

**17/00262/FUL**  
**8 - 12 Clarendon Road, Ashford, TW15 2QE**  
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**SPELTHORNE**  
 MEANS BUSINESS

1:1,250

## Planning Committee

31 May 2017



<b>Application Nos.</b>	17/00262/FUL		
<b>Site Address</b>	8 – 12 Clarendon Road, Ashford		
<b>Proposal</b>	Demolition of existing buildings and erection of a new building with 2 floors of accommodation to provide 10 flats (4 no. 1-bed and 6 no. 2-bed) together with associated parking and amenity space.		
<b>Applicant</b>	Hooper Homes Limited		
<b>Ward</b>	Ashford Town		
<b>Call in details</b>	N/A		
<b>Case Officer</b>	Paul Tomson		
<b>Application Dates</b>	Valid: 03/03/2017	Expiry: 02/06/2017	Target: Within 13 weeks
<b>Executive Summary</b>	<p>This application seeks the demolition of the existing vacant commercial building of 8 Clarendon Road, and the demolition of the existing semi-detached dwellings of 10 &amp; 12 Clarendon Road, and the erection of a new residential development comprising 10 flats together with associated parking and amenity space.</p> <p>The site is located within the urban area and the principle of new residential development and the loss of the existing commercial building has been accepted in previous planning applications. The proposed flats are to be provided in two separate 2-storey blocks fronting Clarendon Road, but will be linked by a glazed structure providing an entrance foyer and staircase. It is considered that the design and scale is acceptable and has good regard to the character of the area. The parking and amenity space is considered acceptable in this location on the edge of Ashford town centre and close to the railway station.</p> <p>Whilst the proposed number of units and dwelling mix (4 no. 1-bed and 6 no. 2-bed) is the same as the last refused scheme (16/01326/FUL), which is now subject to a pending appeal, the introduction of the new glazed structure has resulted in the floorspace being used in a more efficient manner. Consequently, the depth of the accommodation blocks is similar to the last approved scheme and the size of the amenity space continues to be acceptable.</p>		
<b>Recommended Decisions</b>	This planning application is recommended for approval.		

## 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:

- LO1 (Flooding)
- HO4 (Housing Size and Type)
- HO5 (Housing Density)
- EM1 (Employment Development)
- EN1 (Design of New Development)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC3 (Parking Provision)

### 2. Relevant Planning History

08/00288/FUL	Demolition of existing buildings and erection of building with part 2 and part 3 floors incorporating 11 flats and a crèche, access, landscaping and amenity areas, play area, cycle storage and ancillary works.	Refused 24/07/2008
08/00298/FUL	Demolition of existing buildings and erection of a building with part 2 and part 3 floors, incorporating 13 flats, access, car parking, landscaping, amenity areas, cycle storage and ancillary works.	Refused 24/07/2008 Appeal Dismissed 02/12/2008
10/00320/FUL	Demolition of existing buildings and erection of two blocks comprising a total of 12 flats (4 no. 1-bed & 8 no. 2-bed), together with associated parking and amenity space.	Withdrawn 06/07/2010
11/00359/FUL	Demolition of existing buildings and erection of two 2-storey blocks comprising a total of 12 flats (4 no. 1-bed and 8 no. 2-bed), together with associated parking and amenity space.	Refused 19/09/2012
12/01236/FUL	Demolition of existing buildings and erection of two 2-storey blocks comprising a total of 10 flats (2 no. 1-bed and 8 no. 2-bed), together with associated parking and amenity space.	Refused 21/01/2013 Appeal Dismissed 18/12/2013
14/01254/FUL	Demolition of existing buildings and erection of two 2-storey blocks comprising 9 flats (4 no.	Approved 19/12/2014

1 bed and 5 no. 2 bed) together with associated parking and amenity space.

15/00351/OUT	Demolition of existing buildings and erection of two 2-storey blocks comprising 10 flats (4 no. 1-bed and 6 no. 2-bed) together with associated parking and amenity space (Outline).	Refused 02/07/2015
15/01106/OUT	Demolition of existing buildings and erection of two 2-storey blocks comprising 10 flats (6 no. 1-bed and 4 no. 2-bed) together with associated parking and amenity space (Outline).	Approved 26/10/2015
16/01326/FUL	Demolition of existing buildings and erection of two no. 2-storey blocks comprising 10 flats (4 no. 1-bed and 6 no. 2-bed) together with associated parking and amenity space (amendment to PP ref 15/01106/OUT)	Refused 07/11/2016 Appeal lodged and pending consider- ation

