REVISED	RB	PW	COMMENT
D	15.04.14	RENDER CHANGED TO BRICK	JL	AR	COMMENT
E	16.04.14	REVISED TO CLIENT COMMENTS	JH	PW	COMMENT
F	06.05.14	BAY WINDOW REMOVED, INTERNAL PLAN AND AREA REVISED TO SUIT	RB	PW	COMMENT

TYPE 5BH8.1	
GROSS FLOOR AREA(EXT. WALL)	sq.m
SECOND FLOOR	117.84
FIRST FLOOR	117.84
GROUND FLOOR	121.01
TOTAL GEA (EXCL. GARAGE)	356.69
GARAGE	21.75
TOTAL GEA (INCL. GARAGE)	378.44

PLOT	TYPE	AREA sq.m	AREA sq.ft
52	5BH8.1	313.29	3372

3.00m FLOOR TO FLOOR HEIGHT
 AREA MEASURED TO INTERNAL FACE OF PLASTER FINISH AT 1.500m AFFL
 EXTERNAL WALL: 303mm CONSTRUCTION + 25mm PLASTER = 328mm
 INTERNAL WALL: 114mm PLASTERBOARD



client
CREST NICHOLSON SOUTH LTD

project
**PARK AVENUE,
 SUNBURY ON THAMES, TW16 5EQ**

description
**PLOT 52 - 5BH8.1
 PLANS & ELEVATIONS**

scale
1:100 @ A1 date
JANUARY 2014

status
PLANNING

drawing number
2036-A-3009-F revision