### **3. Description of Current Proposal**

- 3.1 The site relates to the plots of Nos. 8, 10 & 12 Clarendon Road. The site is located opposite the junction of Coleridge Road and Clarendon Road in Ashford. No. 8 comprises a vacant storage building, with a vehicular access off Clarendon Road. It was originally built as a cinema. However, it is not listed or locally listed. Nos. 10 & 12 comprise a pair of 2-storey semi-detached houses, with rear gardens. There is an access roadway to the rear.
- 3.2 To the north of the site is a two-storey funeral directors premises, beyond which are commercial premises fronting Woodthorpe Road. To the south are two-storey residential properties. On the opposite side of Clarendon Road are further residential properties and a church building. To the east, beyond the rear access road are commercial premises in Ashford town centre. Ashford railway station is within walking distance of the site.
- 3.3 The site lies within the urban area. The plot of No. 8 (i.e. the vacant commercial premises) is located within the Ashford town centre designated Employment Area.
- 3.4 The proposal involves the demolition of all the buildings on the site and the erection of a pair of 2-storey blocks comprising 4 no. 1-bed and 6 no. 2-bed units (10 units in total). The proposed block towards the southern side (viewed from the right hand side when facing the site) of the site will measure between 9.7m – 10.0m in width, between 14.9m – 16.4m in depth and up to 7.2m in height. The proposed northern block (left hand side and nearest Woodthorpe Road) will measure between 10.0m – 14.1m in width, between 10.1m - 16.4m in depth and up to 7.2m in height. The new buildings have been designed to reflect the late Victorian architecture of many properties in this part of Clarendon Road. The gable fronted design attempts to reflect the design of the adjacent pair of semi-detached properties of 14 – 16 Clarendon

Road. As mentioned above, this particular application includes a recessed glazed link accommodating a communal staircase and entrance foyer. 10 no. parking spaces will be provided at the rear, accessed off the private roadway off Queens Lane. The proposed dwelling mix comprises 4 no. 1-bedroom and 6 no. 2-bedroom units.

- 3.5 The proposal differs from the 2012 appeal scheme (12/01236/FUL) in that the size, and in particular the depth, of the blocks is substantially less with a consequent increased size and improved layout of the communal amenity space. Whilst the number of units (10) is the same, the reduction in the size of the blocks has been achieved through a combination of changing the dwelling mix (Proposed: 4 no. 1-bed and 6 no. 2-bed units. Appeal Scheme: 2 no. 1-bed and 8 no. 2-bed units), and consequent reduced internal floorspace of the 1 bed units. Furthermore, the proposal now includes a glazed link between the two blocks. The total footprint of the proposed scheme is slightly less (381 sqm) compared to 392 sqm in the previous appeal scheme. However, the proposed footprint now includes the recessed glazed link. The previous projecting wing alongside the northern boundary (left hand side) has been removed.
- 3.6 The proposal differs from the 2016 refused scheme for 10 units (16/01326/FUL) in that it now includes the provision of the glazed link. The glazed link accommodates a single communal staircase serving both blocks, as well as an entrance foyer. Consequently, much of the previous communal floorspace within each block has been freed up to enable more space for the flats without compromising the size for the amenity space at the rear.
- 3.7 The proposal differs from the latest approved scheme (15/01106/OUT) for 10 units in that the proportion of 1-bed units is less and the number of 2-bed units is greater (Proposed scheme: 4 no. 1-bed and 6 no. 2-bed; Approved scheme: 6 no. 1-bed and 4 no. 2-bed). In addition the current proposal involves the introduction of the glazed link.
- 3.8 This report will largely refer for comparison to the approved scheme in 2015 as that overcame the issues raised in the 2012 appeal.
- 3.9 Copies of the proposed site layout and elevations are provided as an Appendix. In addition, plans of the previous appeal scheme (12/01236/FUL) and the last approved scheme (15/01108/OUT) are attached as an Appendix.

#### **4. Consultations**

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

<b>Consultee</b>	<b>Comment</b>
County Highway Authority	No objection subject to conditions
Thames Water	Any comments will be reported orally at the meeting. Did not raise any objection to the previous scheme (16/01326/FUL)
Crime Prevention Officer	Made various security related comments. Requests a condition requiring the

	development to achieve the full Secured by Design award.
Environmental Health (Pollution)	No objection subject to conditions
Sustainability Officer	No objection to the proposed renewable energy facilities (solar panels)
Neighbourhood Services	<p>Raised an objection to the location of the bin store at the rear of the site which is not suitable or accessible for refuse vehicles</p> <p><i>Officer note: The previous schemes addressed this issue by providing a bin collection area towards the front of the site where bins would be moved to on collection day, which was considered acceptable. The current proposal shows a similar bin collection area sited in the south-eastern corner next to Clarendon Road.</i></p>

## 5. **Public Consultation**

- 5.1 26 properties were notified of the planning application. A site notice was displayed and notice was provided in the local press. 5 letters of objection have been received, including a letter from SCAN (Spelthorne Committee for Access Now). Reasons for objecting include: -
- Inadequate car parking. Increase in on-street car parking.
  - Increase pressure on existing infrastructure/services and schools.
  - Queens Lane is not wide enough for vehicles. Increase in traffic congestion. Concern about highway safety.
  - The proposed flats should be made accessible and adaptable for disabled people.

## 6. **Planning Issues**

- Loss of employment land/Principle
- Housing density
- Design and appearance
- Amenity space
- Impact on neighbouring properties
- Parking

## 7. **Planning Considerations**

### Principle/loss of employment land

- 7.1 The loss of the existing vacant commercial building was accepted in the 2012 appeal scheme (12/01236/FUL). The applicant submitted a viability report that showed that the use of the site as a commercial property was not financially viable. It was also accepted in the subsequent 2015 approved scheme for 10 units (15/01106/OUT). It is considered that again, no objection could be raised

to the loss of the commercial building in this particular application. The site is located within the urban area and a largely residential street, and the principle of redeveloping it for residential purposes is considered acceptable.

- 7.2 When considering planning applications for housing local planning authorities should have regard to the government's requirement that they boost significantly the supply of housing and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent with policies set out in the National Planning Policy Framework (NPPF) para 47.
- 7.3 Relevant policies for the supply of housing cannot be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable site (para 49 of NPPF).
- 7.4 The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment – Runnymede and Spelthorne – Nov 2015). On the basis of its objectively assessed housing need the Council is unable to demonstrate a five-year supply of deliverable sites.
- 7.5 Para 14 of the NPPF stresses the presumption in favour of sustainable development and that proposals which accord with a development plan should be approved without delay. When the development plan is absent, silent or relevant policies are out of date, permission should be granted unless *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in this Framework indicate development should be restricted.'* This application must be considered having regard to the above requirements of Para 14 of the NPPF.

#### Housing Density

- 7.6 Policy HO5 of the CS & P DPD states that within higher density residential areas, including those characterised by a significant proportion of flats and those containing significant Employment Areas, new development should generally be in the range of 40 to 75 dwellings per hectare (dph). 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.
- 7.7 The proposed density is 100 dwellings per hectare (dph), which is above the recommended 40 to 75 dph range stipulated in Policy HO5. However, Policy HO5 makes it clear 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. In design terms, the proposed scheme is very similar in terms of built form to the approved 2015 scheme for 10 flats and it follows closely the pattern of built development in this area. The main difference is the addition of the

glazed entrance lobby that links to two blocks. Whilst this increases the overall footprint, due to its light-weight and recessed appearance the overall development will continue to appear in the street scene as two separate blocks.

- 7.8 To show the difference between the 2012 appeal scheme, the approved 2015 scheme for 10 units, and the proposed development, below is a table setting out the density, footprint, and amenity space figures. Furthermore, for comparison purposes, the site layout plans of the three different scheme have been provided as an Appendix. This shows that the size of the proposed amenity space is similar albeit slightly less than the approved scheme. Importantly, the proposed amenity space is substantially greater than that of the 2012 appeal scheme (some 78 sqm greater). After discounting the glazed link, the proposed footprint is only 12 sqm greater than the last approved scheme.

	No. of Units	Density dph	Footprint (sqm)	Amenity Space (sqm)
Previous Appeal Scheme (12/01236/FUL)	10	100	392	246
Latest Approved Scheme (15/01106/OUT)	10	100	342	340
Proposed Development (17/00262/FUL)	10	100	381 (includes 29m <sup>2</sup> for the glass entrance foyer)	324

### Design and Appearance

- 7.9 Policy EN1 of the Core Strategy and Policies DPD (CS & P DPD) states that the Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
- 7.10 This part of Clarendon Road is largely characterised by traditional Victorian-style 2-storey houses. Many of them are semi-detached and consequently there are reasonable gaps between the buildings and the side boundaries. Whilst the former cinema has a more modern flat roof design, its width is similar to the surrounding pairs of semi-detached houses and even this particular plot has gaps between its flank walls adding to the spacious character of the area.



- 7.11 The proposed development is very similar to the last approved scheme (15/01106/OUT) and has a design which fits well with the character of this part of Clarendon Road. The main difference is the introduction of the glazed entrance lobby linking the two blocks. This particular element is a light-weight structure and it will be recessed from the main front elevation by at least 4.8 metres. There will be a gap of 3 metres between the two blocks. Consequently, the development will continue to appear as two separate buildings with proportions similar to the existing pairs of semi-detached houses in the surrounding area. The proposal is therefore considered to be in keeping with the character of the area and complies with Policy EN1.

#### Amenity Space

- 7.12 The proposed development has 324 square metres of amenity space, which is well above the minimum standard of 225 square metres stipulated in the SPD. The depth of the rear garden and outlook from the proposed flats is similar to that in the 2015 approved scheme (340 sqm) and it is considered that the development will provide an acceptable standard of amenity for the occupants.

#### Impact on neighbouring properties

- 7.13 Policy EN1 of the CS & P DPD states that proposals for new development should 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. Also of relevance is the Council's SPD on the Design of Residential Extensions and New Residential Development.
- 7.14 The only residential properties immediately affected by the development are the 2 flats at 14 Clarendon Road, and the adjoining semi-detached house of No. 16. There is a reasonable 6.8m – 7.0m gap between the north-western flank elevation of No. 14 and the adjacent wall of the new building and it is therefore considered that the relationship is acceptable. The development will not break a horizontal or vertical 45 degree line, as stipulated in the SPD. There are no windows proposed in the north-western side elevation of the building.

#### Parking Provision

- 7.15 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.
- 7.16 On 20 September 2011 the Council's Cabinet agreed a 'Position Statement' on how Policy CC3 should now be interpreted in the light of the Government's recent parking policy changes. The effect of this is that the Council will give little weight to the word 'maximum' in relation to residential development when applying Policy CC3 and its residential parking standards will generally be applied as minimum. The supporting text to the Parking Standards stipulates a number of exceptional situations where a reduction in parking will only be allowed. One of these situations includes town centre locations where the

reduction in parking will be assessed against, amongst other transport considerations, the range and quality of facilities within reasonable walking distance. The main shopping area of Ashford is within 100 metres and the railway station and bus routes are also close by.

- 7.17 The proposed parking provision is 10 spaces (i.e. 1 space per unit), whilst the minimum parking standard for a scheme of this size is 14. The proposed provision is therefore some 4 spaces below the minimum standard. However, the site is located on the edge of the town centre and is very close to the train station which has a frequent and extensive service. It is also within easy walking distance of the shops and services of the town centre. Consequently, I consider that there are sufficient grounds to justify the level of parking in this particular case. The Inspector did not raise an objection to the parking provision associated with the previous 2012 appeal scheme, which also proposed 10 spaces for 10 units. This scheme had a shortfall of 5 spaces due to the greater proportion of 2-bed units.
- 7.18 It is also important to note that the County Highway Authority has raised no objection to the proposed parking provision or highway safety. The Highway Engineer has commented on these particular issues in his response, as set out below:

*“According to Spelthorne Parking Standards the proposed development should include 14 car parking spaces. The developer is proposing 10 spaces, representing a shortfall of 4 spaces compared to Spelthorne Parking Standards. This shortfall in parking is unlikely to cause a highway safety problem due to the extent of car parking restrictions in the vicinity of the site.”*

*On all streets in the area surrounding the proposed development there is a system of single yellow line parking restrictions Monday - Saturday 7am-7pm. At junctions there is a system of double yellow lines preventing parking at any time thus protecting highway safety. On both sides of Woodthorpe Road and Church Road there is a system of parking bays supported by single yellow and double yellow line parking restrictions. On Clarendon Road to the south of the site the width of the carriageway is approximately 7.5 metres. It allows the on-street parking on both sides of the carriageway. At Clarendon Road junctions with neighbouring streets there are double yellow lines preventing parking at any time and therefore protecting highway safety at these junctions.*

*The layout of the parking spaces is considered acceptable for parking and turning.*

*The proposed development is located within acceptable walking distance of local shops, bars and restaurants within Ashford town centre. The site is also within acceptable walking distance of public transport. Residents of the proposed development therefore do not need to rely on a private vehicle in order to travel.”*

#### Local Finance Considerations

- 7.19 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.

- 7.20 In consideration of S155 of the Housing and Planning Act 2016, the proposal is a CIL chargeable development and will generate approximately £591 in CIL Payments. This will be at a rate of £140 per sq metre of new floorspace. These are material considerations in the determination of this planning application. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

#### Other Matters

- 7.21 All of the proposed units will be one or two bedroom in size. The development will therefore comply with Policy HO4 of the CS & P DPD which requires developments, including conversions, to include at least 80% of their total as one or two bedroom units.
- 7.22 The floorspace of the proposed units comply with the minimum standards stipulated in the SPD.
- 7.23 The applicant is proposing to install solar photovoltaic panels in order to achieve the minimum 10% renewable energy requirement stipulated in Policy CC1 of the CS & P DPD. A condition is to be imposed requiring full details to be submitted and to ensure that the renewable energy facilities are implemented.
- 7.24 An indicative bin store is located at the rear of the site. Furthermore, a bin collection area is provided near the front of the site for bins to be moved there so that they are easily accessible on collection day. This was an arrangement which was the Council's Neighbourhood Services section has accepted in the previous applications and it is therefore considered that this continues to be acceptable. A condition is to be imposed requiring the full bin store details to be submitted for approval.
- 7.25 With regard to the Crime Prevention Officer's comments, it is not considered appropriate to impose a condition requiring the applicant to apply for the "Secured by Design" award. Many of the requirements are very detailed (e.g. type of laminated glazing), elements which are not normally covered and enforced under the planning regulations. Conditions are to be imposed requiring an external lighting scheme to be implemented, partly for security purposes, and that a secure and satisfactory cycle parking area is provided. However, a copy of the officer's response has been forwarded to the applicant and it is proposed to add a relevant informative to the decision notice (see below).

- 7.26 With regard to the comments from SCAN (Spelthorne Committee for Access Now), the applicant has confirmed that all the apartments meet the required minimum size requirement for their respective occupation number and that the proposals will be constructed in full accordance with Part 'M' of the Building Regulation requirements (Access to and Use of Buildings).
- 7.27 Accordingly, the application recommended for approval.

## **8. Recommendation**

### 8.1 GRANT subject to the following conditions: -

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:- This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

AAL-17-105-P07 received 15 February 2017.

AAL-17-105-P01 Rev. A; /P02 Rev. A; /P03 Rev. A; /P04 Rev. A; /P05 Rev. B; /P06 Rev. A; /P08 Rev. A; /P09 received 21 April 2017

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

3. 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 buildings including the glazed link 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.

4. No development shall take place until:-

(a) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site, has been submitted to and approved in writing by the Local Planning Authority.

(b) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced

until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.

(c) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology.

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

Reason:-

To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

#### NOTE

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

In accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:- To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

6. 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 Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

7. 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 buildings are occupied. Development shall be carried out in accordance with the approved details and maintained as approved

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

8. Before the first occupation of any part of the development, a landscape management plan including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason:- To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development.

9. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked. The parking area shall be used and retained exclusively for its designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

10. No development shall take place until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) measures to prevent the deposit of materials on the highwayhas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

11. No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and

approved in writing by the Local Planning Authority to provide secure, lit and covered cycle parking to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained

Reason:- The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF

12. 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 details to be submitted to and approved in writing by the Local Planning Authority, and thereafter the approved facilities 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.

13. Before any development commences, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

Reason:- To safeguard the amenity of neighbouring residential properties and in the interest of security.

14. Prior to the commencement of the development, details of a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the provision of soakaways on the site, and shall demonstrate that the external parking spaces will be surfaced using permeable paving. The agreed scheme shall be implemented prior to the occupation of the buildings and thereafter maintained.

Reason:- In the interest of minimising flood risk.

15. The part of the land which is shown on the plan submitted with the application as being undeveloped and to be used as shared amenity land shall remain undeveloped and be preserved and laid out as shared amenity land in relation to, and for the benefit of, the remainder of the land to which the application relates.

Reason:- To ensure that the relevant land shall be used for the purposes described in the application so as to benefit the remainder of the development.

16. No development shall take place, including any works of demolition or site clearance, until a Construction Environmental Management Plan (CEMP) for the site has been submitted to and approved in writing by

the Local Planning Authority. All of the demolition and construction work shall be undertaken in strict accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

17. No demolition shall take place until a demolition method statement details in the proposed methodology for demolishing the existing structures and the mitigation measures to be implemented has been submitted to and approved in writing by the Local Planning Authority. The demolition method statement shall include submission of a Pre-Demolition Asbestos Survey. The agreed methodology and mitigation measures shall be implemented in accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

### Informatives

1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

2. The applicant's attention is drawn to the ACPO/Home Office Secured by Design (SBD) award scheme, details of which can be viewed at [www.securedbydesign.com](http://www.securedbydesign.com).

3. Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately.

If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

Further information on CIL and the stages which need to be followed is available on the Council's website. [www.spelthorne.go.uk/CIL](http://www.spelthorne.go.uk/CIL).

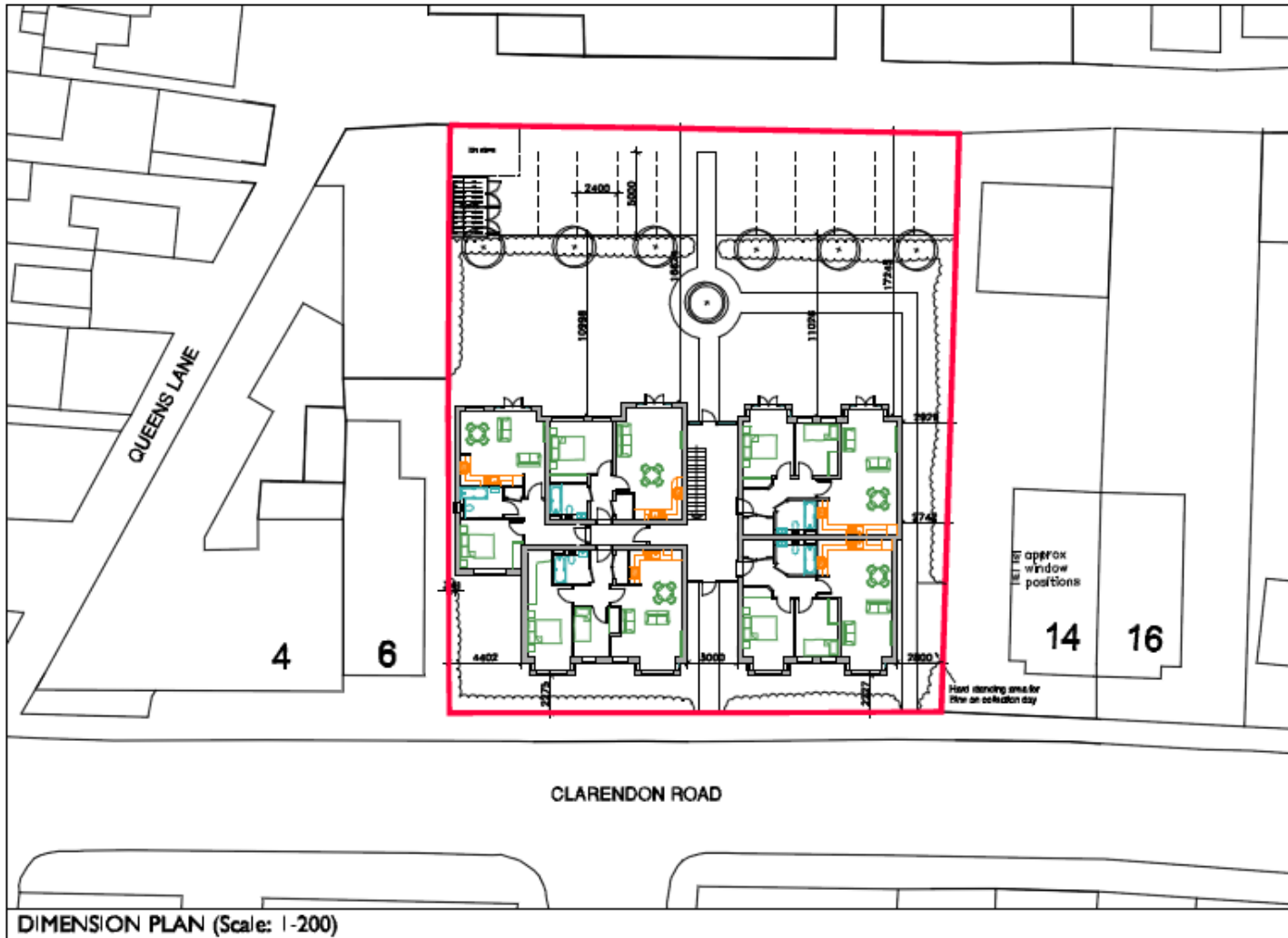
### **The Town and Country Planning (Development Management Procedure) (England) Order 2015**

#### **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:-



- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.



NO	REVISION TO WATCH OFFERING COMMENT	BY	DATE
1/1	DISCUSSION	DR/AM	DATE

**REVISIONS**

**PROJECT**  
**PROPOSALS**

**SITE ADDRESS**  
 8 - 12 CLARENDON ROAD  
 ASHFORD  
 SURREY  
 TW15 2QE

**CLIENT**  
**HoopersHomes**

<b>SCALE</b>	<b>SHEET NO</b>	<b>DR/AM</b>	<b>DATE</b>
1-200	A1	JK	JAN 17

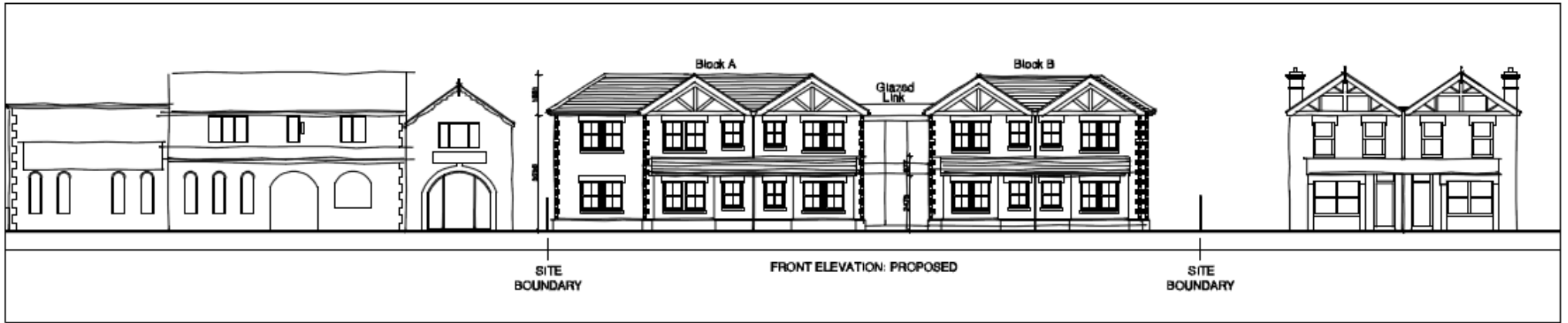
**DRAWING TITLE**  
**COMPARISON & DIMENSION PLANS**

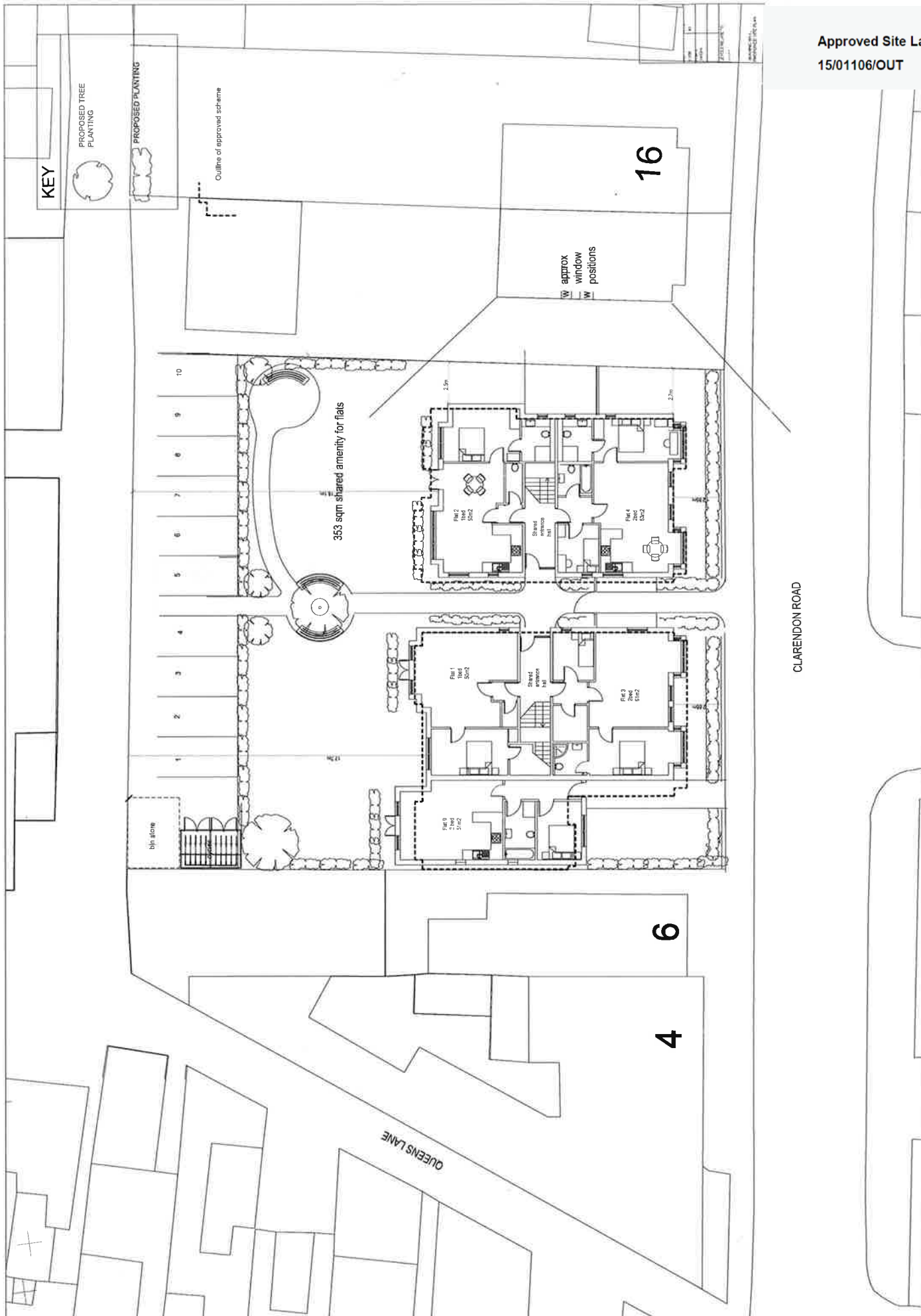
**DRAWING NUMBER**  
**AAI-17-105-P03**

**APPENDIX**  
**A**

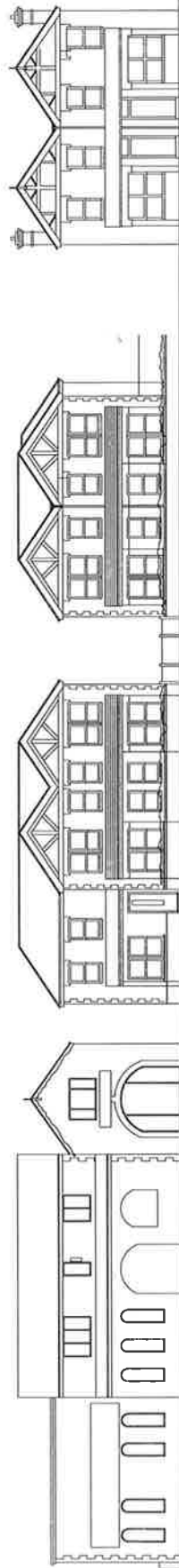
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 VAT Reg. No. 9421918





Approved  
Street Scene  
Elevations  
15/01106/OUT



FRONT ELEVATION: PROPOSED

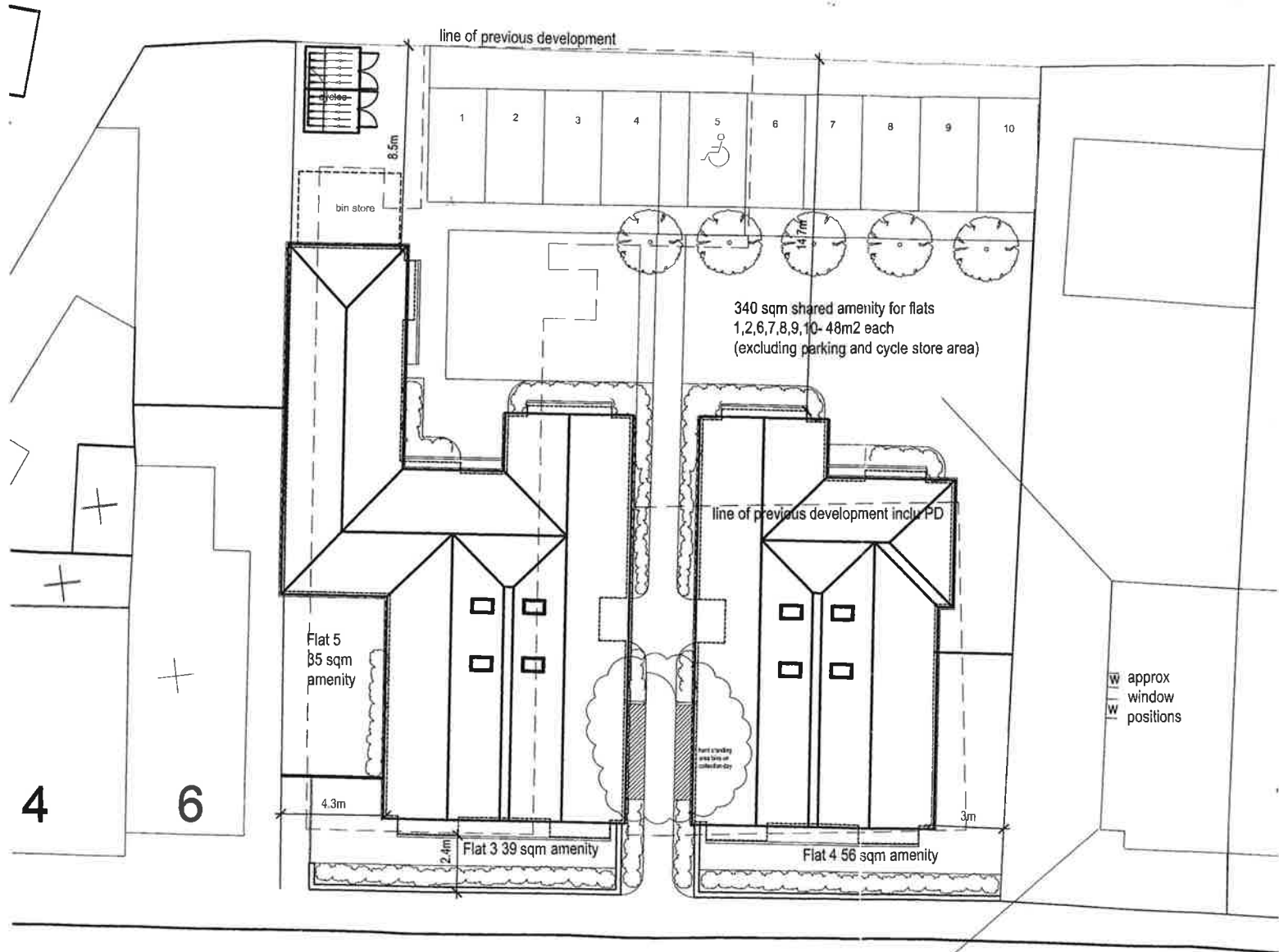


FRONT ELEVATION: EXISTING

15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT
15/01106	OUT



**Appeal Site  
Layout Plan  
12/01236/FUL**



CLARENDON ROAD

COLERIDGE ROAD

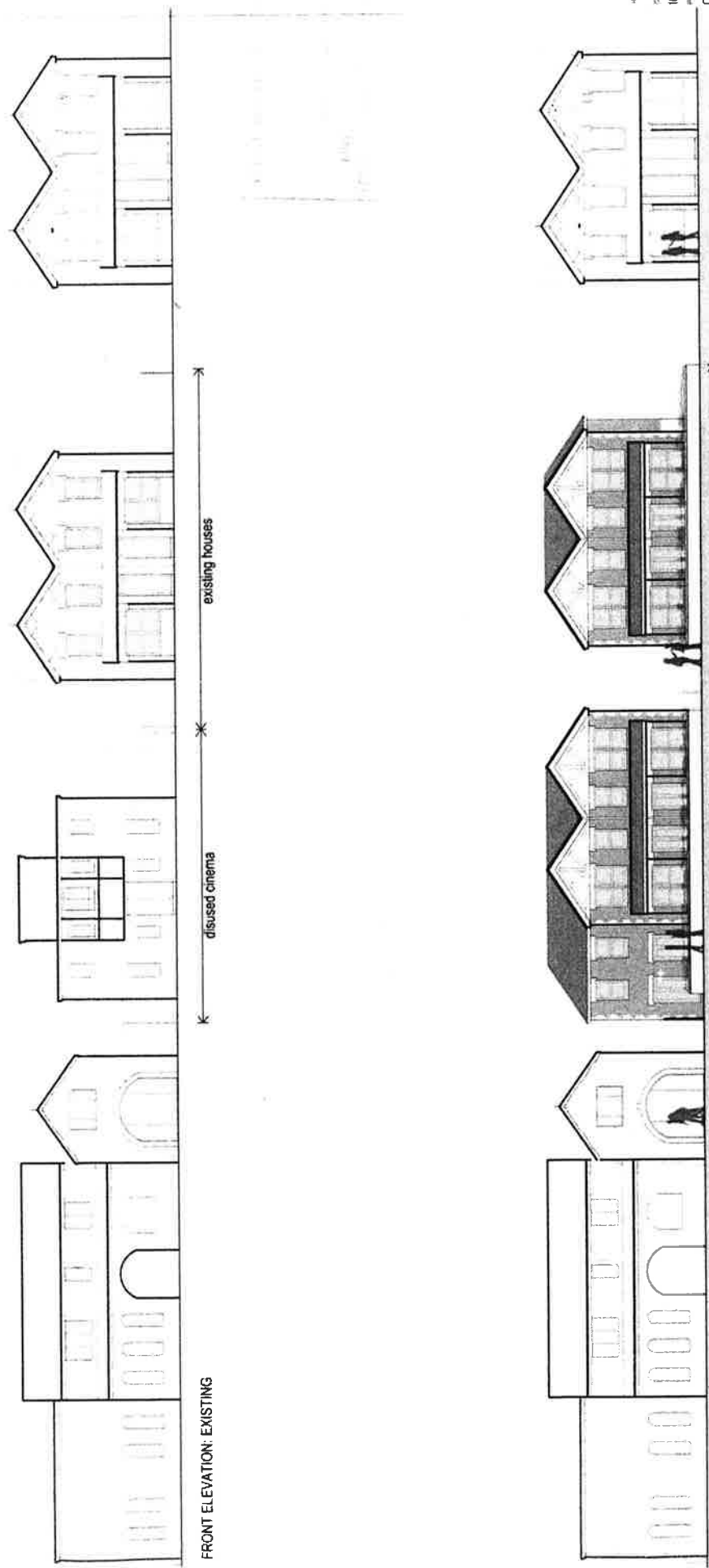
hurch

3

4

6

Walls, balconies, air filters, and other panels to glass fronts.  
Road Side  
All new doors, etc., windows to be aluminum  
All interior windows to be aluminum  
Glass, lower panels on glass doors, etc., and decorative to have finished side.



FRONT ELEVATION: EXISTING

FRONT ELEVATION: PROPOSED

REV. 04/11 06/16/11/14  
PROJECT  
INSIGHT PROPERTY DEVELOPMENTS LTD  
PROJECT  
CLARENDON ROAD ASHFORD

Appeal Site  
Street Scene  
Elevations  
12/01236/FUL

01  
BW

